

FILE NO. 240833

Petitions and Communications received from July 25, 2024, through August 29, 2024, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on September 3, 2024.

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

From the Office of the Mayor, pursuant to Charter, Section 3.100, submitting an Acting-Mayor Notice designating Supervisor Joel Engardio as Acting-Mayor effective Monday, August 19, 2024, at 6:25 p.m. until 2:00 p.m. on Wednesday, August 21, 2024; and further designating Supervisor Rafael Mandelman as Acting-Mayor effective Wednesday, August 21, 2024, at 2:01 p.m. until 10:08 a.m. on Friday, August 23, 2024. Copy: Each Supervisor. (1)

From California Fish and Game Commission, submitting notices of various proposed changes in regulations. 5 Letters. Copy: Each Supervisor (2)

From the Department of Elections (REG), submitting certification for the initiative measure entitled "Additional Business Tax on Transportation Network Companies and Autonomous Vehicle Businesses." Copy: Each Supervisor. (3)

From the Department on the Status of Women (WOM), submitting a Monthly Update on the Status of Abortion Rights. Copy: Each Supervisor. (4)

From the San Francisco Public Utilities Commission (SFPUC), pursuant to Administrative Code, Chapter 11, Article V, Section 11.44(b), submitting Franchise Compliance Reports for the Audit Period of Calendar Year (CY) 2021-2022. Copy: Each Supervisor. (5)

From the San Francisco Police Department (SFPD), submitting a response to a Letter of Inquiry issued by Supervisor Dean Preston at the May 7, 2024, Board of Supervisors meeting. Copy: Each Supervisor. (6)

From the Department of Elections (REG), submitting the Ballot Simplification Committee's meeting agenda for July 29, 2024 – August 2, 2024. Copy: Each Supervisor. (7)

From the Office of the Controller (CON), submitting a report on the Status of the San Francisco Economy as of July 2024. Copy: Each Supervisor. (8)

From the San Francisco Police Department (SFPD), pursuant to Administrative Code, Chapters 96A and 96E, submitting an update on the Second Quarter 2024 Law

Enforcement Report and the Second Quarter 2024 Domestic Violence Data Report. Copy: Each Supervisor. (9)

From the Office of the City Administrator (ADM), Fleet Management Division, pursuant to Administrative Code, Section 4.10-2(c), submitting an Annual Report on Telematics Utilization for Calendar Year (CY) 2023. Copy: Each Supervisor. (10)

From Genesis Vasconez, submitting resignation from Seat 2 of the Behavioral Health Commission. Copy: Each Supervisor. (11)

From the Office of the Treasurer & Tax Collector (TTX), submitting an update on the Empty Homes Tax. Copy: Each Supervisor. (12)

From the Office of the Controller (CON), pursuant to Charter, Section 3.105 and Appendix F, submitting a memorandum on an audit of the compliance of the Department of Public Works (DPW) with the close-out provisions of its contract with Clark Construction, LLC, for the San Francisco Police Department's (SFPD) Traffic Company and Forensic Services Division Facility project. Copy: Each Supervisor. (13)

From the San Francisco Board of Appeals, pursuant to Charter, Section 9.115, and Administrative Code, Section 3.14, submitting a Budget Certification Letter for Fiscal Years (FYs) 2024-2025 and 2025-2026. Copy: Each Supervisor. (14)

From the Office of the Controller (CON) City Services Auditor (CSA), pursuant to Charter, Appendix Section F1.102(a)(2), submitting a report on Street and Sidewalk Standards for Fiscal Year (FY) 2024. Copy: Each Supervisor. (15)

From the Office of Small Business (OSB), submitting an OSB Annual Report for Fiscal Year (FY) 2023-2024. Copy: Each Supervisor. (16)

From the Ethics Commission, submitting the adoption of regulations regarding Campaign Finance and Campaign Consultant Rules. Copy: Each Supervisor. (17)

From the Department of Public Works (DPW), submitting a response to a Letter of Inquiry issued by Supervisor Ahsha Safai at the July 30, 2024, Board of Supervisors meeting. Copy: Each Supervisor. (18)

From the San Francisco Public Utilities Commission (SFPUC), pursuant to Resolution No. 95-23, File No. 230091, submitting a report on quarterly actual California Independent System Operator (CAISO) charges compared with projections, and remaining contract expenditures. Copy: Each Supervisor. (19)

From the San Francisco Public Utilities Commission (SFPUC), pursuant to Resolution No. 227-18, File No. 180693, submitting Quarterly Report on Status of Applications to Pacific Gas and Electric (PG&E) for Electric Service as of August 2024. Copy: Each Supervisor. (20)

From the Mayor's Office of Housing and Community Development (MOHCD), pursuant to Ordinance No. 216-18, File No. 180547, submitting a quarterly report on City-Funded 100% Affordable Housing Projects from April 1, 2024, through June 30, 2024. Copy: Each Supervisor. (21)

From the San Francisco Public Library (LIB), submitting a response to a Letter of Inquiry issued by Supervisor Ahsha Safai at the July 30, 2024, Board of Supervisors meeting. Copy: Each Supervisor. (22)

From the San Francisco Sheriff's Department (SHF), regarding a letter titled "Addressing Critical Staffin and Safety Concerns" from the San Francisco Deputy Sheriff's Association. Copy: Each Supervisor. (23)

From the Office of the Treasurer & Tax Collector (TTX), pursuant to CA State Government Code, Section 53646, submitting the City and County of San Francisco (CCSF) Pooled Investment Report for the month of July 2024. Copy: Each Supervisor. (24)

From the San Francisco Planning Department (CPC), regarding the relationship of San Francisco Unified School District's (SFUSD) ongoing Resource Alignment Initiative (RAI) with the City's implementation of the 2022 Housing Element and related housing production targets and growth projections. Copy: Each Supervisor (25)

From the San Francisco Municipal Transportation Agency (MTA), submitting an agenda for the August 22, 2024, meeting of the Interdepartmental Staff Committee on Traffic and Transportation for Temporary Street Closures (ISCOTT). Copy: Each Supervisor (26)

From various departments, pursuant to Administrative Code, Section 12B.5-1(d)(1), submitting approved Chapter 12B Waiver Request Forms. 3 Forms. Copy: Each Supervisor. (27)

From a member of the public, regarding the Commission on Judicial Performance. Copy: Each Supervisor. (28)


From Anastasia Glikshtern, regarding the Department of the Environment (ENV) annual public hearing regarding pest management activities on city properties held on August 13, 2024. Copy: Each Supervisor. (29)

From Arpit Akkinepalli, regarding safety on Grand View Avenue. Copy: Each Supervisor. (30)

From Jordan Davis, regarding various topics. Copy: Each Supervisor. (31)

From Stephen S. Wade and Edwin Stoodley, regarding a Type 42 Alcoholic Beverage Control (ABC) License for Nosh Box SF. Copy: Each Supervisor. (32)

From members of the public, regarding the proposed Ordinance amending the Planning Code to designate the Rainbow Flag Installation at Harvey Milk Plaza, by Gilbert Baker, located at the southwest corner of the intersection of Market Street and Castro Street, as a Landmark consistent with the standards set forth in Article 10 of the Planning Code. File No. 240725. Copy: Each Supervisor. (33)

From William Easton, regarding a Black Health Community Action Team  grant. Copy: Each Supervisor. (34)

From Jackie Leonard-Dimmick, regarding the proposed Charter Amendment (Second Draft) to amend the Charter of the City and County of San Francisco to establish the Affordable Housing Opportunity Fund for Seniors, Families, and People with Disabilities to fund project-based rental subsidies for extremely low-income households consisting of seniors, families, and persons with disabilities, and to require the City to appropriate at least \$8.25 million to the Fund annually starting in Fiscal Year 2026-2027; at an election to be held on November 5, 2024. File No. 240550. 2 Letters. Copy: Each Supervisor. (35)

From Christina Morales, regarding an American flag in Golden Gate Park. Copy: Each Supervisor. (36)

From Howard Chabner, regarding wheelchair access at City Hall. Copy: Each Supervisor. (37)

From Evolution Hospitality, submitting a Worker Adjustment and Retraining Notification (WARN) Act notice regarding a planned action to substantially cease operations at the BEI Hotel located at 50 Eighth Street. Copy: Each Supervisor. (38)

From Ronald F. Owens Jr., regarding COVID-19 vaccines. Copy: Each Supervisor. (39)

From members of the public, regarding an Ordinance approving Health Service System plans and contribution rates for Calendar Year (CY) 2025. File No. 240724. Ordinance No. 216-24. 2 Letters. Copy: Each Supervisor. (40)

From members of the public, regarding a Resolution approving and authorizing the Director of Property to enter into a real property lease with Twin Peaks Petroleum, Inc., a California corporation, doing business as Twin Peaks Auto Care, successor-in-interest to Michael Gharib, for approximately 14,499 square feet located at 598 Portola Drive. File No. 240731. Resolution No. 436-24. 20 Letters. Copy: Each Supervisor. (41)

From Adrienne Fraser Houser and Derrick Houser, regarding signage at San Francisco public parks. Copy: Each Supervisor. (42)

From the San Francisco Deputy Sheriff's Association, regarding staffing and safety concerns. Copy: Each Supervisor. (43)

From the San Francisco Arts Commission, submitting a schedule of public meetings in August 2024. Copy: Each Supervisor. (44)

From The Green Cross, regarding the cannabis industry in San Francisco. Copy: Each Supervisor. (45)

From Beth Ericson, regarding parking and towing fees. Copy: Each Supervisor. (46)

From Pallet, regarding the Hearing on March 28, 2024, to receive an update on the implementation of the Place For All Ordinance (File No. 220281, Ordinance No. 92-22); and requesting the Department of Homelessness and Supportive Housing (HSH) and Department of Emergency Management (DEM) to report. File No. 240242. Copy: Each Supervisor. (47)

From Race & Equity in all Planning Coalition, San Francisco, regarding a Resolution urging San Francisco Unified School District (SFUSD) Superintendent Matt Wayne and the Board of Education to include clear equity criteria in the Resource Alignment Initiative that includes the cultural and community significance of school sites in specific neighborhoods, such as Chinatown and the Tenderloin, as well as neighborhood density, walkability, in-language services and staffing, and on-site direct support services for low-income, immigrant and BIPOC communities who may have otherwise been undercounted for a variety of reasons, as part of the decision process. File No. 240736. Resolution No. 376-24. Copy: Each Supervisor. (48)

From John Popescu, regarding trees at Mt. Davidson Park. Copy: Each Supervisor. (49)

From members of the public, regarding a Resolution authorizing the Recreation and Park Department to issue a permit for Another Planet Entertainment LLC to hold a ticketed concert at the Golden Gate Park Polo Fields on the Friday, Saturday, and Sunday following the Outside Lands Festival in 2024, 2025 and 2026. Resolution No. 426-23; File No. 230710. 2 Letters. Copy: Each Supervisor. (50)

From the SF Marina Harbor Association, regarding Marina Yacht Harbor rate increases. Copy: Each Supervisor. (51)

From Micki Jones, regarding garbage in North Beach. Copy: Each Supervisor. (52)

From Ericka Scott, regarding the Candlestick Point redevelopment project. Copy: Each Supervisor. (53)

From members of the public, regarding the San Francisco Municipal Transportation Agency (MTA) West Portal Station Safety and Community Space Improvements Project at West Portal Avenue and Ulloa Street. (54)

From members of the public, regarding the Hearing to consider the proposed Initiative Ordinance submitted by four or more Supervisors to the voters for the November 5, 2024, Election, entitled "Ordinance amending the Park Code to establish new recreation and open space by restricting private vehicles at all times on the Upper Great Highway between Lincoln Way and Sloat Boulevard, subject to the City obtaining certain required approvals; making associated findings under the California Vehicle Code; and reaffirming the existing restriction of private vehicles on the Great Highway Extension." File No. 240706. 276 Letters. Copy: Each Supervisor. (55)

From members of the public, regarding window replacement standards for homes. 6 Letters. Copy: Each Supervisor. (56)

From members of the public, regarding the San Francisco Planning Department's (CPC) Expanding Housing Choice, Housing Element Zoning Program. 6 Letters. Copy: Each Supervisor. (57)

From Amelio Schembari, regarding the proposed Ordinance amending the Administrative Code to authorize the Human Services Agency (HAS), in coordination with the Department of Public Health (DPH), to establish a voluntary three-year sobriety and recovery incentive treatment program, known as "Cash Not Drugs," to provide a weekly payment of up to \$100 to eligible beneficiaries of the County Adult Assistance Programs (CAAP) who have been screened for a substance use disorder and referred to substance use disorder treatment as a condition of further receipt of CAAP benefits, and who test negative for illicit drugs once per week. File No. 240799. Copy: Each Supervisor. (58)

From a member of the public, regarding a Resolution in support of Ukrainian refugees, urging the City and County of San Francisco to welcome Ukrainian refugees and declaring the City and County's support for Ukrainian refugees. File No. 220300. (59)

From Terry McDevitt, regarding the Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to delay implementing meter hour extension until the completion of an independent economic impact report that specifically analyzes the projected impact to San Francisco small businesses, City revenues, and the City's overall economic recovery and said report is reviewed by the Board of Supervisors and the SFMTA Board. File No. 230587. Copy: Each Supervisor. (60)

From a member of the public, regarding a Resolution adding the Commemorative Street Name "Sean Monterrosa Boulevard" to Park Street, at the intersection of Holly Park Circle, in recognition of Sean Monterrosa's contribution and legacy to San Francisco as a local figure. File No. 240135. Copy: Each Supervisor. (61)

From the San Francisco Chamber of Commerce, regarding a proposed Ordinance amending the Police Code to require large supermarkets to provide six months notice to their customers and the City before permanently closing, and to explore ways to allow

for the continued sale of groceries at the location. File No. 240333. Copy: Each Supervisor. (62)

From members of the public, regarding the proposed Charter Amendments establishing the Commission Streamlining Task Force. File Nos. 240547 and 240548. 3 Letters. Copy: Each Supervisor. (63)

From members of the public, regarding proposed Ordinances amending the Administrative Code to prohibit the sale or use of algorithmic devices to set rents or manage occupancy levels for residential dwelling units located in San Francisco. File Nos. 240766 and 240796. 2 Letters. Copy: Each Supervisor. (64)

From Aaron Goodman, regarding various subjects. Copy: Each Supervisor. (65)

From Mary Miller, regarding a proposed installation of a sculpture at Union Square Plaza. Copy: Each Supervisor. (66)

From Veronica Shepard, regarding development at Candlestick Point. Copy: Each Supervisor. (67)

From members of the public, regarding an e-bike purchase/lease incentive program. 125 Letters. Copy: Each Supervisor. (68)

From Gino Fortunato, regarding pedestrian safety at the intersection of Fulton Street and Arguello Boulevard. Copy: Each Supervisor. (69)

From members of the public, regarding John F. Kennedy Drive. 4 Letters. Copy: Each Supervisor. (70)

From members of the public, regarding the Resolution urging the Municipal Transportation Agency (MTA) to develop and implement a plan for No Turn On Red (NTOR) at every signalized intersection in San Francisco and approve a citywide NTOR policy. File No. 231016. 314 Letters. Copy: Each Supervisor. (71)

From members of the public, regarding encampments adjacent to the Pomeroy Center. 2 Letters. Copy: Each Supervisor. (72)

From members of the public, regarding quality of life issues. 8 Letters. Copy: Each Supervisor. (73)

From Dick Allen, regarding a Resolution of Intention to establish San Francisco Enhanced Infrastructure Financing District No. 2 (Stonestown) to finance public capital facilities and projects of communitywide significance related to the Stonestown Project and other authorized costs, and determining other matters in connection therewith, as defined herein. File No. 240681. Copy: Each Supervisor. (74)

From PRC, regarding the removal of PRC and Baker Place from Elevated Concern Status by the Office of the Controller. Copy: Each Supervisor. (75)

From: [Ng, Wilson \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [Entezari, Mehran \(BOS\)](#); [RUSSI, BRAD \(CAT\)](#)
Subject: AMENDED - RE: Acting Mayor | 08.19.24-08.23.24
Date: Friday, August 16, 2024 10:43:42 AM
Attachments: [Engardio Mandelman 08.19.24-08.23.24.pdf](#)
[image001.png](#)

Dear Supervisors and Aides,

Please see the attached **amended** Acting-Mayor notice from Mayor London N. Breed, designating Supervisor Joel Engardio as Acting-Mayor effective Monday, August 19, 2024 at **6:25 p.m. until 2:00 p.m.** on Wednesday, August 21, 2024, and further designating Supervisor Rafael Mandelman as Acting-Mayor effective Wednesday, August 21, 2024 at **2:01 p.m. until 10:08 a.m.** on Friday, August 23, 2024.

Sincerely,

—
Wilson L. Ng

Deputy Director of Operations
 San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Phone: (415) 554-5184
 Web: www.sfbos.org



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From: Ng, Wilson (BOS)
Sent: Thursday, August 15, 2024 12:57 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>
Cc: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; De Asis, Edward (BOS) <edward.deasis@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS-Operations <bos-operations@sfgov.org>; De Asis, Edward (BOS) <edward.deasis@sfgov.org>; Entezari, Mehran (BOS) <mehran.entezari@sfgov.org>; RUSSI, BRAD (CAT) <Brad.Russi@sfcityatty.org>
Subject: FW: Acting Mayor | 08.19.24-08.23.24

Dear Supervisors and Aides,

Please see the attached Acting-Mayor notice from Mayor London N. Breed, designating Supervisor Joel Engardio as Acting-Mayor effective Monday, August 19, 2024 at 6:25 p.m. until 12:00 p.m. on Wednesday, August 21, 2024, and further designating Supervisor Rafael Mandelman as Acting-Mayor effective Wednesday, August 21, 2024 at 12:01 p.m. until 10:08 a.m. on Friday, August 23, 2024.

Sincerely,

Wilson L. Ng

Deputy Director of Operations
San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184
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From: Paulino, Tom (MYR) <tom.paulino@sfgov.org>

Sent: Thursday, August 15, 2024 12:40 PM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>

Cc: BOS-Operations <bos-operations@sfgov.org>; Mchugh, Eileen (BOS)

<eileen.e.mchugh@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>

Subject: Acting Mayor | 08.19.24-08.23.24

Hello Madam Clerk,

Please see the attached letter designating Supervisor Joel Engardio as Acting-Mayor effective Monday, August 19, 2024 at 6:25 p.m. until 12:00 p.m. on Wednesday, August 21, 2024, and I further designate Supervisor Rafael Mandelman as Acting-Mayor effective Wednesday, August 21, 2024 at 12:01 p.m. until 10:08 a.m. on Friday, August 23, 2024.

Cheers,

Tom Paulino

He/Him

Liaison to the Board of Supervisors

Office of the Mayor

City and County of San Francisco

OFFICE OF THE MAYOR
SAN FRANCISCO



LONDON N. BREED
MAYOR

Thursday, August 15, 2024

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

Dear Ms. Calvillo,

Pursuant to Charter Section 3.100, I hereby designate Supervisor Joel Engardio as Acting-Mayor effective Monday, August 19, 2024 at 6:25 p.m. until 2:00 p.m. on Wednesday, August 21, 2024. I further designate Supervisor Rafael Mandelman as Acting-Mayor effective Wednesday, August 21, 2024 at 2:01 p.m. until 10:08 a.m. on Friday, August 23, 2024.

In the event I am delayed, I designate Supervisor Rafael Mandelman to continue to be the Acting-Mayor until my return to California.

Sincerely,

A handwritten signature in blue ink, reading "London N. Breed".

London N. Breed
Mayor

cc: Mr. David Chiu, City Attorney

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: CA Fish and Game various proposed changes in regulations
Date: Thursday, August 29, 2024 3:57:50 PM
Attachments: [CA Fish and Game various proposed changes in regulations.pdf](#)

Dear Supervisors,

Please see attached from the California Fish and Game Commission, regarding proposed changes in regulations for the white sturgeon, marine logbooks and fishing block charts, and the possession of wildlife and wildlife rehabilitation.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: [California Fish and Game Commission](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Notice of Proposed Emergency Regulations - White Sturgeon Catch and Release Sport Fishing
Date: Friday, August 16, 2024 4:01:38 PM

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California Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

Notice of Proposed Emergency Regulations

Greetings,

A notice of proposed emergency regulations regarding sport fishing for white sturgeon in inland and ocean waters during California Endangered Species Act candidacy has been posted to the Commission's website.

The notice and associated documents can be accessed at <https://fgc.ca.gov/Regulations/2024-New-and-Proposed#5.78>.

Sincerely,

Jenn Bacon

California Fish and Game Commission

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[California Fish and Game Commission](#)

715 P Street, Sacramento, CA 95814

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From: [California Fish and Game Commission](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Notice of Revised Proposed Changes in Regulations - Marine Logbooks and Fishing Block Charts
Date: Thursday, August 22, 2024 8:03:43 AM

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California Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

Notice of Revised Proposed Changes in Regulations

Greetings,

A notice of sufficiently related changes to the proposed changes in regulations pertaining to marine logbooks and fishing block charts has been posted to the Commission's website. The notice and associated documents can be accessed at: <https://fgc.ca.gov/Regulations/2024-New-and-Proposed#sec-120-7>

Sincerely,

Jenn Bacon

California Fish and Game Commission

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[California Fish and Game Commission](#)
715 P Street, Sacramento, CA 95814

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From: [California Fish and Game Commission](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Notice of Revised Proposed Changes in Regulations - Possession of Wildlife and Wildlife Rehabilitation
Date: Wednesday, August 28, 2024 9:15:59 AM

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California Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

Notice of Revised Proposed Changes in Regulations

Greetings,

A notice of sufficiently related changes to the proposed amendments in regulations related to the possession of wildlife and wildlife rehabilitation has been posted to the Commission's website. The notice and associated documents can be accessed at: <https://fgc.ca.gov/Regulations/2024-New-and-Proposed#sec-679>

Sincerely,

Jenn Bacon

California Fish and Game Commission

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From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Notice of Proposed Changes in Regulations - 2025-2026 Recreational Federal Groundfish
Date: Friday, August 2, 2024 8:22:00 AM

Dear Supervisors,

Please see below regarding notice of proposed changes in regulations pertaining to recreational federal groundfish from the California Fish and Game Commission.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: California Fish and Game Commission <fgc@public.govdelivery.com>
Sent: Friday, August 2, 2024 7:43 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Notice of Proposed Changes in Regulations - 2025-2026 Recreational Federal Groundfish

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California Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

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Notice of Proposed Changes in Regulations

Greetings,

A notice of proposed changes in regulations pertaining to recreational federal groundfish has been posted to the Commission's website. The notice and associated documents can be accessed at:

<https://fgc.ca.gov/Regulations/2024-New-and-Proposed#gf25>

Sincerely,

Sherrie Fonbuena
California Fish and Game Commission

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[California Fish and Game Commission](#)
715 P Street, Sacramento, CA 95814

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From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Notice of Proposed Changes in Regulations - 2025-2026 Recreational Federal Groundfish
Date: Friday, August 2, 2024 8:22:41 AM

Dear Supervisors,

Please see below regarding notice of proposed changes in regulations pertaining to recreational federal groundfish from the California Fish and Game Commission.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: California Fish and Game Commission <fgc@public.govdelivery.com>
Sent: Friday, August 2, 2024 7:43 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Notice of Proposed Changes in Regulations - 2025-2026 Recreational Federal Groundfish

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California Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

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Notice of Proposed Changes in Regulations

Greetings,

A notice of proposed changes in regulations pertaining to recreational federal groundfish has been posted to the Commission's website. The notice and associated documents can be accessed at:

<https://fgc.ca.gov/Regulations/2024-New-and-Proposed#gf25>

Sincerely,

Sherrie Fonbuena
California Fish and Game Commission

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From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Notice of Proposed Changes in Regulations - Possession of Wildlife and Wildlife Rehabilitation
Date: Friday, August 2, 2024 8:48:00 AM

Dear Supervisors,

Please see below regarding notice of proposed changes in regulations pertaining to the possession of wildlife and wildlife rehabilitation from the California Fish and Game Commission.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: California Fish and Game Commission <fgc@public.govdelivery.com>
Sent: Friday, August 2, 2024 8:37 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Notice of Proposed Changes in Regulations - Possession of Wildlife and Wildlife Rehabilitation

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California Fish and Game Commission
Wildlife Heritage and Conservation Since 1870

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Notice of Proposed Changes in Regulations

Greetings,

A notice of proposed changes in regulations pertaining to the possession of wildlife and wildlife rehabilitation has been posted to the Commission's website. The notice and associated documents can be accessed at:
<https://fgc.ca.gov/Regulations/2024-New-and-Proposed#sec-679>

Sincerely,

Jenn Bacon
California Fish and Game Commission

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[California Fish and Game Commission](#)
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From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Notice of Proposed Changes in Regulations - Possession of Wildlife and Wildlife Rehabilitation
Date: Friday, August 2, 2024 8:49:07 AM

Dear Supervisors,

Please see below regarding notice of proposed changes in regulations pertaining to the possession of wildlife and wildlife rehabilitation from the California Fish and Game Commission.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: California Fish and Game Commission <fgc@public.govdelivery.com>
Sent: Friday, August 2, 2024 8:37 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Notice of Proposed Changes in Regulations - Possession of Wildlife and Wildlife Rehabilitation

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Notice of Proposed Changes in Regulations

Greetings,

A notice of proposed changes in regulations pertaining to the possession of wildlife and wildlife rehabilitation has been posted to the Commission's website. The notice and associated documents can be accessed at:
<https://fgc.ca.gov/Regulations/2024-New-and-Proposed#sec-679>

Sincerely,

Jenn Bacon
California Fish and Game Commission

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CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF ELECTIONS

3

John Arntz, Director

HAND DELIVERED

July 25, 2024

ANGELA CALVILLO, CLERK OF THE BOARD

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

RE: Certification for the initiative measure entitled **ADDITIONAL BUSINESS TAX ON TRANSPORTATION NETWORK COMPANIES AND AUTONOMOUS VEHICLE BUSINESSES**

Enclosed is a copy of the letter sent to the proponent of the above-named petition, certifying that the petition did contain sufficient valid signatures to qualify for the next general, municipal, or statewide election occurring in the City and County of San Francisco at any time after 90 days from the date of this certificate of sufficiency.

If you should have any questions or need additional information, please call (415) 554-4375.

Sincerely,


John Arntz
Director of Elections

Encl. Copy of certified letter to proponent

cc: London Breed, Mayor
David Chiu, City Attorney
John Arntz, Director of Elections

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SAN FRANCISCO
2024 JUL 26 AM 8:43
BY  805-4



CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF ELECTIONS

John Arntz, Director

Certified Mail: 7017 0530 0000 4140 1991

July 25, 2024

Christopher Arvin
1900 Page St, #3
San Francisco, CA 94117

RE: Certification for the initiative measure entitled **ADDITIONAL BUSINESS TAX ON TRANSPORTATION NETWORK COMPANIES AND AUTONOMOUS VEHICLE BUSINESSES**

As prescribed under *California Elections Code* §9115(a), the San Francisco Department of Elections has completed its review of a random sampling of 522 of the 17,392 signatures submitted for the initiative measure **ADDITIONAL BUSINESS TAX ON TRANSPORTATION NETWORK COMPANIES AND AUTONOMOUS VEHICLE BUSINESSES**.

Based on this statistical sampling, the total number of valid signatures was determined to be greater than the 10,029 valid signatures required for qualification. The number of valid signatures required to qualify this initiative measure was determined by calculating 2% of the number of registered voters in the City and County of San Francisco (S.F. Charter §14.101).

I hereby certify that the following initiative measure, **ADDITIONAL BUSINESS TAX ON TRANSPORTATION NETWORK COMPANIES AND AUTONOMOUS VEHICLE BUSINESSES**, is sufficient and qualifies for the next general, municipal, or statewide election in the City and County of San Francisco at any time after 90 days from the date of this certification of sufficiency.

If you have any questions or need additional information, please call (415) 554-4375.

Respectfully,


John Arntz
Director of Elections

cc: London Breed, Mayor
David Chiu, City Attorney
Angela Calvillo, Clerk of the Board of Supervisors
John Arntz, Director of Elections

English (415) 554-4375
Fax (415) 554-7344
TTY (415) 554-4386

sselections.org
1 Dr. Carlton B. Goodlett Place
City Hall, Room 48, San Francisco, CA 94102

中文 (415) 554-4367
Español (415) 554-4366
Filipino (415) 554-4310

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [BOS-Operations](#)
Subject: FW: August 2024 monthly status of abortion rights memo
Date: Thursday, August 15, 2024 11:06:18 AM
Attachments: [Monthly Update on the Status of Abortion Rights August 2024.pdf](#)
[Outlook-x015u1pb.png](#)

Hello,

Please see attached the Monthly Update on the Status of Abortion Rights.

Regards,

John Bullock
 Office of the Clerk of the Board
 San Francisco Board of Supervisor
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 (415) 554-5184
BOS@sfgov.org | www.sfbos.org

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From: Heitzenroder, Denise (WOM) <denise.heitenroder@sfgov.org>
Sent: Thursday, August 15, 2024 10:57 AM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Colfax, Grant (DPH) <grant.colfax@sfdph.org>; Davis, Sheryl (HRC) <sheryl.davis@sfgov.org>
Cc: Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; WILENSKY, JULIE (CAT) <Julie.Wilensky@sfcityatty.org>; Bobba, Naveena (DPH) <naveena.bobba@sfdph.org>; Ngo, Steve (MYR) <steve.ngo@sfgov.org>; Pang, Hong Mei (MYR) <hongmei.pang@sfgov.org>; Yip, Angela (ADM) <angela.yip@sfgov.org>; Macaluso, Joseph (WOM) <joseph.macaluso@sfgov.org>; Ellis, Kimberly (WOM) <kimberly.n.ellis@sfgov.org>; Escandon, Martin (DPH) <martin.escandon@sfdph.org>
Subject: August 2024 monthly status of abortion rights memo

Hello all,

On behalf of the Department on the Status of Women, please see the attached Monthly Update on the Status of Abortion Rights Memorandum. I look forward to supporting you around any questions or requests for additional information.

Don't hesitate to reach out with any questions,
Denise



Denise Heitzenroder | Project Manager for Strategic Initiatives
She/her
San Francisco Dept. on the Status of Women
Engage. Educate. Empower.
p: 415-252-2576
w: dosw.org



London N. Breed
Mayor

City and County of San Francisco
Department on the Status of Women



Date: August 15, 2024

To: Mayor London Breed; Members of the Board of Supervisors; City Attorney David Chiu; Dr. Grant Colfax, Director of the Department of Public Health; Dr. Sheryl Davis, Executive Director of the Human Rights Commission, and other interested stakeholders.

Cc: Sean Elsbernd, Eileen Mariano, Steve Ngo, Julie Wilensky, Rebekah Krell, Kimberly Ellis, Angela Yip, Hong Mei Pang, Dr. Joseph Macaluso

From: Denise Heitzenroder, Project Manager for Strategic Initiatives

Subject: Monthly Update on the Status of Abortion Rights

The following update provides an overview of abortion laws in individual states, as well as local and statewide efforts to protect patients' access to reproductive healthcare. Our goal is to provide monthly updates that keep the Mayor and other key internal stakeholders apprised of developments in this new, ever-changing post-Roe landscape.

I. Current Snapshot of Abortion Access across the Nation

- Abortion remains banned in [14 states](#), and restrictions exist in seven other states. Florida, Georgia and South Carolina have six-week abortion bans, Nebraska and North Carolina have 12-week bans; Arizona has a ban at 15 weeks, and Utah has a ban after 18 weeks. Attempted bans are currently blocked in Iowa, Montana, and Wyoming. Iowa and [Wyoming](#)'s bans are currently being litigated. While some states with abortion bans have [exceptions for certain scenarios](#), five states have no exception to protect the life of the pregnant person, ten have no exception for rape or incest and 13 have no exceptions for lethal fetal anomalies.
- Vice President and Democratic Party Presidential Nominee Kamala Harris has introduced her 2024 running mate, Minnesota Governor Tim Walz. Walz has a strong record protecting [abortion rights and reproductive justice](#), and he has shared his family's [journey with IVF](#). He has also supported a host of other progressive [healthcare policies](#), including expanding access to health insurance and capping drug prices.

- Abortion opponents and Republican-controlled legislatures are [challenging ballot measures protecting abortion access](#) that are slated to appear on the November 2024 ballot in multiple states. Lawsuits have been filed in Arizona, Arkansas, Florida, Montana and South Dakota, challenging the legitimacy of signatures and even trying to stop signature counts. The efforts are draining resources from abortion proponent campaigns in advance of persuasion and get-out-the-vote efforts. Moreover, the cases face a tough road in states with conservative state courts.
- Since the fall of *Roe v. Wade* in January of 2022, the [number of abortions in the U.S. increased](#) according to the newest [#WeCount report](#). Driven in part by access to telehealth abortions, the monthly average number of abortions provided in the U.S. increased 3% from January-March of 2024 over the prior year. However, there are stark gaps in access. While abortions increased in states that permit abortions, especially those bordering states with restrictions, "the number of abortions fell to nearly zero in states that ban abortion in all stages of pregnancy and declined by about half in places that ban it after six weeks of pregnancy."
- More and more women are [seeking unattended abortion care](#) since the fall of *Roe v. Wade* in 2022, according to a [study published](#) in the medical journal JAMA Network Open. Researchers found that the percentage of individuals who used the abortion pill mifepristone in a self-managed abortion nearly doubled, from 6.6% in 2021-2022 to 11 in 2022-2023. Those seeking self-managed abortion care cited privacy, cost, lost wages, as well as the criminalization of abortion care as reasons for self-administering the medication. Unfortunately, the study also found that women resorted to dangerous methods to attempt to end their pregnancies, including punching themselves in the stomach and inserting objects in their bodies.
- A small number of organizations in states with shield laws [are providing medical abortion pills](#) to people who live in states that ban or restrict abortion. While abortion advocates note these measures are a lifeline for women in states with abortion bans or very few providers, anti-abortion groups are preparing to challenge shield laws in court. John Seago, the president of Texas Right to Life, shared that his group is looking for the right set of circumstances to challenge shield laws. "We want to use all the instruments that we have, all the tools available, to really fight against this new trend of abortion pills by mail."
- A KFF [analysis of rape and incest exceptions](#) to abortion bans found that in practice, even where explicit exceptions permit abortion care in cases of sexual assault, abortion care is very difficult for sexual assault survivors to access. Out of the 21 states with abortion bans, only 11 have exceptions

for sexual assault. In those states, survivors must navigate reporting requirements, gestational limits, a lack of providers, and a lack of healthcare coverage in order to access abortion care. KFF stated that with "the extremely low number of abortions states have reported as qualifying for rape... and what is known about the high rates of sexual violence that women experience, it would appear that these exceptions have not provided the level of access to abortion for pregnant rape survivors that the laws presumably are designed to protect."

- The [Utah State Supreme Court](#) upheld a lower court ruling that paused the implementation of a trigger law that would result in a near-total ban on abortions in Utah. The law will remain blocked while the lower court has an opportunity to assess the suit brought by Planned Parenthood Association of Utah, which challenges the constitutionality of the ban.
- Faith-based investors have been [sending letters to major retailers](#) with pharmacy services warning them that selling the abortion medication mifepristone could lead to legal repercussions and damage their reputations. The effort is seen as a response to liberal investor efforts to influence corporate action on issues ranging from LGBTQ+ rights to environmental protection.
- Iowa's [six-week abortion ban](#) is now in effect. Abortion advocates are concerned the restrictive measure will [exacerbate the state's existing maternal healthcare crisis](#), as "more than 33% of counties in the state are considered maternity care deserts" and over 65,000 women reside in a county that has no obstetric provider. Iowa's infant mortality rate increased 30% from 2021 to 2022. Providers have left the state and applications from new medical residents have declined citing unclear rules around medical exceptions that leave doctors at risk.
- Minnesota is [preparing for an influx of patients](#) seeking abortion care now that Iowa has implemented a six-week abortion ban. Minnesota's Lt. Governor, Peggy Flanagan, reiterated that Minnesota will remain welcoming to individuals traveling from other states to seek abortion care. She noted: "If you're afraid, come to Minnesota. We've got you."
- Oklahoma has filed an [emergency injunction](#) with the Supreme Court to stop the Biden administration from denying federal family planning funding under Title X to the state. The [10th Circuit Court of appeals](#) upheld a requirement from the U.S. Department of Health and Human Services that health programs provide the number for a national hotline that provides information about family planning options, including abortion. [Oklahoma has argued that the requirement](#) "runs afoul a law that prohibits discrimination against health entities that refuse to refer for abortion, as well as a Supreme Court precedent on the use of Title X funding for

abortion."

- Legal battles over [abortion rights in Montana](#) are continuing despite voters supporting an amendment to the state constitution that enshrined abortion protections in 2022. In February of 2024, abortion [advocates filed a lawsuit](#) alleging that three state abortion regulations violated the state constitution after the 2022 passage of the Reproductive Freedom for All amendment. The Court of Claims blocked the [regulations in June](#), but appeals are pending. In a brief filed in the state's Attorney General, Dana Nessel, has argued that the initial court's ruling that imposed the injunction on the challenged laws "is correct" and has been firewalled from the case. Now a team of assistant attorneys general are defending the challenged provisions.
- Citing rising costs, Planned Parenthood of Greater New York has announced it will be [closing four clinics and no longer performing abortions after 20 weeks](#) in its Manhattan clinic. Wendy Stark, President of the New York affiliate, said the cuts "are the result of a widening gap between the cost of providing reproductive health care and the reimbursement offered by both private and public insurance companies."

II. State Policy Update

- Local municipalities that are at odds with California's efforts to enshrine abortion protections have been enlisting a variety of tactics to halt [the building of reproductive healthcare clinics](#), including enacting new zoning requirements to block development. Impacted providers have sued municipalities in Fontana and Beverly Hills. While the state legislature is considering legislation to prevent such actions and to ease California Environmental Quality Act requirements, there are concerns that the measures may be overreaching. In the interim, anti-abortion groups continue to pressure local leaders to deny permits and halt construction of new clinics.

III. San Francisco Bay Area Abortion Rights Coalition Update

- The BAARC initiative continues to provide valuable insights and actions to advance protections for reproductive healthcare, including abortion care. The Department on the Status of Women plans to release the official report sharing the results of the Gender Equity Policy Institute's landscape analysis this month. The report's findings will help us better understand how to continue to ensure abortion across the region and beyond.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Franchise Compliance Reports for Audit Period CY2021-2022
Date: Thursday, August 15, 2024 3:04:54 PM
Attachments: [image001.png](#)
[8.15.24 2021-2022 Franchise Audit Memo 20240809 Final.pdf](#)

Hello,

Please see attached submitted by the SFPUC the Franchise Compliance Reports for Audit Period Calendar Year (CY) 2021-2022.

Regards,

John Bullock
 Office of the Clerk of the Board
 San Francisco Board of Supervisor
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 (415) 554-5184
BOS@sfgov.org | www.sfbos.org

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From: Oliveros Reyes, Jennifer <JOliverosReyes@sfgwater.org>
Sent: Thursday, August 15, 2024 3:02 PM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Gonzalez Valle, Adolfo (PUC) <AGonzalezValle@sfgwater.org>; Spitz, Jeremy (PUC) <JSpitz@sfgwater.org>; Aboul Hosn, Samer (PUC) <SAboulHosn@sfgwater.org>
Subject: Franchise Compliance Reports for Audit Period CY2021-2022

Hello BOS team,

In accordance with San Francisco Administrative Code Chapter 11, Article V, Section 11.44(b), the San Francisco Public Utilities Commission (SFPUC) files this report with the Board of Supervisors regarding Pacific Gas & Electric Company's (PG&E) compliance with provisions of Chapter 11 of the San Francisco Administrative Code and the 1939 Franchise Agreements between PG&E and San Francisco (Franchise) for the audit period of calendar year (CY) 2019-2020. Attached is the Franchise Compliance Reports for Audit Period CY2021-2022.

Best,
Jenny

Jennifer Oliveros Reyes (she/her/ella)
Policy & Government Affairs
San Francisco Public Utilities Commission
joliverosreyes@sfwater.org
C: 628-249-8600





DATE: August 9, 2024

TO: Clerk of the Board of Supervisors

THROUGH: Dennis J. Herrera, General Manager *DJH*
Barbara Hale, Assistant General Manager, Power *BH*
Michael Hyams, Deputy Assistant General Manager,
CleanPowerSF and Power Resources *jo*

FROM: Karina Leung, Risk Management and Business Analysis
Manager, Power *kl*

SUBJECT: Franchise Compliance Reports for Audit Period CY2021-2022

In accordance with San Francisco Administrative Code Chapter 11, Article V, Section 11.44(b), the San Francisco Public Utilities Commission (SFPUC) files this report with the Board of Supervisors regarding Pacific Gas & Electric Company's (PG&E) compliance with provisions of Chapter 11 of the San Francisco Administrative Code and the 1939 Franchise Agreements between PG&E and San Francisco (Franchise) for the audit period of calendar year (CY) 2019-2020. This report does not discuss those items already addressed by the Controller's Report.

To the SFPUC's knowledge, there has been no change in ownership of PG&E's Franchise. The Department has not received any formal complaints under San Francisco Administrative Code Chapter 11, Article VIII, Section 11.74 alleging a violation of the Franchise from any San Francisco resident or business.

London N. Breed
Mayor

Tim Paulson
President

Anthony Rivera
Vice President

Newsha K. Ajami
Commissioner

Kate H. Stacy
Commissioner

Dennis J. Herrera
General Manager



Hetch Hetchy Power and CleanPowerSF are programs of the San Francisco Public Utilities Commission (SFPUC), an enterprise department of the City and County of San Francisco.

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.



The City continues to have disputes with PG&E concerning its obligations under Section 7 of the Franchise. Among other things, Section 7 requires PG&E to “remove or relocate without any expenses to city any facilities installed, used and maintained under the franchise hereby granted, if and when made necessary by any work to be performed under the governmental authority of the city.”

Despite this clear language, the City and PG&E often dispute PG&E’s obligation to remove or relocate its facilities. While some of these disputes are resolved informally, at times the City has had to commence litigation against PG&E to enforce its rights under the Franchise. The SFPUC is currently aware of the following Franchise disputes with PG&E that have not been resolved.

Ongoing 2015-2016 Disputes

i. Decorative Streetlight Poles

The City has a dispute with PG&E over certain Golden Triangle historic streetlight poles in the Union Square area that PG&E removed for safety reasons. Some of those poles had included the City’s traffic signal attachments for many years. SFMTA installed temporary traffic signal poles while the historic poles were being replaced. PG&E subsequently reinstalled some of the historic poles without notifying SFMTA, which hindered SFMTA’s efforts to devise a permanent solution for those traffic signals. PG&E claimed that SFMTA could not reinstall the traffic signals on the historic poles, because they would cause or contribute to the instability of the poles. PG&E’s placement of the historic poles it reinstalled has prevented SFMTA from installing new permanent traffic signal poles at the corners where they belong. Accordingly, SFMTA demanded PG&E take action to alleviate the situation. PG&E initially proposed three options for the streetlights at issue, none of which SFMTA found to be acceptable.

In 2018, PG&E identified additional historic streetlight poles that were removed, or were in the process of being removed, for public safety reasons. In a letter dated August 24, 2018, PG&E indicated that it would work with SFMTA staff to remove the streetlight poles with traffic signal attachments and to install temporary traffic controls. PG&E also proposed certain permanent solutions to the dispute for these poles.

In April 2019, PG&E submitted a request to the California Public Utilities Commission (CPUC) for permission to “grandfather” signal installations on historic poles, which the CPUC approved. Despite the CPUC’s approval, PG&E has taken no action to support restoring the

“grandfathered” signal installations. SFMTA cannot restore the traffic signals until PG&E modifies the historic poles to allow for their installation. PG&E had indicated that funding to proceed with that work was unavailable due to its bankruptcy filing. When PG&E emerged from bankruptcy on July 1, 2020, PG&E asserted it has sufficient funding to meet all of its obligations. Nonetheless, the “grandfathered” signal installations have not been restored.

In addition, the City discovered that another decorative streetlight pole located at the corner of Geary Boulevard and Grant Street had its signals dismantled between 2019 and 2021, which requires replacing.

As of today, there are a total of six decorative streetlight poles with dismantled signals, and no action has been taken by PG&E to resolve this dispute since 2019.

ii. Gas Pipeline Cross Bore Agreement

The Gas Pipeline Cross Bore Agreement between PG&E and the City was signed in 2014 and amended in 2016 to address situations where PG&E bored through the City’s sewer system while installing gas pipes. This Agreement established inspection and repair protocols for cross bore conflicts. In order to better comply with this agreement, PG&E is piloting a ground penetrating radar technology for inspection purposes, in an attempt to resolve remaining sites. On July 22, 2024, the City received a letter from PG&E, which stated that PG&E has completed 137,470 inspections; 100% of the locations accessible through its traditional inspection methods. The remaining 7,746 inspections will be incorporated into PG&E’s overall gas system work planning over the coming years. With this report, PG&E deems the 10-year agreement complete.

In order to assess the status of the completion of this agreement, the City requested from PG&E further results of these inspections. Specifically, the City inquired whether any remediation work for these inspected locations had been completed or requires completion with any planned work scheduled. The City will then evaluate the results and determine whether PG&E has fulfilled its franchise obligations.

Ongoing 2017-2022 Disputes

i. Third Party Agreements

There were three third-party agreement disputes between three separate contractors and PG&E resulting from PG&E’s failure to pay invoices for work undertaken by those contractors to satisfy PG&E’s franchise obligation: (1) Precision Engineering, Inc. for contract work in

2014, 2015, 2017, 2018, and 2019; (2) J. Flores Construction Company, Inc. for contract work in 2017 and 2018; and (3) M Squared Construction, Inc. for extra contract work needed to work around existing PG&E facilities at the 2797J Bayview Transportation Improvement Project site on Evans Avenue. J. Flores Construction filed a proof of claim in the PG&E 2019 bankruptcy case for \$43,488 in January 2019. Precision Engineering filed a proof of claim in August 2019 for \$743,651. M Squared is seeking reimbursement from the City in the amount of \$22,078 for the extra project work, however the City has instructed M Squared to seek reimbursement from PG&E, which was completed before the bankruptcy pre-petition date of January 29th, 2019.

Since the CY 2017-2018 audit in 2020, PG&E settled bankruptcy claims filed by Precision Engineering, and J. Flores Construction Company. Since the CY 2019-2020 audit in 2022, PG&E also settled bankruptcy claims filed by M Squared with the company receiving payment. All settlement issues between these third parties and PG&E have now been resolved.

ii. Failure to Relocate Underground Conduit

PG&E has an underground streetlight conduit conflicting with the installation of a sand interceptor at 17th and Folsom Streets. In late 2017, the City requested that PG&E relocate the streetlight conduit. In February 2018, PG&E claimed it did not own the conduit. The City followed up several times with documentation showing PG&E's ownership of the conduit. PG&E finally confirmed in May 2018 that it owned that conduit and would work with the City to relocate it.

Despite acknowledging its responsibility to do so in 2018, PG&E has failed to remove or relocate the streetlight underground conduit. After leaving a hole in the sidewalk for an extended period of time, the City's project team chose to close the hole and take possession of the sand trap in order to close out the construction contract until PG&E complies with the request. Because the sand trap has not been installed, the Department of Building Inspection (DBI) has not yet signed off on the project. Therefore, this project remains on hold pending PG&E moving the streetlight conduit, so that the City can install the sand trap which is required to close the DBI permit.

Since the CY 2019-2020 audit in 2022, there has been no recent activity on this dispute, as action by PG&E is still needed for resolution.

iii. Facility Relocations on 18th Street

The City had a dispute with PG&E regarding the 33 Stanyan Pole Replacement and Overhead Reconstruction Project along 18th Street between Mission Street and Market Street.

SFMTA was upgrading the overhead catenary system along 18th Street to meet current code requirements. SFMTA's new higher lines conflicted with existing PG&E residential service lines. The City requested that PG&E relocate these service lines in April 2017. Due to PG&E's inaction, the City incurred substantial costs related to delay claims from the contractor in addition to City administrative costs. PG&E eventually hired a contractor to do the work, but that work was delayed while PG&E waited for delivery of the hardware it had procured so it could attach its support lines to the MUNI poles. PG&E failed to complete this work before October 2018, further delaying the City's work and causing the City to incur additional costs. SFMTA notified PG&E that the City intends to recover from PG&E all costs the City incurred because of these delays.

PG&E finally completed the requested relocation of the service drops in March 2019 allowing SFMTA to complete its project work in August 2019. SFMTA has completed a contract modification to compensate the contractor for the delays in the amount of \$773,000. SFMTA staff and administrative costs related to the delay added approximately \$160,000 to the financial impacts.

Another SFMTA related claim from the project involved the removal of an old pole and installation of a new adjacent pole at the intersection of 18th Street and Danvers Street. During excavation for the new pole, SFMTA's contractor encountered a PG&E gas line duct bank. PG&E informed the SFMTA that the PG&E gas line duct bank could not be relocated.

In order to resolve the conflict, the project installed a pole at the adjacent location on Danvers Street and Market Street to temporarily support the overhead lines in place, and installed the new pole in the same location as the old pole. The cost for this work-around field change was \$190,000, including \$158,000 in contractor costs and \$32,000 in SFMTA staff and administrative costs. The total cost impact for both of these disputes was approximately \$1,123,000.

As of June 22, 2022, there is no longer a conflict with PG&E regarding the relocation work, and all project work has been completed by the City. However, the City still has a franchise dispute with PG&E, because the City is still seeking payment from PG&E for the completed work with costs totaling approximately \$1,123,000. SFMTA and the City Attorney's Office continue to work out settlement terms with PG&E.

iv. Conflicting PG&E Facilities with New Biosolids Digester Facilities

There are many aboveground and belowground PG&E utility facilities conflicting with the SFPUC's construction of its new biosolids digester facilities at Jerrold Avenue and Quint Street. SFPUC notified PG&E in July 2018 that PG&E needed to relocate several of these facilities and met with PG&E in September 2018 to discuss the matter. While PG&E had not agreed to the relocation, PG&E was working with the project team to resolve any conflicts at that time. However, later on due to changes in the scope of the project (for reasons unrelated to the conflicts) there are no longer any PG&E utility conflicts. Presently, the City is halfway through construction of this project and has not yet started construction on part of the site where this issue with PG&E may resurface.

v. Golden Triangle Streetlight Poles

The SFMTA still has a dispute with PG&E regarding certain historic Golden Triangle streetlight poles that PG&E removed at the City's request to accommodate construction of the Union Street Station as part of the Central Subway Project. In 2014, the SFMTA paid PG&E to remove, store, and re-install eleven historic streetlights prior to construction. The SFMTA ultimately required PG&E to remove only six of the streetlights. Since February 1, 2018, the City has been asking PG&E to schedule the re-installation of the six removed streetlights. PG&E insists that the City must pay for the design and installation of new foundations for the streetlights. The SFMTA believes that PG&E is responsible for design and costs amounting to \$451,459.65 required for the new foundations and reinstallations of the six removed streetlights under both the Franchise and the parties' prior settlement agreement.

In November 2021, the City was still disputing the scope and costs of the work with PG&E. PG&E had said it would revisit the cost and get back to the City, but never did. Since last reported in the CY 2019-2020 audit in 2022, the historic streetlights still have not been restored to Union Square and therefore this dispute remains unresolved with PG&E.

vi. 2800 Great Highway – Westside Pump Station

The SFPUC has a dispute with PG&E that began in January 2022 regarding project work at 2800 Great Highway – Westside Pump Station. The general contractor hired by SFPUC to perform this infrastructure improvement work for the City, Anvil Builders, made a request to PG&E regarding the relocation of the existing PG&E facilities at 2800 Great Highway (Ref#: 122558066) to allow for new SFPUC

infrastructure. In correspondence between PG&E & Anvil Builders, PG&E argued that this was a request for service under PG&E's Wholesale Distribution Tariff and not a Franchise issue. The SFPUC disagreed with PG&E's claim and believed this relocation service should be covered by the Franchise Agreement. To enable the project to proceed, SFPUC changed its design and requested that Anvil Builders work around the conflicting PG&E facilities. At this time, SFPUC does not plan to seek any reimbursement from PG&E.

New Disputes

There have been no new Franchise disputes since the CY 2019-2020 audit in 2022. The SFPUC will continue to focus on enhancing its outreach to other City departments to identify all issues of non-compliance by PG&E, with the objective of mitigating unnecessary costs to the City and ensuring PG&E is complying with all of its obligations under the Franchise.



DATE: August 9, 2024

TO: Clerk of the Board of Supervisors

THROUGH: Dennis J. Herrera, General Manager *DJH*
Barbara Hale, Assistant General Manager, Power *CS*
Michael Hyams, Deputy Assistant General Manager,
CleanPowerSF and Power Resources *jo*

FROM: Karina Leung, Risk Management and Business Analysis
Manager, Power *kl*

SUBJECT: Franchise Compliance Reports for Audit Period CY2021-2022

In accordance San Francisco Administrative Code Chapter 11, Article V, Section 11.44(b), the San Francisco Public Utilities Commission (SFPUC) files this report for the audit period of calendar year 2019-2020 with the Board of Supervisors regarding Cordia Steam (formerly Clearway Energy Group) compliance with all provisions of Chapter 11 and the Cordia Steam Franchise, except those addressed by the Controller's Report.

Since the CY 2019-2020 audit in 2022, the franchise formally owned by Clearway Energy Group is now owned by Cordia, LLC. To the SFPUC's knowledge, the only status change to Cordia's Franchise is its updated Franchise asset list. The Department has not received any formal complaints under San Francisco Administrative Code Chapter 11, Article VIII, Section 11.74 alleging a violation of the Franchise from any San Francisco residents or businesses.

London N. Breed
Mayor

Tim Paulson
President

Anthony Rivera
Vice President

Newsha K. Ajami
Commissioner

Kate H. Stacy
Commissioner

Dennis J. Herrera
General Manager



Hetch Hetchy Power and CleanPowerSF are programs of the San Francisco Public Utilities Commission (SFPUC), an enterprise department of the City and County of San Francisco.

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Letter to Clerk of the Board - SFPD AB 481 annual report
Date: Friday, July 26, 2024 1:15:00 PM
Attachments: [AB 481 Letter to Clerk of BOS - 07.26.24.pdf](#)
[Clerk's Memo.pdf](#)

Hello,

Please see below and attached for communication from the San Francisco Police Department in response to a Letter of Inquiry issued by Supervisor Preston at the May 7, 2024, Board of Supervisors meeting.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Nicita, Carl (POL) <carl.nicita@sfgov.org>
Sent: Friday, July 26, 2024 1:00 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Paulino, Tom (MYR) <tom.paulino@sfgov.org>; Scott, William (POL) <william.scott@sfgov.org>; Aroche, Diana (POL) <diana.aroche@sfgov.org>; Fountain, Chris (POL) <Christine.Fountain@sfgov.org>; Youngblood, Stacy (POL) <Stacy.A.Youngblood@sfgov.org>
Subject: Letter to Clerk of the Board - SFPD AB 481 annual report

Dear Madam Clerk –

Please see the attached letter from Chief of Police Bill Scott regarding the San Francisco Police Department's Use of Equipment annual report, pursuant to California Government Code Section 7070 et seq. (Assembly Bill 481) and San Francisco Administrative Code Section 96H.1.

Thank you.

Carl Nicita | Principal Legislative Liaison
 Policy & Public Affairs
 San Francisco Police Department
 Desk: (415) 575-5885



LONDON N. BREED
MAYOR

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



WILLIAM SCOTT
CHIEF OF POLICE

July 24, 2024

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

Dear Clerk Calvillo:

RE: Use of Equipment Policy Report Required by California Government Code Section 7070 et seq. and San Francisco Administrative Code Section 96H.1

This letter follows my response to a Letter of Inquiry issued by Supervisor Dean Preston on May 7, 2024, to acknowledge, in the interest of transparency, the San Francisco Police Department's delay in meeting a reporting requirement and provide the Department's anticipated timeline for meeting this requirement.

California Government Code Section 7070 et seq. (Assembly Bill 481, effective January 1, 2022) and San Francisco Administrative Code Section 96H.1 require that the San Francisco Police Department (SFPD) submit an annual report to the Board of Supervisors including an inventory of certain equipment in its possession, and information regarding the use of the equipment in the prior year. This report is subject to review and approval by the Board of Supervisors.

Specifically, Admin. Code 96H.1, codified by Ordinance 257-22, requires that the SFPD hold a public hearing prior to submitting the annual report to the Board of Supervisors, after the annual report has been posted on the SFPD website for at least thirty days prior to said hearing (Ord. 257-22, page 7, starting at line 8).

In addition to the above requirement Cal. Gov. Code 7072(b) states, "Within 30 days of submitting [to the governing body] and publicly releasing an annual military equipment report pursuant to this section, the law enforcement agency shall hold at least one well-publicized and conveniently located community engagement meeting, at which the general public may discuss and ask questions regarding the annual military equipment report and the law enforcement agency's funding, acquisition, or use of military equipment."

In my response letter to Supervisor Preston, sent on May 21, 2024, I indicated the Department would post its Use of Equipment annual report on the SFPD website by June 15, 2024. The report was posted on June 11, 2024. Then, in accordance with Admin. Code 96H.1, the Department asked the Police Commission to schedule the annual report for a public hearing at its regular meeting of July 17, 2024.

At the Police Commission's July 17th meeting, the Commission directed the Department to organize a public meeting to facilitate an open forum where community members could actively engage, ask questions, and discuss issues. The Department intends to comply with the directive and hold a

community engagement meeting sometime during the month of August. Additionally, the Commission directed the Department to report back on the results of this community engagement meeting during its regular meeting scheduled for September 4, 2024.

The Department will continue to keep the Board of Supervisors updated and anticipates requesting a Committee hearing date for the Use of Equipment annual report sometime in September.

Your patience and consideration in this matter are sincerely appreciated. If you have any questions, please do not hesitate to contact me or my staff, Director of Policy and Public Affairs, Dr. Diana Aroche at diana.arocha@sfgov.org.

Sincerely,


WILLIAM SCOTT
Chief of Police

cc: Mayor London Breed
Members of the Board of Supervisors
Members of the Police Commission

BOARD OF SUPERVISORS
CITY & COUNTY OF SAN FRANCISCO



OFFICE OF THE CLERK OF THE BOARD

Phone: (415) 554-5184
Email: Angela.Calvillo@sfgov.org

May 13, 2024

William Scott, Chief of Police
San Francisco Police Department
1245 3rd Street
San Francisco, CA 94158
Via Email: William.Scott@sfgov.org

Dear Chief Scott,

At the May 7, 2024, Board of Supervisors meeting, Supervisor Dean Preston issued the attached inquiry to the San Francisco Police Department (SFPD). Please review the attached introduction form and letter of inquiry, which provides the Supervisor's request.

In summary, the letter of inquiry concerns compliance with the requirements of Assembly Bill 481 (Chiu) and California Government Code Section 7072, status of SFPD's annual military equipment report, and further seeks the following information:

1. Why the SFPD has not posted or submitted its annual report for review by the Board of Supervisors or the Police Commission.
2. When does the SFPD plan to post its annual report for public view?
3. When does the SFPD plan to hold a public community engagement meeting regarding its annual report?

Please contact Melissa Hernandez, Melissa.G.Hernandez@sfgov.org, Legislative Aide to Supervisor Preston, for any questions related to this request, and copy BOS@sfgov.org on all communications to enable my office to track and close out this inquiry. Please provide your response no later than May 20, 2024.

For questions pertaining to the administration of this inquiry, do not hesitate to contact me in the Office of the Clerk of the Board at (415) 554-5184.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "Angela Calvillo".

Angela Calvillo
Clerk of the Board
San Francisco Board of Supervisors

WN/JB

Attachment(s):

- Letter of Inquiry
- Introduction Form

5/7/2024
Clerk to Act
D5 – AB 481 (Chiu)
Page 2 of 2

Cc: Lisa Otiz, SFPD, Lisa.Ortiz@sfgov.org
Lili Gamero, SFPD, Lila.Gamero@sfgov.org
Rima Malouf, SFPD, Rima.Malouf@sfgov.org
Diana Oliva-Aroche, SFPD, Diana.Aroche@sfgov.org

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Ballot Simplification Committee Meeting Agenda, July 29 - August 2
Date: Monday, July 29, 2024 4:29:00 PM
Attachments: [BSC Meeting Agenda - Week 2 - November 5, 2024 Consolidated General Election.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Hello,

Please see below and attached for the Ballot Simplification Committee's Meeting Agenda for the week of July 29, 2024 – August 2, 2024, submitted by the Department of Elections.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: REG - BSC Clerk <BSC.clerk@sfgov.org>
Sent: Thursday, July 25, 2024 4:24 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Ethics Commission, (ETH) <ethics.commission@sfgov.org>
Cc: BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; MYR-All Department Head Assistant <MYR-All.DepartmentHeadAssistant@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Commission, Elections (REG) <elections.commission@sfgov.org>; Mihal, Natasha (CON) <natasha.mihal@sfgov.org>; Arntz, John (REG) <john.arntz@sfgov.org>; Kuzina, Nataliya <nataliya.kuzina@sfgov.org>; REG-Campaign Services <elections.cs@sfgov.org>; Docs, SF (LIB) <sfdocs@sfpl.org>
Subject: Ballot Simplification Committee Meeting Agenda, July 29 - August 2

Hello,

Attached please find the Ballot Simplification Committee's Meeting Agenda for Week 2 – July 29 through August 2, 2024.

Best,

Karlie O'Toole, Division Manager
 San Francisco Department of Elections
 1 Dr. Carlton B. Goodlett Place
 City Hall, Rm 48
 San Francisco, CA 94102

Main: (415) 554-4375
Direct: (415) 554-4175
www.sfelections.gov





CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF ELECTIONS

John Arntz, Director

Contact Karlie O'Toole Telephone: (415) 554-4175 Email: BSC.clerk@sfgov.org

Meeting Notice

**Ballot Simplification Committee for the
November 5, 2024, Consolidated General Election**

Agenda for July 29 through August 2, 2024

The Ballot Simplification Committee prepares a fair and impartial summary of each local ballot measure in simple language. These summaries, or "digests," which are prepared at public meetings, are printed in San Francisco's Voter Information Pamphlet, which is mailed to every registered voter before the election. The Committee must complete its digests no later than 85 days before the election. In general, the digests are limited to 300 words.

Due to scheduling constraints, the Committee may consider one or more measures before the final deadline for submitting or withdrawing those measures. If a measure has not yet been submitted to the Department of Elections at the time the agenda is published, it is designated on the agenda as "pending submission." If a measure is withdrawn before the Committee meets to consider that measure, the measure will be taken off the Committee's agenda.

If time constraints prevent the Committee from fully considering any of the items listed for a meeting, that meeting will be continued to a date and time announced at the end of the meeting.

For more information about the Ballot Simplification Committee, visit sfelections.gov/bsc or contact the Department of Elections office at (415) 554-4375.

Agenda information:

- The discussion order of items on each day's agenda is subject to change at the Committee's discretion.
- All ballot measure titles that appear on the agenda are for identification purposes only and may differ from the actual or proposed title for each measure.
- There will be an opportunity for public comment on each agenda item. All public comment will be taken in person with remote access only being provided for those who require an ADA accommodation. To make a request, see *Access for people with disabilities*, below.
- If any materials related to an item on this agenda have been distributed to the Ballot Simplification Committee, those materials will be posted at sfelections.gov/bsc and available by appointment for public inspection at the Department of Elections in City Hall, Room 48. Please contact the Department at (415)554-4375 or SFvote@sfgov.org to schedule an appointment.
- Materials for the Committee members' reference may be submitted to the Department of Elections at BSC.clerk@sfgov.org before the close of business on the day prior to the meeting. Materials that are not sent prior to the meeting may be submitted to the Committee clerk during the meeting by email at BSC.clerk@sfgov.org.
- If an item is continued to a subsequent meeting, a notice of continuance will be posted at sfelections.gov/bsc and on the bulletin boards outside the meeting room and the Department of Elections.

Time: All meetings begin at 9:00 a.m. unless otherwise noted.

Location: Unless otherwise noted, meetings will be held in City Hall, 1 Dr. Carlton B. Goodlett Place. Please refer to individual meeting dates for exact locations. Meeting rooms are subject to change. If a room change is necessary, a notice

will be posted outside the original meeting room. Interested persons are encouraged to attend the meetings, or, participate by submitting public comment in writing by 5:00 p.m. on the day prior to the meeting to BSC.clerk@sfgov.org.

Monday, July 29, 2024

Room 408, 12:00pm

1. Discussion and possible action concerning Requests for Reconsideration of draft digests approved Thursday-Friday, July 25 – July 26
2. Discussion and possible action to finally approve draft digests approved Thursday-Friday, July 25-July 26
3. Charter Amendment: Police Staffing and Deferred Retirement
Discussion and possible action to adopt a digest

Public Comment on matters not appearing on the agenda that are within the jurisdiction of the Ballot Simplification Committee

Continuance or Adjournment

Tuesday, July 30, 2024

Room 416

1. Initiative Ordinance: Additional Business Tax on Transportation Network Companies and Autonomous Vehicle Businesses (*pending submission*)
Discussion and possible action to adopt a digest
2. Charter Amendment: Inspector General
Discussion and possible action to adopt a digest

Public Comment on matters not appearing on the agenda that are within the jurisdiction of the Ballot Simplification Committee

Continuance or Adjournment

Wednesday, July 31, 2024

Room 408

1. Charter Amendment: Retirement Benefits for Firefighters (*pending submission*)
Discussion and possible action to adopt a digest
2. Initiative Ordinance: Retirement Benefits for Nurses and 911 Operators
Discussion and possible action to adopt a digest
3. Initiative Ordinance: First Responder Student Loan and Training Reimbursement Fund (*pending submission*)
Discussion and possible action to adopt a digest
4. Discussion of “Words You Need to Know”
5. Discussion of “Frequently Asked Questions”

Public Comment on matters not appearing on the agenda that are within the jurisdiction of the Ballot Simplification Committee

Continuance or Adjournment

Friday, August 2, 2024

Room 408

1. Discussion and possible action concerning Requests for Reconsideration of draft digests approved Monday-Wednesday, July 29-31
2. Discussion and possible action to finally approve draft digests approved Monday-Wednesday, July 29-31
3. Approval of "Words You Need to Know"
4. Approval of "Frequently Asked Questions"

Public Comment on matters not appearing on the agenda that are within the jurisdiction of the Ballot Simplification Committee

Continuance or Adjournment

Access for people with disabilities: To request remote public access, sign language interpreters, readers, large print agendas or other accommodations, please email BSC.clerk@sfgov.org or contact the Department of Elections at (415) 554-4375 or (415) 554-4386 (TTY) to arrange for the accommodation. Requests made at least 48 hours in advance of the meeting will help to ensure availability; for Monday meetings, please make any requests by 4 p.m. of the last business day of the preceding week.

Language interpreters: Requests must be received at least 48 hours in advance of the meeting to help ensure availability. Contact the Department of Elections at (415) 554-4375.

通知: 如果需要翻譯服務, 請致電選務處(415)554-4367, 最好在48小時之前預約有助確保服務的安排。

Aviso: Peticiones del servicio de un intérprete deben recibirse 48 horas antes de la reunión para asegurar su disponibilidad. Llame al Departamento de Elecciones al (415) 554-4366.

Paunawa: Ang mga kahilingan ay kailangang matanggap sa loob ng 48 oras bago mag miting upang matiyak na matutugunan ang mga hiling. Mangyaring tumawag ka sa (415) 554-4310.

Chemical-based products: In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to perfumes and various other chemical-based scented products. Please help the City to accommodate these individuals.

Cell phones, pagers and similar sound-producing electronic devices: The ringing or use of cell phones and similar sound-producing electronic devices is prohibited at these meetings. Please be advised that the Chair may order the removal from the meeting room of anyone responsible for the ringing or use of a cell phone or other sound-producing electronic device.

Know your rights under the Sunshine Ordinance: Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Administrator by mail at Sunshine Ordinance Task

Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco. CA 94102, by phone at (415) 554-7724, by fax at (415) 554-7854 or by email at soft@sfgov.org. Citizens may obtain a free copy of the Sunshine Ordinance by printing Chapter 67 of the San Francisco Administrative Code from the Internet, at sfgov.org/sunshine.

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From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Status of the San Francisco Economy: July 2024
Date: Monday, August 5, 2024 11:38:00 AM
Attachments: [Status of the San Francisco Economy July 2024.final_.pdf](#)

Dear Supervisors,

Please see below and attached from the Controller's Office, submitting Status of the San Francisco Economy: July 2024 report.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Sent: Monday, August 5, 2024 11:24 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: FW: Status of the San Francisco Economy: July 2024

From: Reports, Controller (CON) <controller.reports@sfgov.org>
Sent: Monday, August 5, 2024 11:11 AM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; BOS-Legislative Aides <bos-legislative-aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>
Cc: Egan, Ted (CON) <ted.egan@sfgov.org>; Sewlal, Alyssa (CON) <alyssa.sewlal@sfgov.org>

Subject: Status of the San Francisco Economy: July 2024

Honorable Board of Supervisors,

The Office of Economic Analysis of the Controller's Office, today issued its bi-monthly report, "Status of the San Francisco Economy: July 2024," as general information.

Please refer to the distribution email below.

Office of the Controller
City & County of San Francisco



The San Francisco Controller's Office has been tracking the city's economy with bi-monthly reports on various local economic indicators.

The San Francisco Metro Division continued its pattern of steady employment growth, with 8,700 jobs added between April and June. The city's unemployment rate, which dipped in May, stood at 3.6% in June.

For the first time since 2022, the tech industry saw two months of consecutive job growth. Leisure & Hospitality and Retail Trade also posted solid growth.

The city's office vacancy rate continued to rise during the April-June period, and there was little improvement in return-to-office or downtown BART metrics. MUNI metro ridership has shown some improvement, at 65% of normal in June, up from 60% in the winter.

Signs were brighter in the housing market. Both local apartment rents and housing prices have been on the upswing over the past few months.

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This is a send-only email address.

For questions about the report, please contact Chief Economist Ted Egan. Ph.D. at ted.egan@sfgov.org.

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

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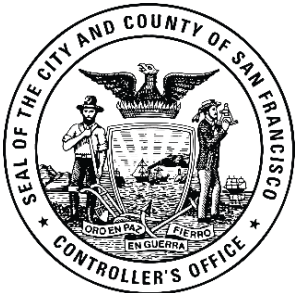
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Status of the San Francisco Economy: July 2024



Office of the Controller
Office of Economic Analysis

August 5, 2024

Highlight of the July Report

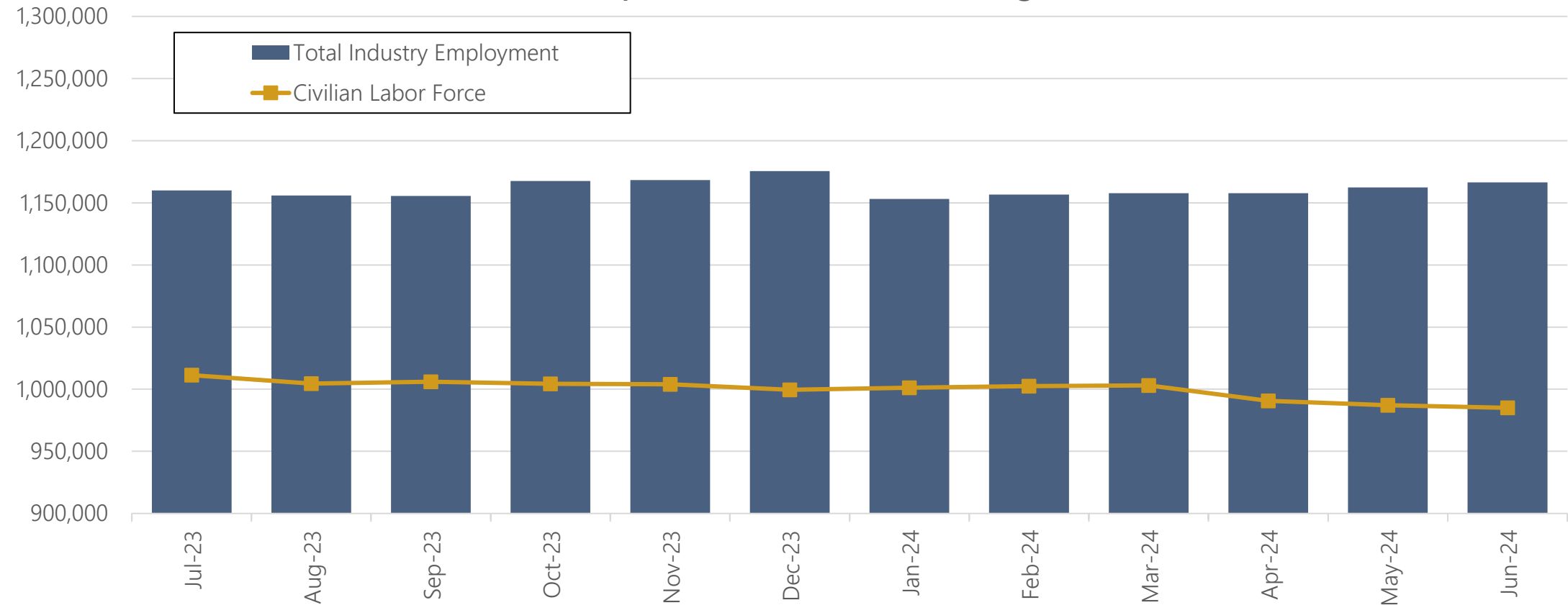
- The San Francisco Controller's Office has been tracking the city's economy with bi-monthly reports on various local economic indicators.
- The San Francisco Metro Division continued its pattern of steady employment growth, with 8,700 jobs added between April and June. The city's unemployment rate, which dipped in May, stood at 3.6% in June.
- For the first time since 2022, the tech industry saw two months of consecutive job growth. Leisure & Hospitality and Retail Trade also posted solid growth.
- The city's office vacancy rate continued to rise during the April-June period, and there was little improvement in return-to-office or downtown BART metrics. MUNI metro ridership has shown some improvement, at 65% of normal in June, up from 60% in the winter.
- Signs were brighter in the housing market. Both local apartment rents and housing prices have been on the upswing over the past few months.

List of Indictors

1. Industry Employment and Civilian labor Force
2. Employment Change by Industry Sector
3. Unemployment Rate and Employed Residents in San Francisco
4. Indeed Job Postings Index
5. Office Attendance
6. Office Vacancy Rate and Asking Rent
7. New Business Registration, Selected Sectors
8. Hotel Occupancy Rate & Average Daily Rate
9. Hotel Revenue Available per Room Night: Selected Cities Comparison
10. Bay Bridge and Golden Bridge Traffic
11. San Francisco PM Freeway Speeds
12. Muni Metro (Subway) Ridership
13. BART Exits at Downtown SF Stations
14. Apartment Asking Rent and Apartment Vacancy Index

SF Job Growth Continues: 8,700 Added April to June

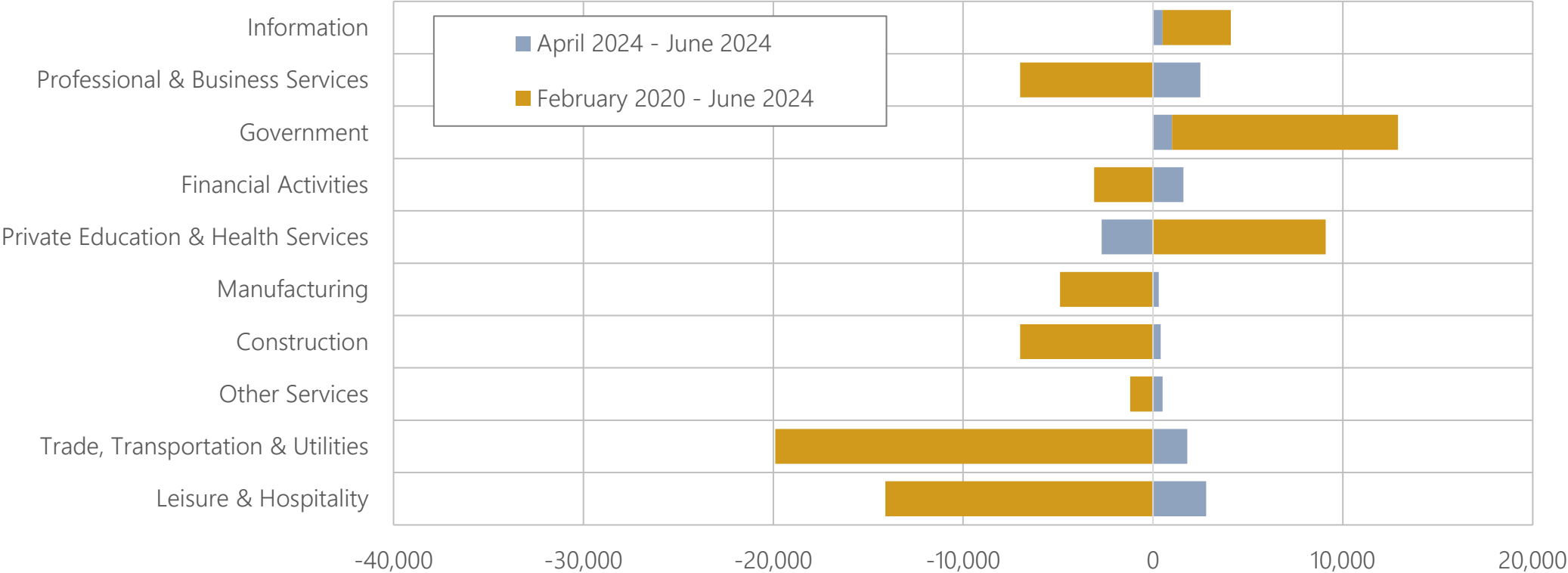
Total Industry Employment and Civilian Labor Force,
San Francisco Metropolitan Division (MD), Through June 2024



Source: EDD, SF Metro Division includes San Francisco and San Mateo counties.

Information, Professional Services, Tourism All Grew

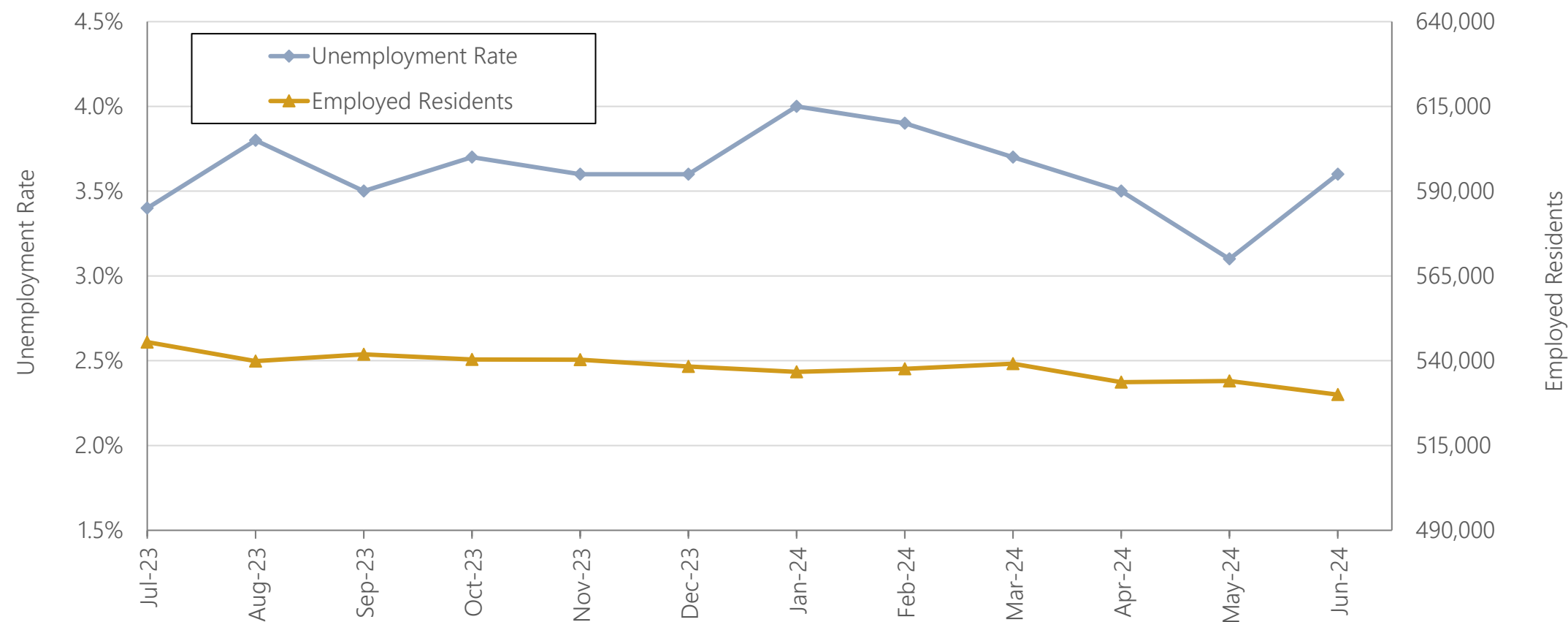
Employment Change by Industry Sector, San Francisco Metro Division:
Since the Start of the Pandemic, and the Most Recent Months



Source: EDD, SF Metro Division includes San Francisco and San Mateo counties.

After a Drop in May, Unemployment at 3.6% in June

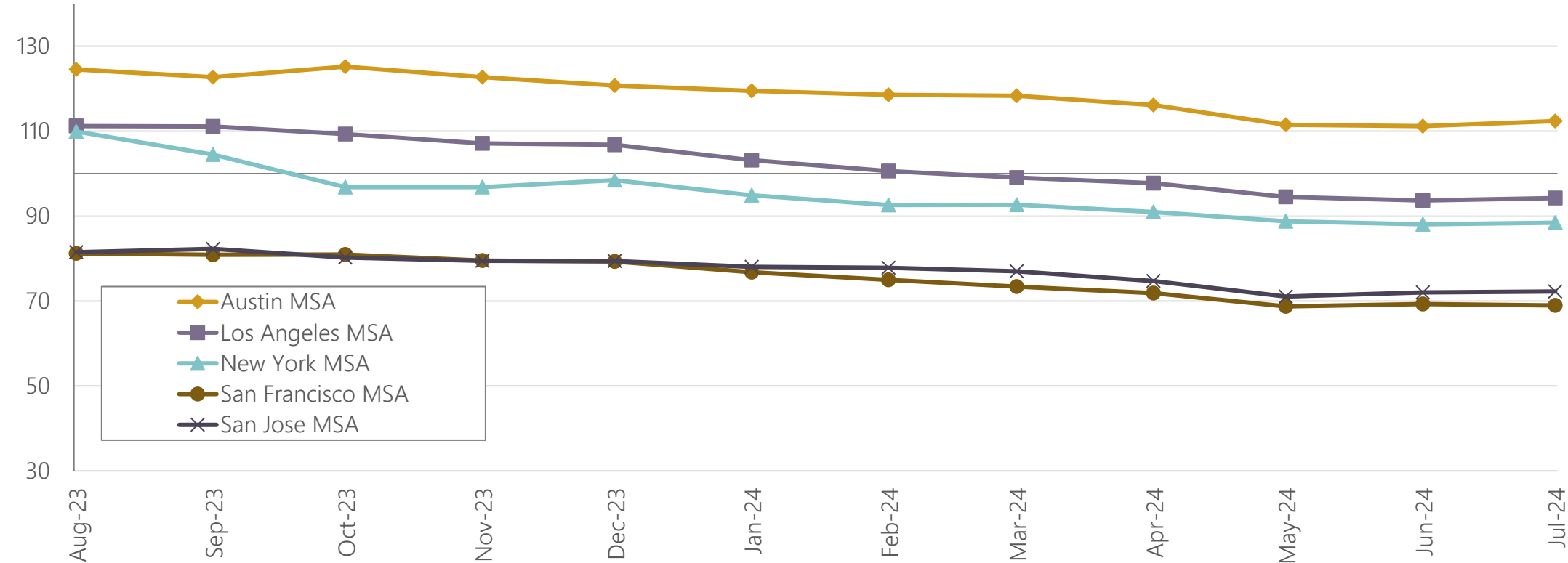
Monthly Unemployment Rate and Employed Residents,
San Francisco, Through June 2024



Source: EDD

Job Listings, Which Had Cooled, Are Steadying

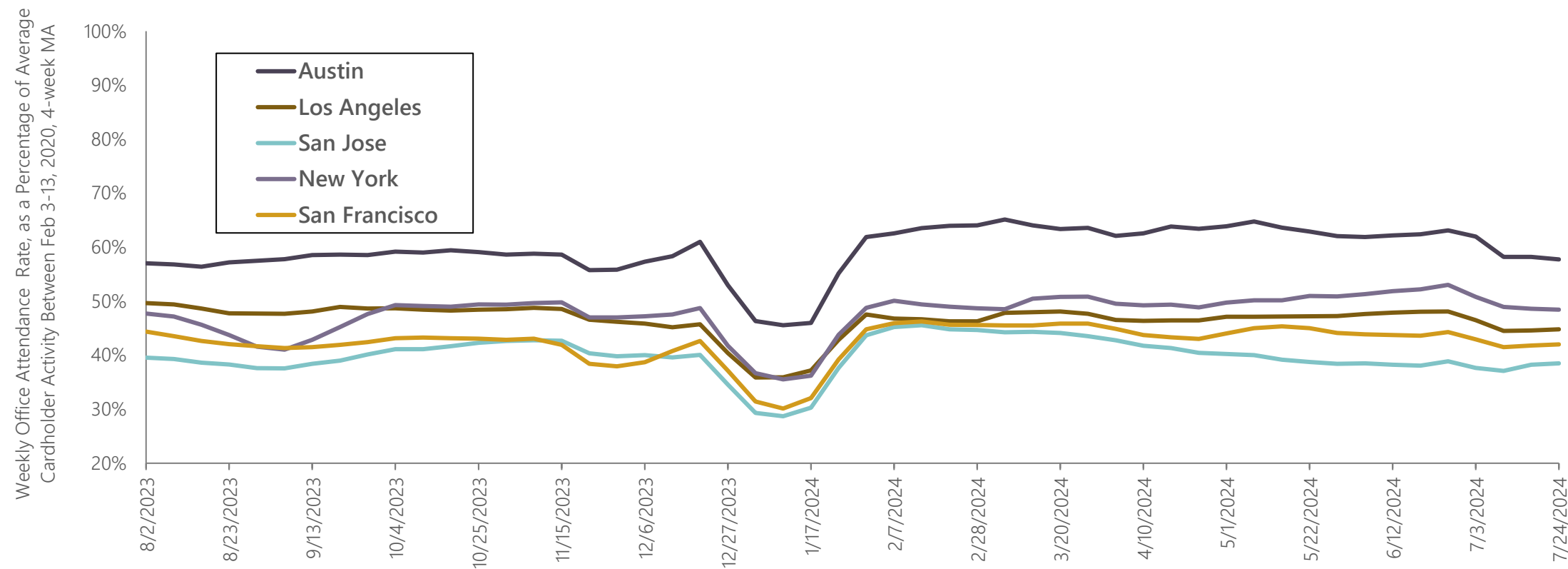
Indeed Real-Time Daily Job Posting Index,
Selected Metros (Monthly Average), June 2023 - July 2024
(February 2020 = 100)



Source: Indeed

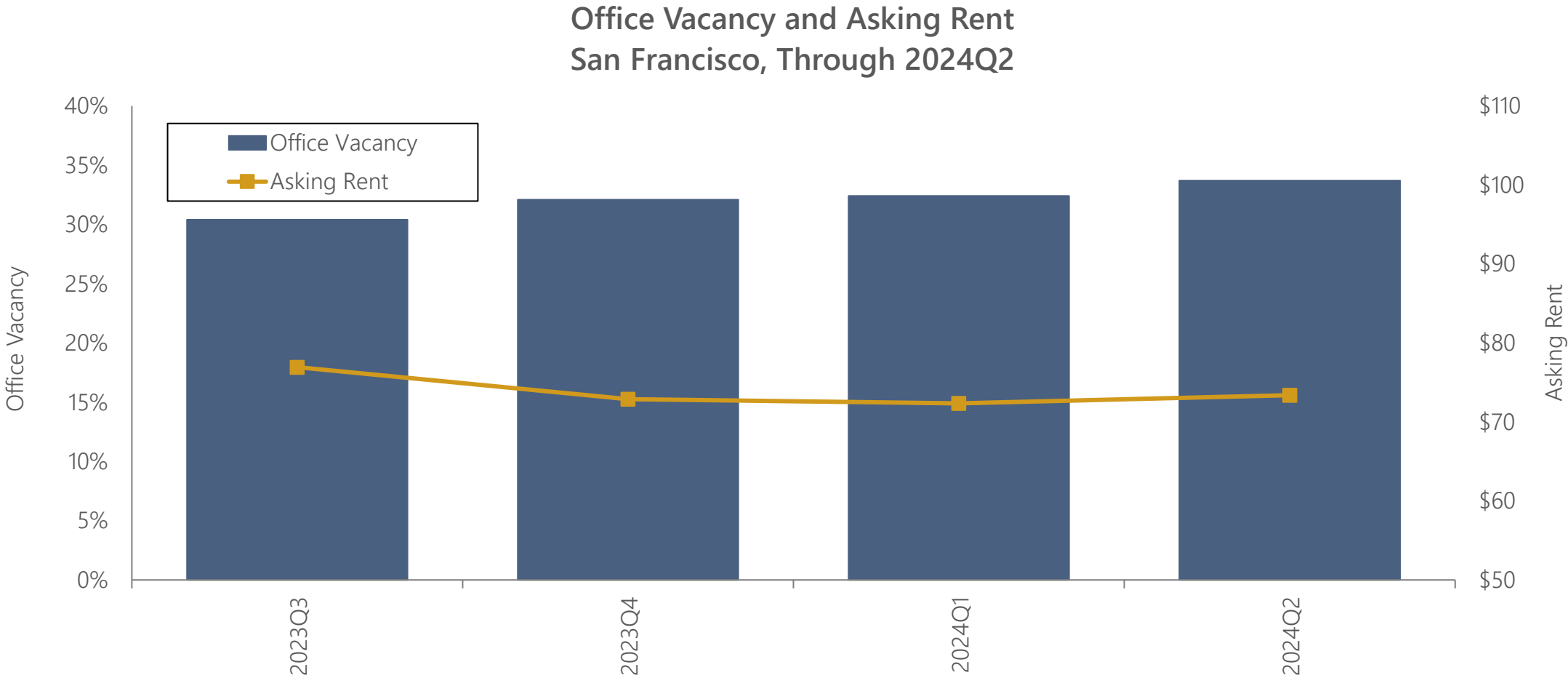
Return-to-Office Dipped in July: SF Around 40%

Weekly Office Attendance in San Francisco and Other Selected Metros,
4-Week Moving Average, Through July 24, 2024



Source: Kastle System

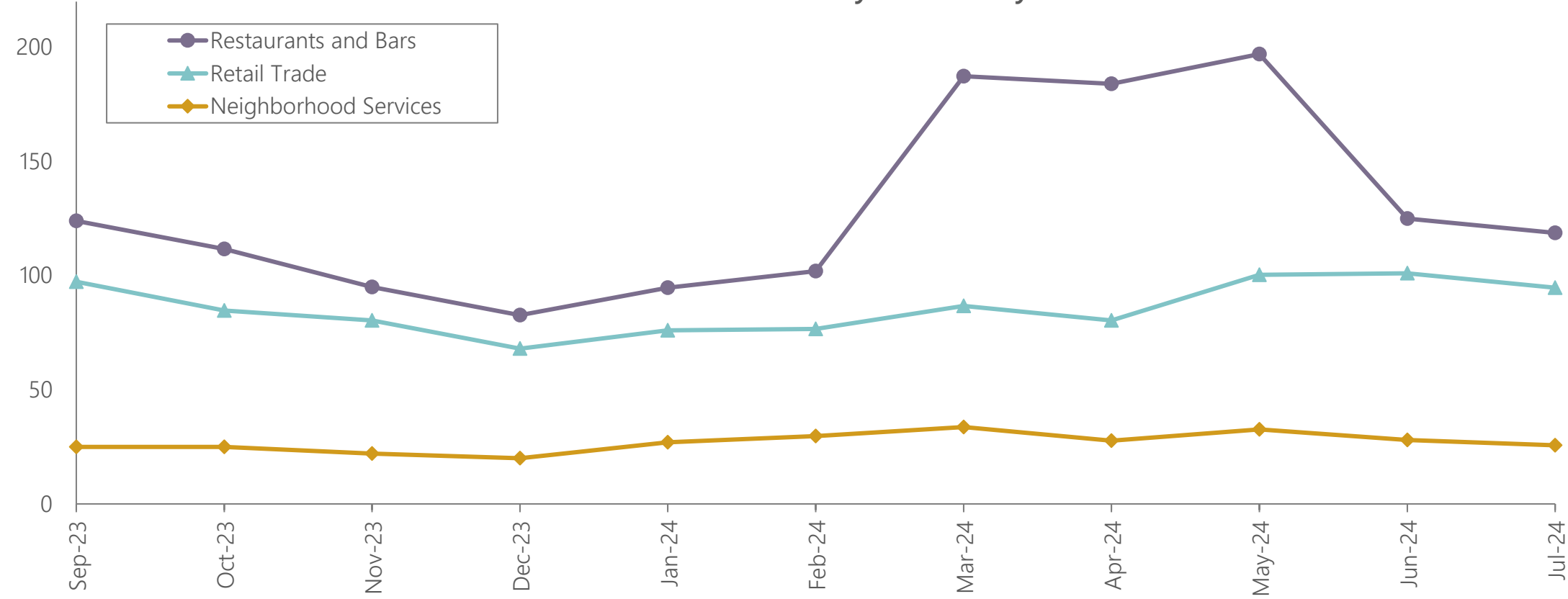
Office Vacancy Rate Continued to Rise in the 2nd Quarter



Source: Jones Lang LaSalle (JLL)

New Restaurant Formation Dipping After Strong Spring

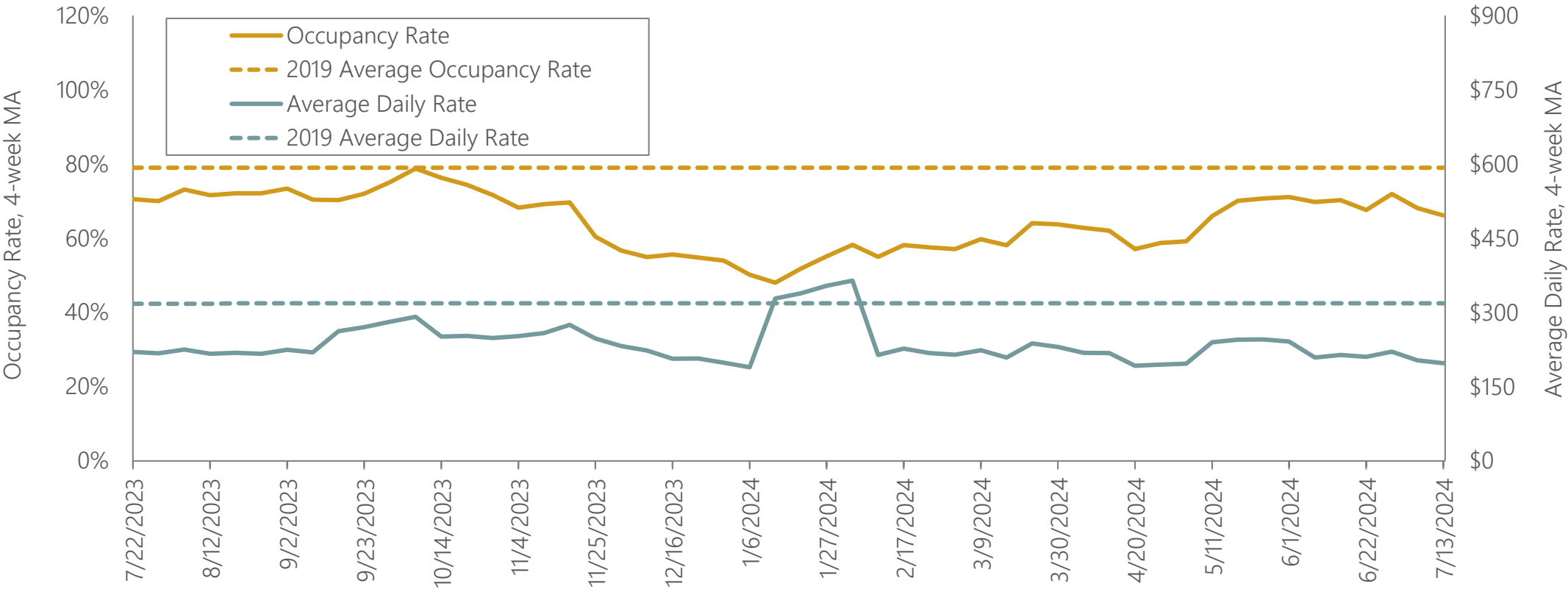
New Business Locations in San Francisco, 3-month Moving Average,
Selected Industries: January 2023 - July 2024



Source: Treasurer & Tax Collector, City and County of San Francisco

Hotel Rates & Occupancy Remain Well Below 2019

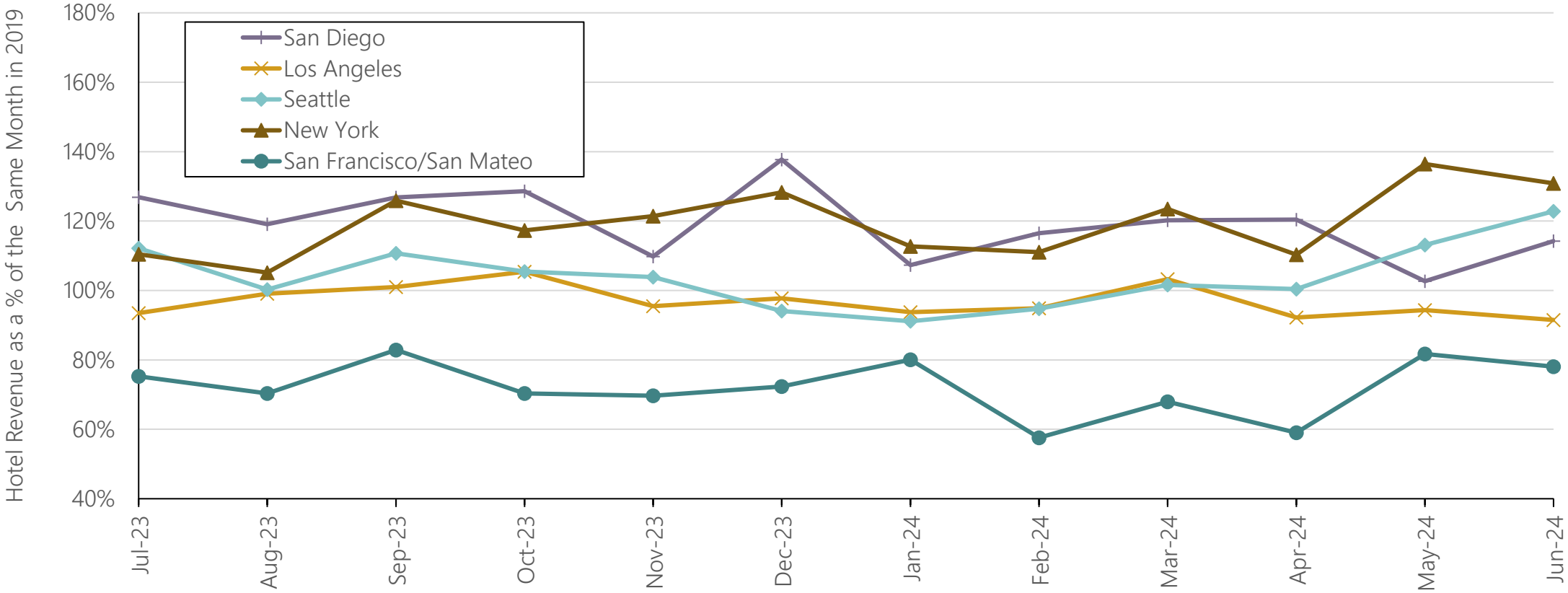
Weekly San Francisco Hotel Occupancy Rate and Avg. Daily Room Rate,
4-week Moving Average, Through July 13, 2024



Source: STR

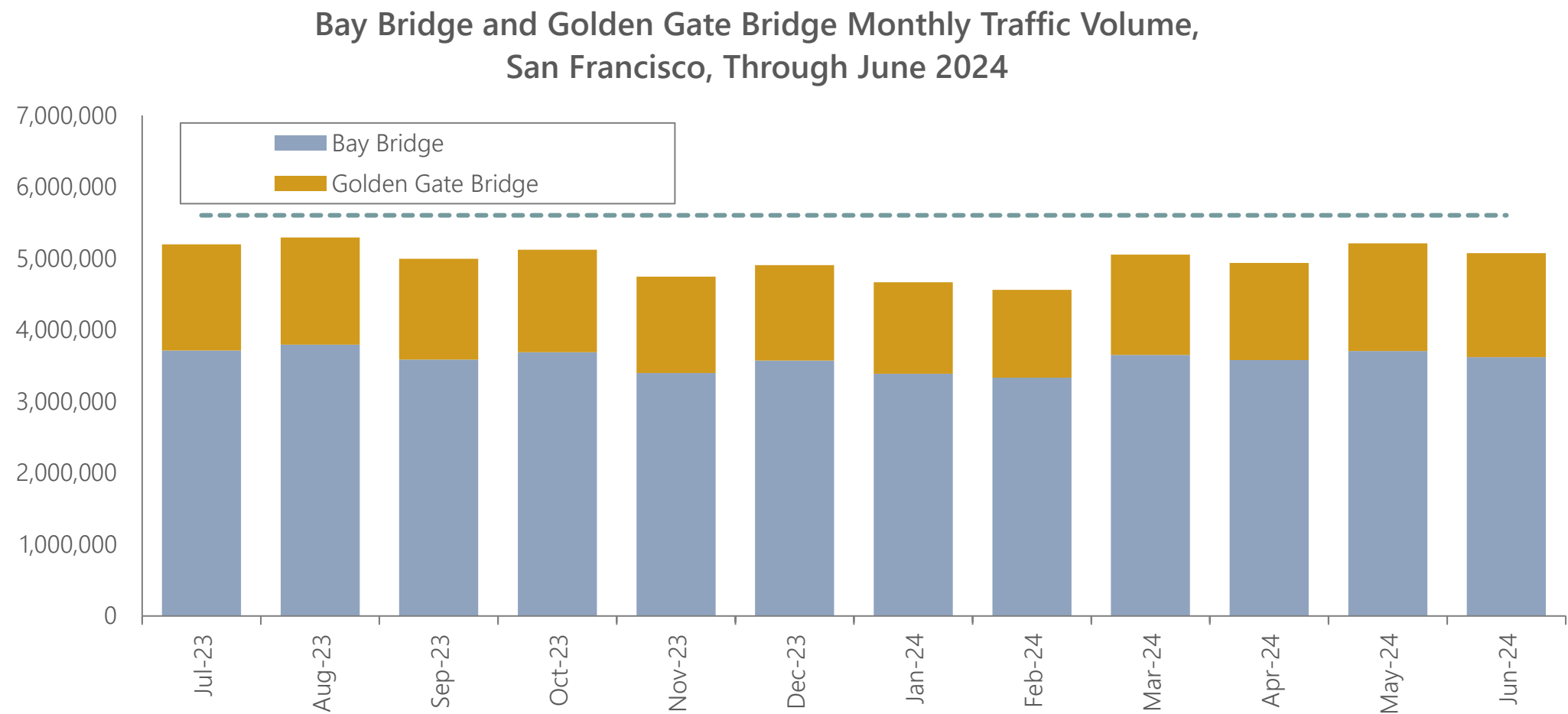
After Tough Spring, Hotel Revenue Back to 80% of 2019

Monthly Hotel Revenue Available per Room Night,
Selected Cities, Through June, 2024



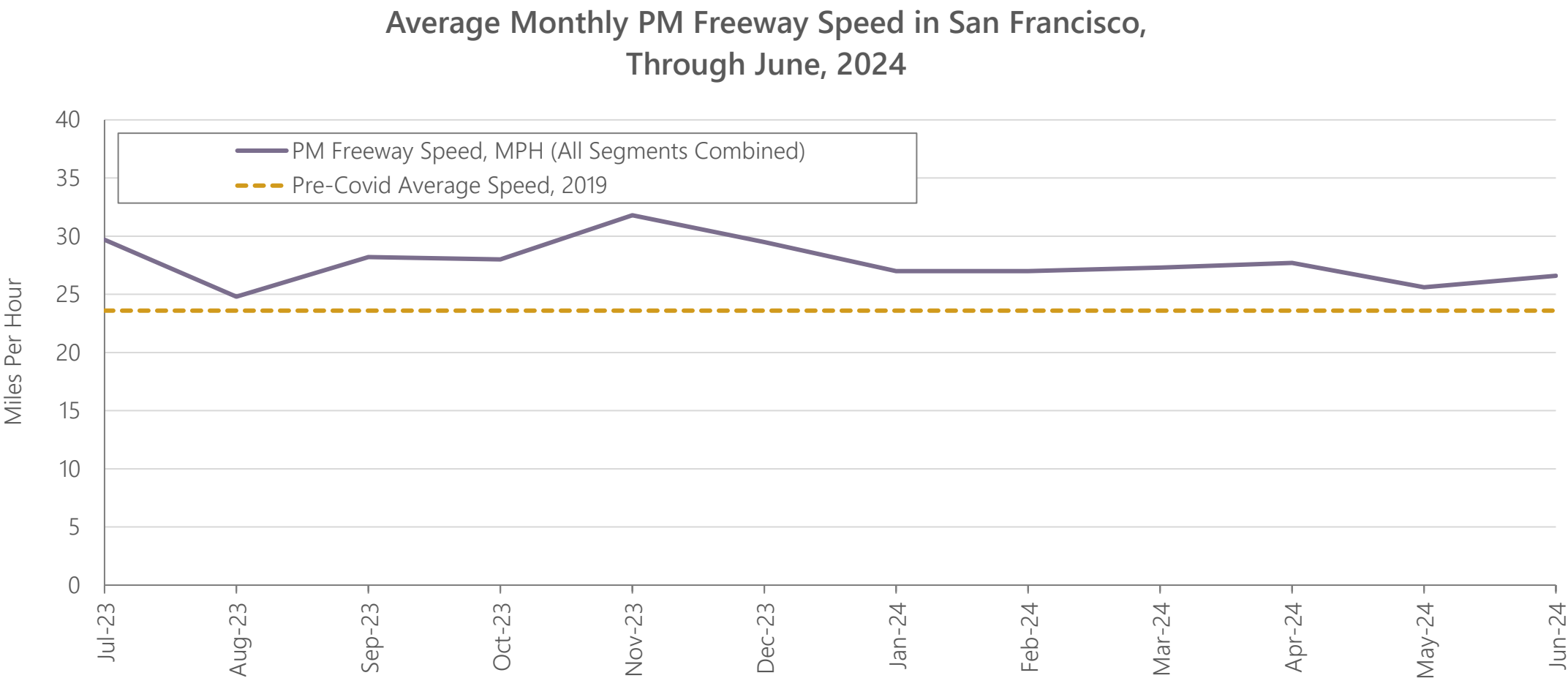
Source: STR

Bridge Traffic Showed Slight Growth April to June



Source: Bay Area Toll Authority (BATA), Golden Gate Bridge Highway & Transportation District. Includes westbound Bay Bridge and southbound Golden Gate Bridge traffic.

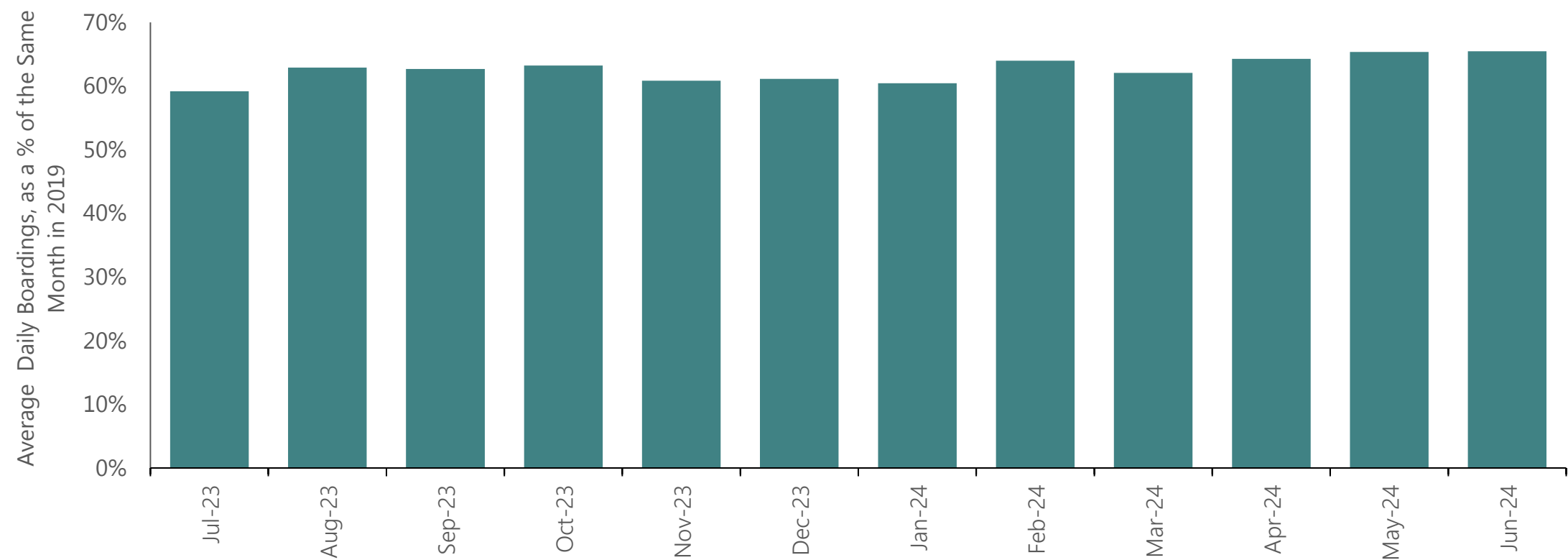
But Rising Freeway Speeds Indicate Lighter Rush Hour



Source: SF County Transportation Authority (SFCTA)

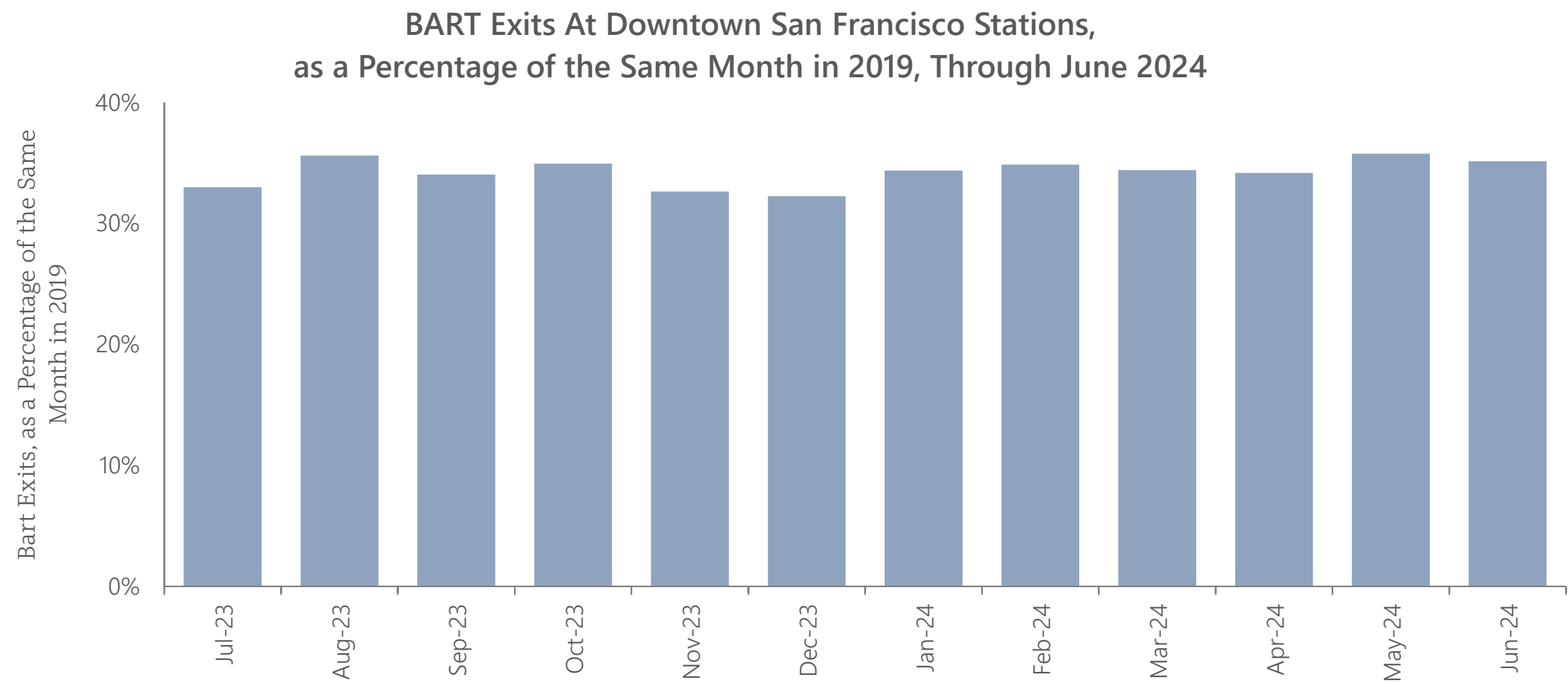
Muni Metro Ridership Has Risen to 65% of 2019 Level

Average Daily Boardings, Muni Metro (Subway),
as a Percentage of the Same Month in 2019,
San Francisco, Through June 2024



Source: SFMTA

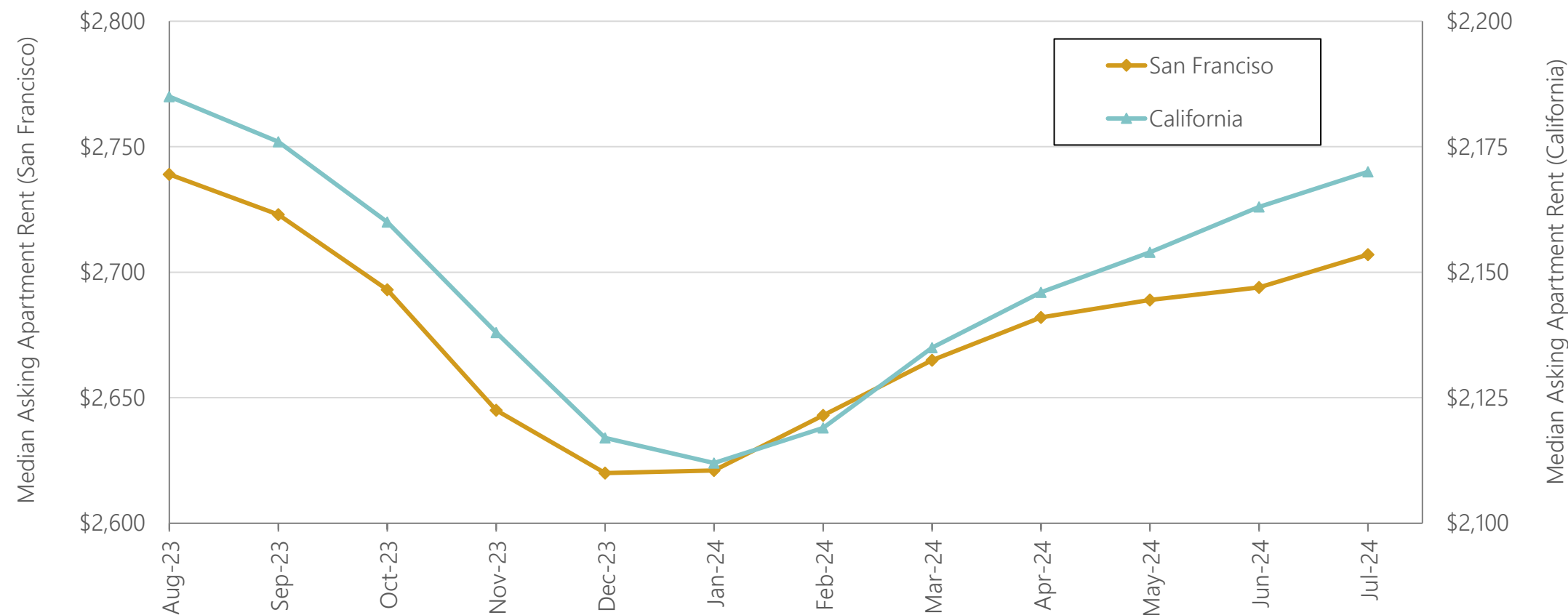
Downtown BART Recovery is More Sluggish



Source: BART

Apartment Rents Continued Their Recovery in July

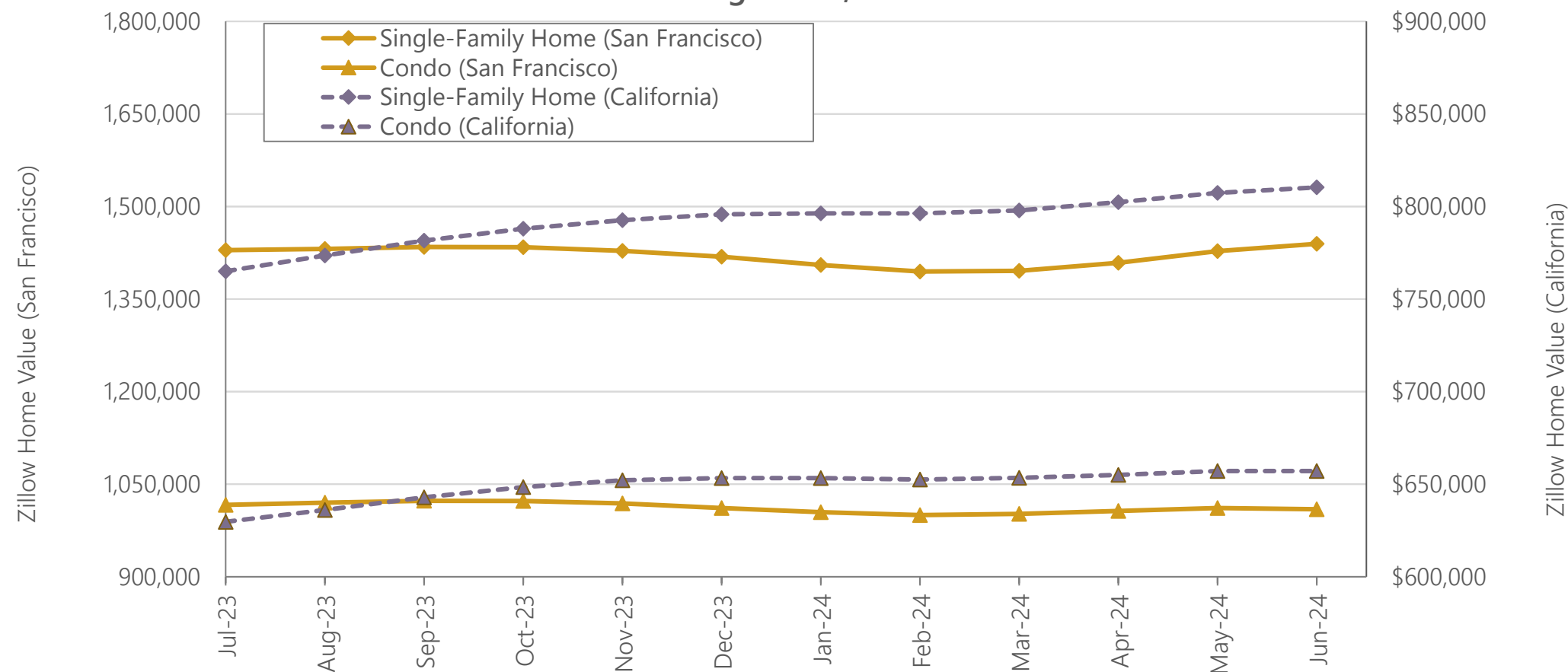
Apartment Median Asking Rent (All Unit Sizes),
San Francisco and California, Through July 2024



Source: Apartment List

SF Housing Prices Have Begun to Recover

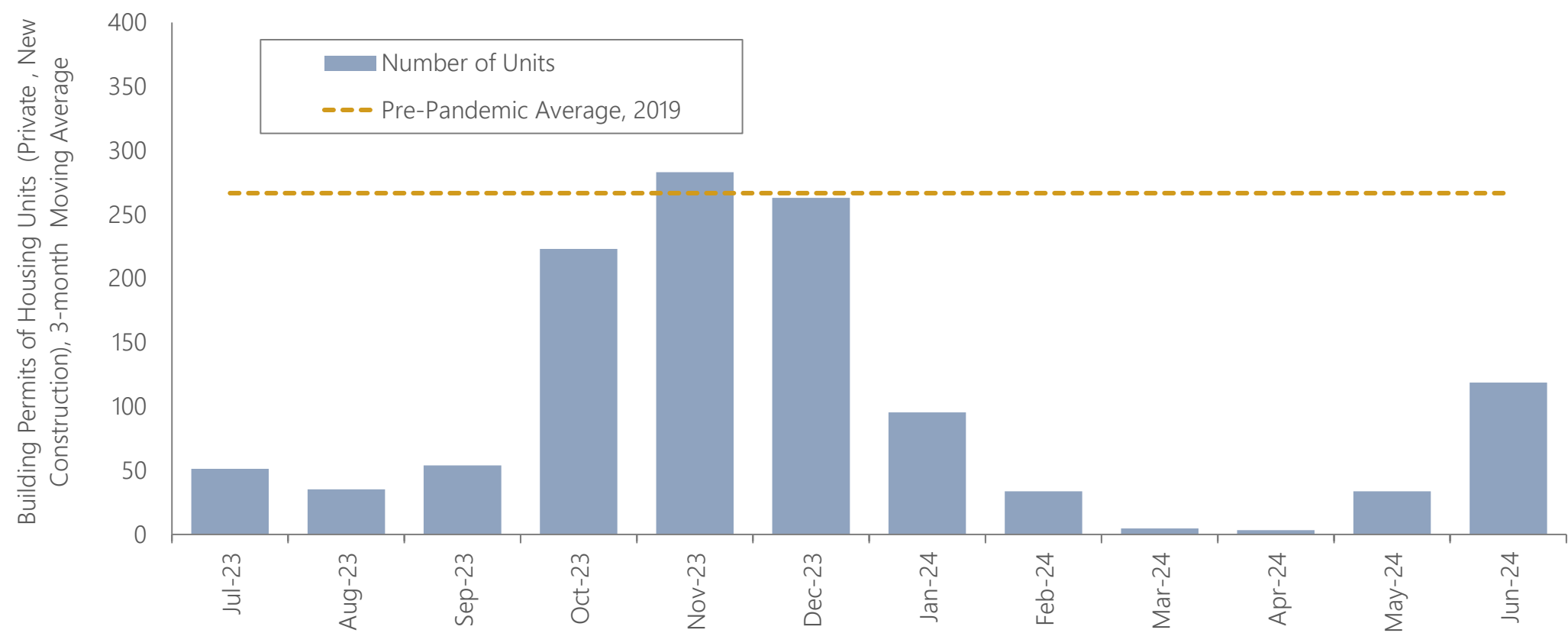
Condo and Single-Family Home Prices in San Francisco and California, Through June, 2024



Source: Zillow

Despite Some Recovery, New Housing is Below Trend

Number of Housing Units Permitted (Private, New Construction),
(3-Month Moving Average), San Francisco, Through June 2024



Source: U.S. Department of Housing and Urban Development (HUD)

Staff Contact

Ted Egan, Ph.D., Chief Economist

ted.egan@sfgov.org

Asim Khan, Ph.D., Senior Economist

asim.khan@sfgov.org


From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: Update on SFPD Mandated Report Under Chapter 96A.3
Date: Monday, August 5, 2024 4:30:00 PM
Attachments: [Second Quarter 2024 Report 96A Update Letter.pdf](#)
[image001.png](#)

Dear Supervisors,

The Police Department has submitted an update on the 2nd Quarter 96A report, pursuant to Administrative Code, Section 96A.3.

Thank you,

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

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From: Cunningham, Jason (POL) <jason.cunningham@sfgov.org>

Sent: Monday, August 5, 2024 4:12 PM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>

Cc: Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; StefaniStaff (BOS) <stefanistaff@sfgov.org>; PeskinStaff (BOS) <peskinstaff@sfgov.org>; EngardioStaff (BOS) <EngardioStaff@sfgov.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; RonenStaff (BOS) <ronenstaff@sfgov.org>; SafaiStaff (BOS) <safaistaff@sfgov.org>

Subject: Update on SFPD Mandated Report Under Chapter 96A.3

Good Afternoon Madam Clerk,

Please see attached letter from Chief William Scott. Your assistance is appreciated in the distribution to the members of the Board.

Thank you.

v/r

Jason Cunningham
Program Manager
Professional Standards & Principled Policing Bureau
San Francisco Police Department

jason.cunningham@sfgov.org

(415) 889-0024 (C)

[Book time on my calendar](#)



LONDON N. BREED
MAYOR

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



WILLIAM SCOTT
CHIEF OF POLICE

July 31st, 2024

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

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

The Honorable Cindy Elias
Police Commission
1245 3rd Street
San Francisco, CA 94158

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

Dear Mayor Breed, Supervisor Peskin, Commissioner Elias, and Director Davis:

**RE: Second Quarter 2024 Report per Chapter 96A, Law Enforcement
Reporting Requirements and Chapter 96E, Domestic Violence Data
Reporting**

The reporting requirements under Chapter 96A to include reporting of officer activity (Chapter 96A.3, 96A.4), crime victim data (Chapter 96A.5), and Domestic Violence Reporting (Chapter 96E) for Quarter 2 (April, May and June) will be delayed.

Our efforts to meet the deadlines imposed under the various local statutes, including the additional reporting elements under Chapter 96E, domestic violence data, and the expanded analyses requested by stakeholders (per capita comparisons), require extensive information gathering above and beyond the original mandated data sets. Additionally, the cutover to an improved stop data collection system has imposed some technical hurdles that have taken longer than expected to overcome. We anticipate this report will be completed and available by the fourth week of September 2024.

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

Sincerely,


WILLIAM SCOTT
Chief of Police



From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: 2023 Annual Fleet Telematics Report for BOS
Date: Monday, August 5, 2024 4:37:00 PM
Attachments: [BOS Telematic Utilization Report 2023.pdf](#)

Dear Supervisors,

Please see the attached 2023 Telematic Utilization Report.

Thank you,

Eileen McHugh
 Executive Assistant
 Office of the Clerk of the Board
 Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
 San Francisco, CA 94102-4689
 Phone: (415) 554-7703 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Taufic, Camilla (ADM) <camilla.taufic@sfgov.org>
Sent: Monday, July 22, 2024 2:45 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Jones, Don (ADM) <don.jones@sfgov.org>; Giusti, Luca (ADM) <luca.giusti@sfgov.org>
Subject: 2023 Annual Fleet Telematics Report for BOS

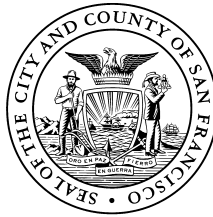
Hello,

I hope you are well. On behalf of Don Jones, Director of the Fleet Management Division of the Office of the City Administrator, please find attached the calendar year 2023 Annual Telematics Report. This report includes data on safe driving, utilization, emissions, and maintenance needs of the City's fleet.

Please let us know if you have any questions or would like to discuss the report further.

Thank you,

Camilla Taufic
 Fleet Business Manager – Central Shops
 Office of the City Administrator
 City and County of San Francisco
camilla.taufic@sfgov.org



MEMORANDUM

Date: July 17, 2024
To: Board of Supervisors; Angela Calvillo, Clerk of the Board
From: Don Jones, Director of Fleet Management Division
RE: Annual Report on Telematics for Calendar Year 2023

This memo reports on key metrics of the City's telematics program to satisfy the reporting requirements under Administrative Code Section 4.10-2(c).

Program Status

The Administrative Code requires all City vehicles to be equipped with telematics by June 30, 2020, while allowing for a waiver process for vehicles with certain use profiles that require locational anonymity. Public Safety & Investigative Service departments have not been able to install telematics devices into their vehicles since FY20 due to the lack of allocated budget to support the installation and on-going subscription costs. Funding was provided for this effort in FY24 and the installations have begun, with planned completion of the entire fleet by the end of FY25.

Below is an overview of the count of vehicles or assets in each group. As of December 31st, 2023, 4,308 vehicles and pieces of equipment had telematics installed (top row of Figure 1 below). Out of the vehicles in public safety and investigation departments, 1,704 vehicles (2nd row) are slated to get telematics installed by the end of FY25, while 9 of these vehicles (3rd row) already have them installed and are operational. These numbers do not include turned-in vehicles or rentals.

Groups	Count of Mandated Vehicles ¹	Count of Non-Mandated Assets ²	Total
General government vehicle assets (telematics installed)	4,115	193	4,308
Public safety and investigative services units (telematics not yet installed)	1,558	146	1,704
Public safety and investigative services units (telematics installed)	9	0	9

Figure 1: Telematics Installations by Group

Metrics Included in This Report

As of May 1, 2024, over 70% of vehicles that were planned to be part of the City's telematic reporting program had Geotab devices installed in them. Geotab is the current vendor and contractor for the City's telematic tracking hardware and reporting software. This report focuses on the telemetry data recorded from these vehicles, in addition to one report generated with information obtained from individual fleet managers.

Metrics Based on Telemetry Data

- **Speeding**
- **Idling**
- **Utilization**
- **Emissions**
- **Maintenance Alerts**
- **Reporting**

Metrics Relying on Notification by Departments

- **Collisions**

Geotab is currently undergoing beta tests of its hardware capability to detect sudden changes in G-force to determine whether or not a collision occurred. While these tests are under way, Geotab and the Fleet Management Division (Fleet) believe that the reported possible collisions using telemetry data have a high rate of false positives. Therefore, FMD has decided to rely on notification from department fleet managers to provide collision information in this report. Eventually, as the technology improves, FMD intends to utilize the collision data provided by the telematics program.

Speeding

Speeding is a major cause of accidents and it significantly increases the odds of injuries or fatalities. While FMD prepares the annual reports and maintains the telematics contract, all department fleet managers and coordinators have access to this data from the telematics portal so that they can correct behavior in real-time and improve City driver safety. To that end, department fleet staff have access to automated monthly reports as well as the ability to set up real-time notifications to supervisors (e.g. texts or emails) or drivers (e.g. telematics device beeping in the car) as speeding events take place.

In the following sub-sections, FMD focuses on two speeding data points: 1) speeding above 80 miles per hour (MPH) on highways, and 2) exceeding the posted speed limit by 10 MPH or more on surface streets and highways. These data points and methodologies are broken down to provide the reader with an understanding of citywide speeding incidents, which are a key indicator of driver safety.

Speeding

(>80mph)

The chart below shows the monthly count of 80+ MPH incidents observed for all City vehicles within the calendar year 2023. A speeding incident is recorded as a vehicle exceeding a recorded speed of 80 MPH for at least 3) seconds. If a vehicle's speed goes above 80 MPH, then falls below 80 MPH, and then immediately exceeds 80 MPH again, this would count as two separate speeding incidents.

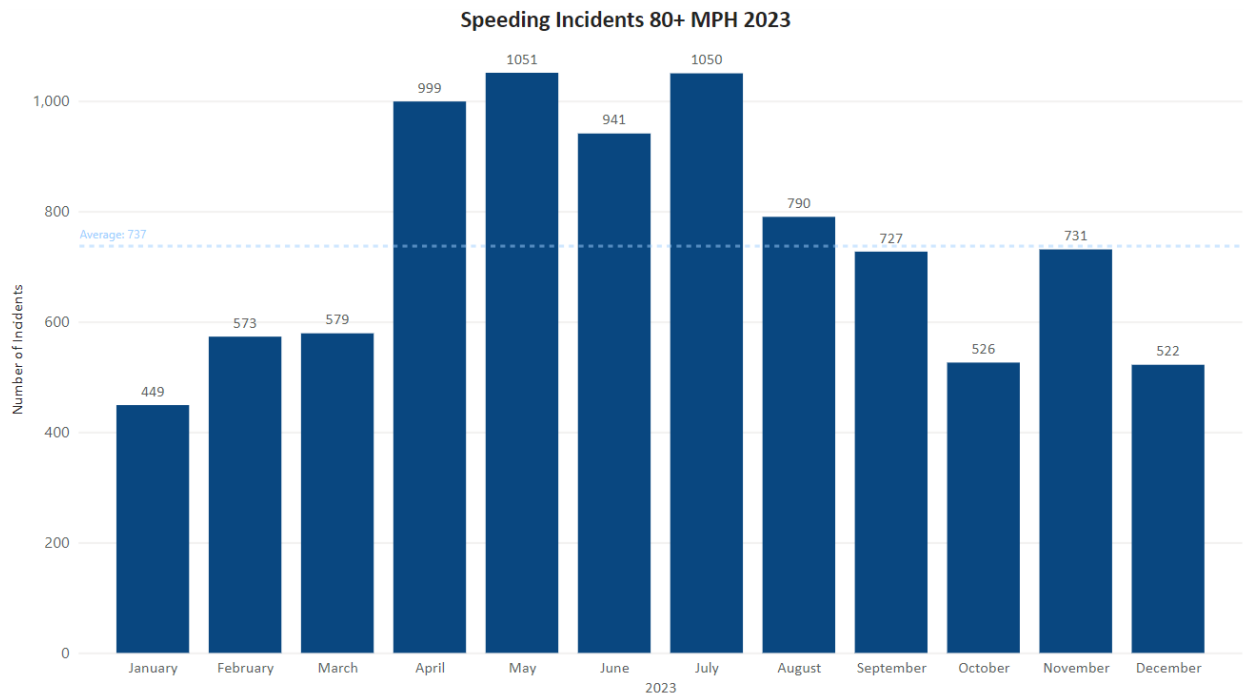


Figure 2: Speeding Incidents by Month

To obtain this information, Geotab collects the vehicle speed from the GPS data reported from the telematics device. Measures for added accuracy are built into the methodology, such as validating data only if there is a sufficient number of satellites being used and if the changes in speed between subsequent GPS readings are realistic.

The 2023 data reveals that aside from seasonal differences in speeding month over month, where months with drier weather conditions and longer duration of daylight saw increased speeding incidents, most months saw between 1,000-1,350 speeding incidents. An unusual spike in November 2023 may be attributed to the week-long and logistically-complex Asian Pacific Economic Conference hosted in the Financial District. During this time, City workers handling the safety and operations of the event may have had plans and directions change rapidly, causing them to speed. Lastly, the average speeding duration for the entire year was ~12 seconds in duration with a median of ~5 seconds.

The graph below shows the number of 80+ MPH speeding incidents per vehicle in 2023 by City department. Obvious data outliers and departments with less than one (1) incident per vehicle were excluded. While the departments with the most total vehicles typically have the highest number of speeding incidents, this graph shows a proportional average that indicates which departments have the highest true rates of speeding incidents.

It is important to bring qualitative analysis into this data picture. For example, the three highest speeders, the Department of Emergency management, Animal Care and Control, and the Human Services Agency all have emergency and or urgent response requirements in their duties. While not strictly public safety vehicles, these teams to respond to emergencies regarding public health and the environment, animal welfare, and critical human services client needs.

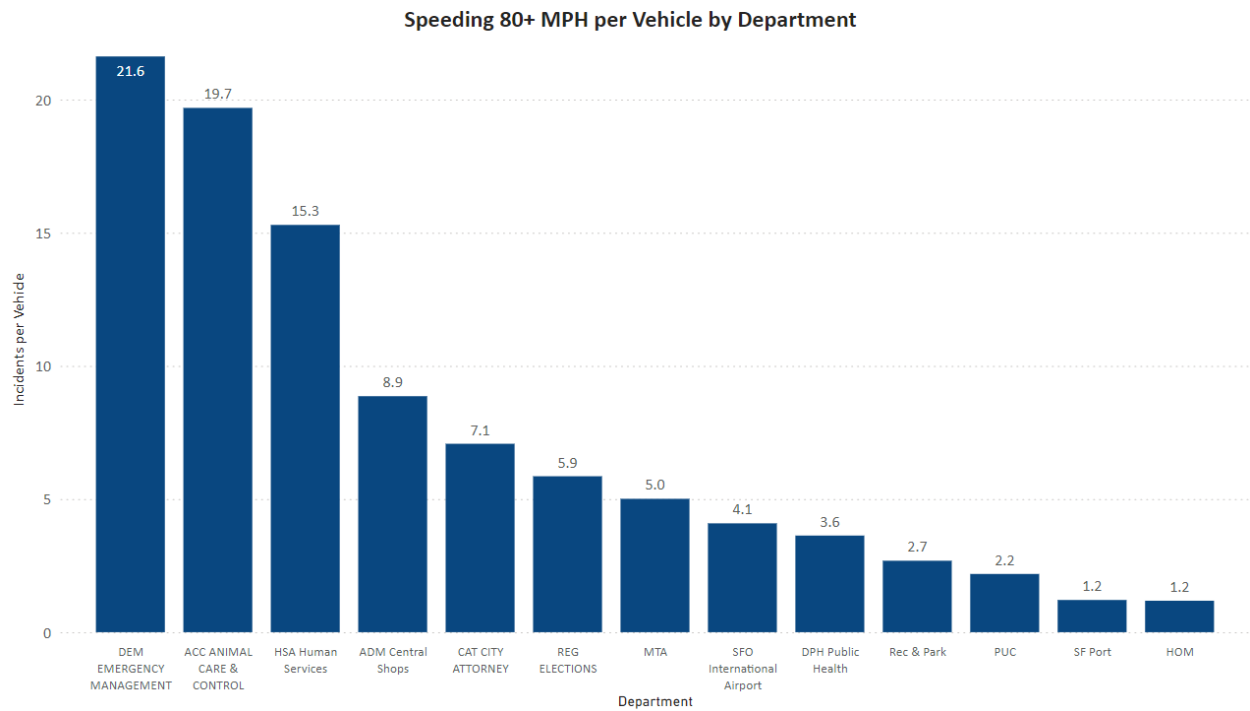


Figure 3: Speeding Incidents by Department

Speeding Relative to Posted Speed Limits (>10mph over Posted Limits)

Below is a matrix of all speeding events where the vehicle speed exceeded the street’s posted speed limit by at least 10 MPH, plotted against the posted speed limit. The dataset is from Geotab for the entire year of 2023. It captures all speeding events relative to posted limits on highways and surface streets, inside of the City.

Count of Speeding Incidents 10+ mph Over Posted Limit (2023)

		Posted Speed Limit (mph)															Total	% of Total
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	Other		
Vehicle Speed (mph)	10-19	7,736	2	2	-	7	3	2	-	11	-	-	-	-	-	4	7,767	1%
	20-29	1,772	50,899	28,162	6,845	1,885	28	22	-	4	1	12	-	1	-	38	89,669	6%
	30-39	37	3,446	4,872	169,194	588,132	55	24	6	2	4	23	-	10	-	1,451	767,256	52%
	40-49	1	93	73	4,921	178,229	135,993	58,699	3	617	1	9	-	12	-	519	379,170	26%
	50-59	-	1	4	51	7,715	6,268	16,522	15,829	15,025	1	3	-	7	-	105	61,531	4%
	60-69	-	-	7	2	998	406	1,148	1,945	10,332	62,175	29,222	293	393	-	288	107,209	7%
	70-79	-	-	-	-	29	17	42	52	512	7,203	14,308	1,521	28,573	1	89	52,347	4%
	80+	-	-	-	-	3	2	1	-	8	109	471	17	5,156	116	3	5,886	0%
Total		9,546	54,441	33,120	181,013	776,998	142,772	76,460	17,835	26,511	69,494	44,048	1,831	34,152	117	2,497	1,470,835	100%

84%	Likely represents speeding on surface streets
5%	Could be speeding on surface streets, or speeding on highways (false positive)
11%	Likely represents speeding on highways

To understand speeding over the posted speed limit, FMD has made assumptions based on subject matter expertise in fleet management. To categorize the data, one can assume that a vehicle travelling at more than 60 MPH would most likely be on the highway, and anything with a posted speed limit of over 50 MPH would also indicate a highway as well. Highway speeding is represented by the data in the orange shaded portion of the above matrix, and accounts for roughly one fifth of the incidents. Conversely, one can assume that a vehicle travelling at less than 50 MPH would likely be driving on surface streets, especially if the posted speed limit is also less than 40 MPH. Surface street speeding is represented by the top left-hand area of the matrix, and accounts for more than three quarters of the data.

The speeding incidents that are counted in the yellow shaded area of the matrix could either be reflective of egregious speeding behavior (e.g. vehicle speeding at 60mph on a street with a 35 MPH posted speed limit) or false positive data (e.g. data says vehicle speeding at 60 MPH in a 35 MPH zone, but vehicle was actually driving on the highway).

All Speeding Incidents

The graph below shows the number of total speeding incidents (at least over 10 MPH above posted speed limit) by month across in the City in 2023. The graph's total columns are subdivided by the type of vehicle that produced the speeding incident. The top six (6) vehicle types by count of speeding incidents were listed, including carts, pickups, sedans, SUVs, trucks, and vans.

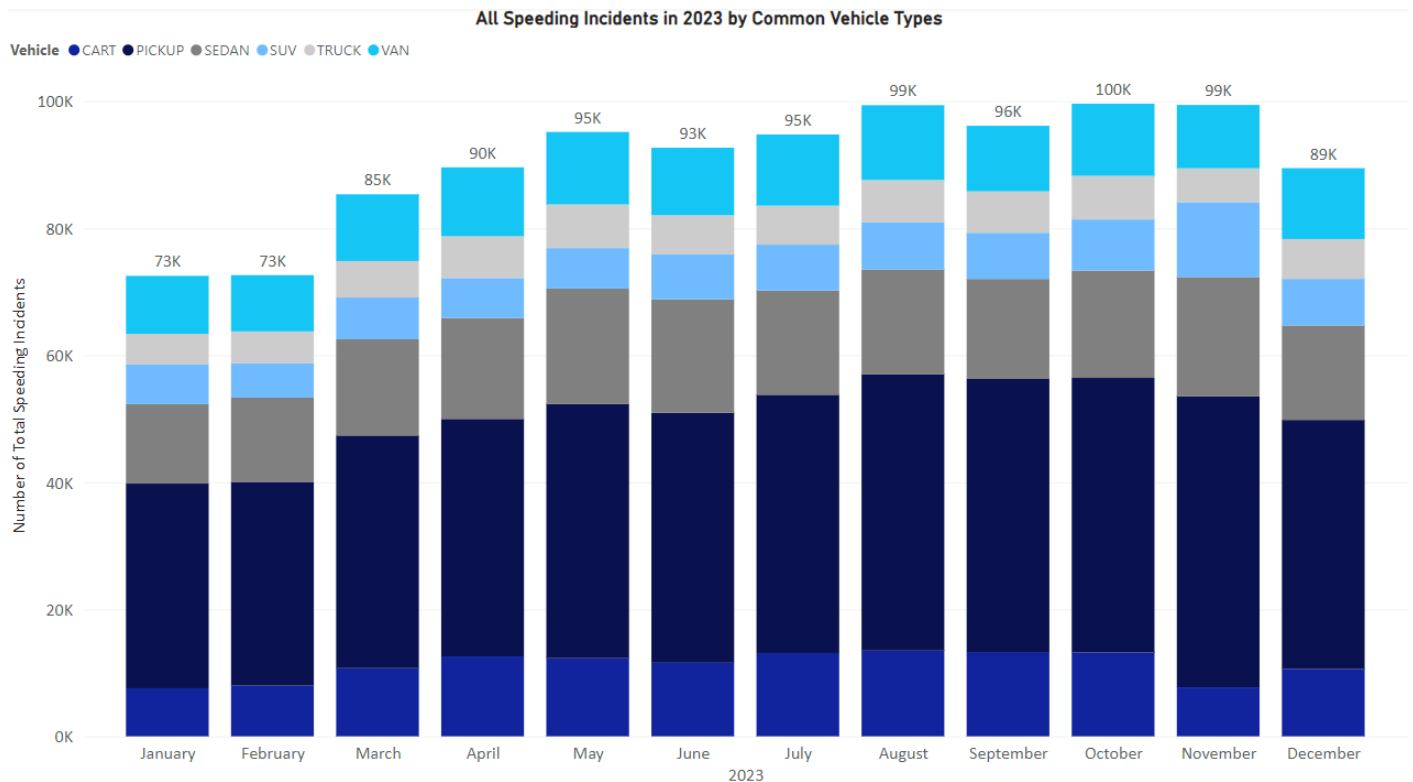


Figure 4: Speeding by Vehicle Type

This graph does not consider the total number of vehicles in the City's fleet by vehicle type, and therefore, it is likely that the most common vehicle types also happen to produce the most speeding incidents due to the count within the category. However, from a correctional standpoint, the vehicle type that produces the most speeding incidents is pickups, which have over twice as many incidents as the similarly sized fleet category, sedans.

Below is a heatmap of all speeding incidents in the City in December of 2023. Because of the number of speeding incidents per month, only the most recent monthly speeding report was used to generate this heat map. However, month to month, location data is very similar for speeding incidents across the City. The brighter pink colors indicate more instances of speeding in that geographic location. Darker blues represent lower number of speeding incidents while hotter pinks represent higher concentrations of speeding incidents. Grey regions represent areas where no speeding was found during these months.



Figure 5: Heatmap of Speeding in December 2023

SOMA, Civic Center, and Mid-Market neighborhoods saw the highest concentration of speeding incidents. Large surface street arterials including Mission, Geary, and Van Ness also saw higher levels of speeding incidents. Finally, the most speeding incidents were recorded on the 280 and 101 highways south of Mission Bay.

Idling

The mitigation of idling is an opportunity to reduce the City's fuel use and carbon footprint. The telematics systems define idling as when the vehicle's ignition is on and the GPS position is static. It is important to note that some instances of idling are required – for example, service vehicles that need to be on while parked, in order to operate a piece of equipment used on a work site, or vehicles that also act as employees' office space and need to remain on so that heat or AC can function while paperwork is performed inside the vehicle. However, many instances of idling are unnecessary and avoidable.

Below is a line graph that shows the monthly count of total liters of fuel consumed and hours totaled from idling City vehicles in 2023. This dataset excludes idling events for electric vehicles (i.e. battery

electric, fuel cell electric, and plug-in hybrid electric) because idling in those vehicles will have negligible or no environmental impact. Additionally, both datasets only include idling data for light duty vehicles¹. Heavier duty vehicles are excluded because they sometimes have specialized operational needs for the vehicle's engine to be kept running, as mentioned above. In total, 177,045 liters of fuel were used for idling in telematics-enabled City vehicles in 2023. About 6,150 hours (256 days) were spent idling. With the average price of gasoline in 2023 calculated at roughly \$5.26 per gallon in San Francisco, the total cost of fuel used for idling in telematics-enabled vehicles alone was \$244,422.

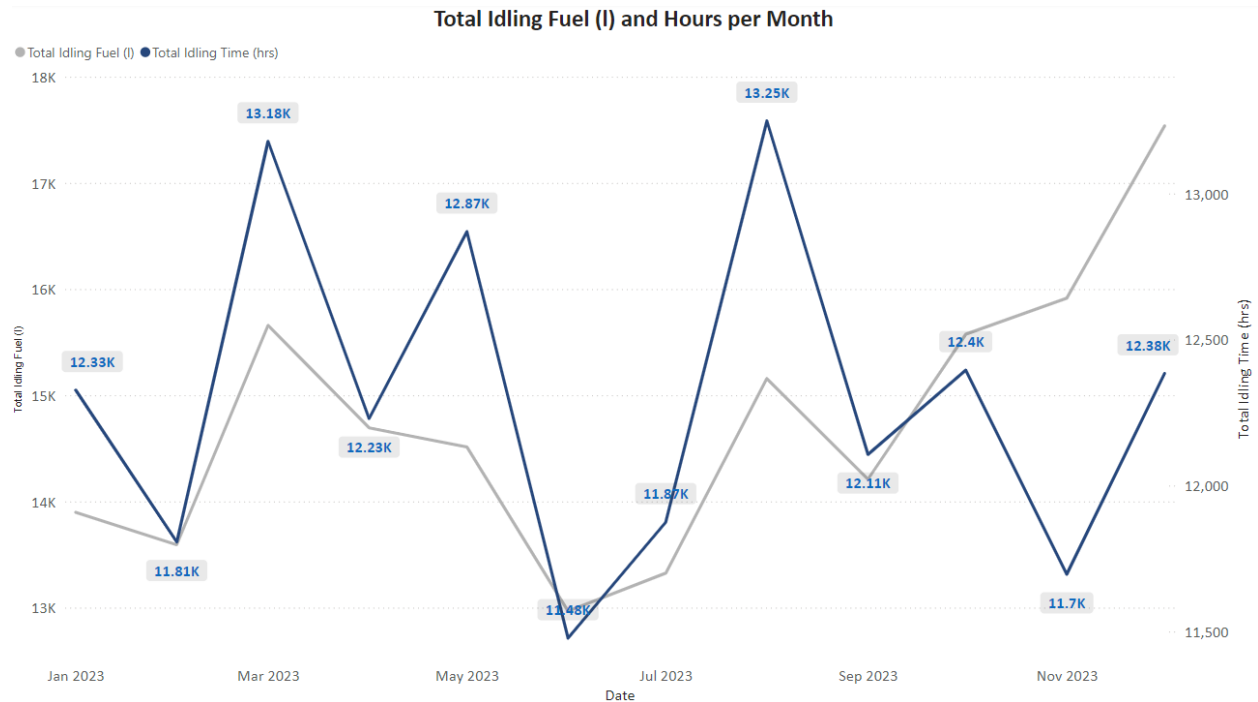


Figure 6: Idling by Month

Utilization

Vehicle utilization rates are important metrics for a fleet manager to optimize the size and deployment of the fleet. Utilization informs many decisions including vehicle assignments, vehicle sharing, maintenance scheduling, vehicle demand management, and procurement of new vehicles.

Below is a line graph showing percentage of vehicles in the telematics-connected fleet that are utilized per month. It should be noted that this is raw data from the system, and needs to be qualified to account for incomplete data (e.g. due to device errors, vehicle grounded for service work, etc.) for full accuracy. However, the data as is provides a general idea of utilization citywide.

¹ Light Duty = sedans, SUVs, pickups and vans under 8,500 gross vehicle weight rating (GVWR)

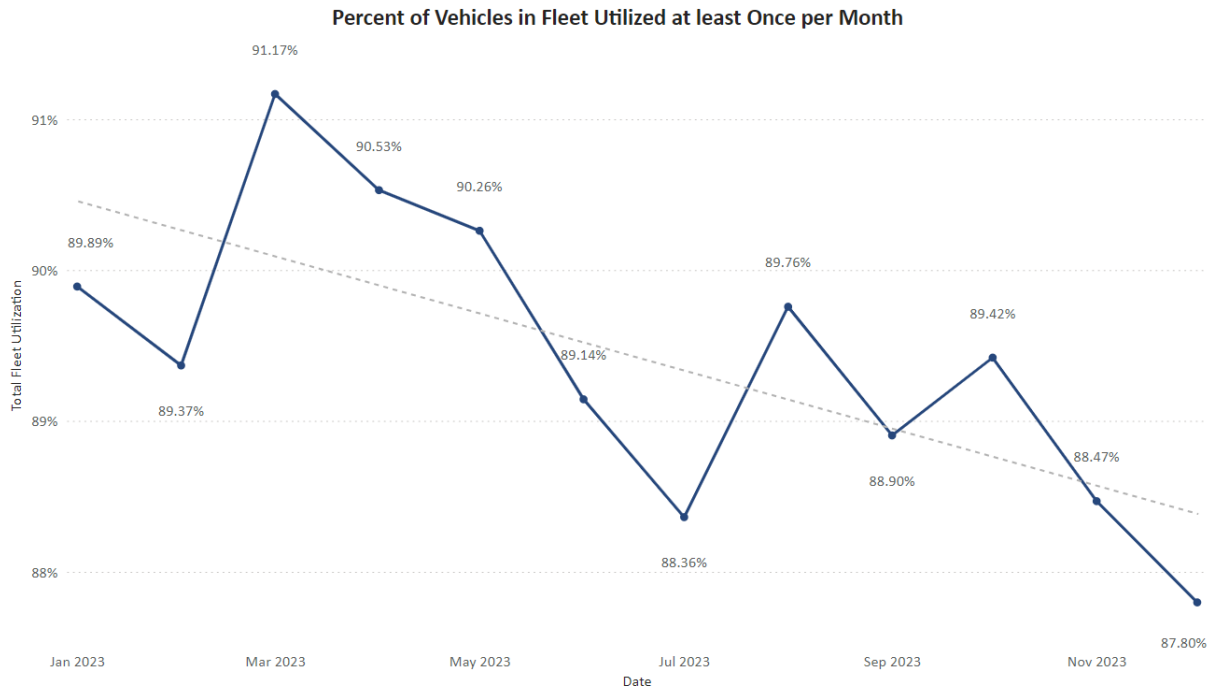


Figure 7: Fleet Utilization

The trendline for vehicle utilization dropped steadily throughout the calendar year of 2023. However, in the first quarter of calendar year 2024, utilization stabilized just below 90%. The Fleet Management Division is currently using this data to analyze the City's fleet and make recommendations of rightsizing, or reducing the total count of vehicles, across City departments.

Below are a series of bar charts that display a breakdown by department of other vehicle utilization statistics for the month of December 2023.

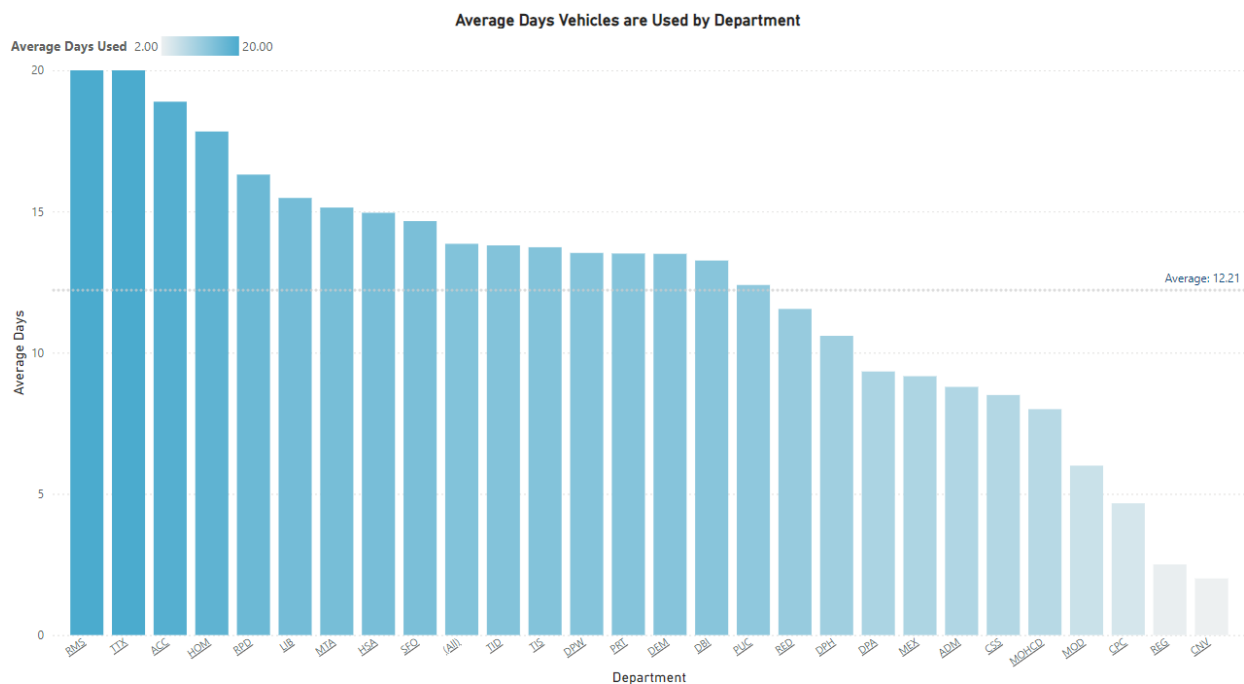
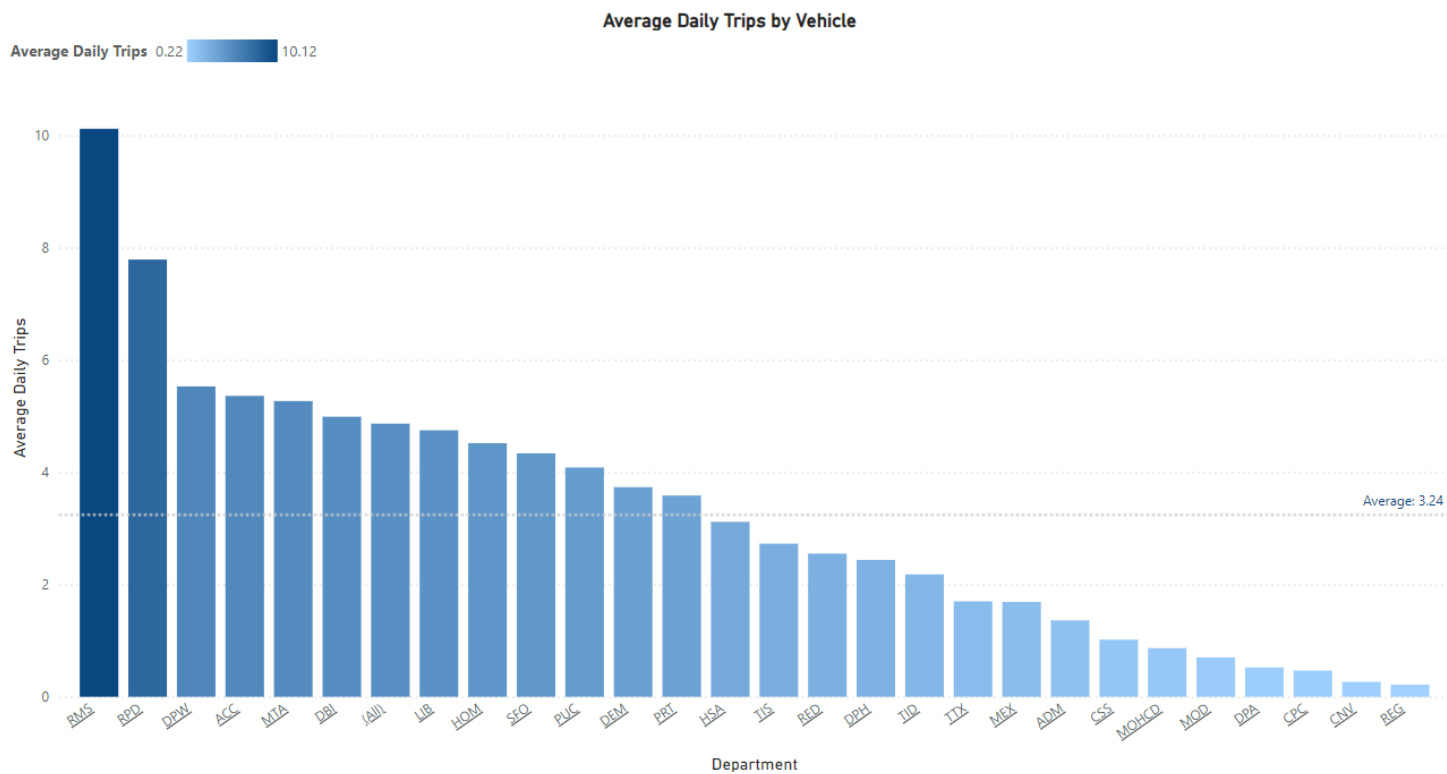
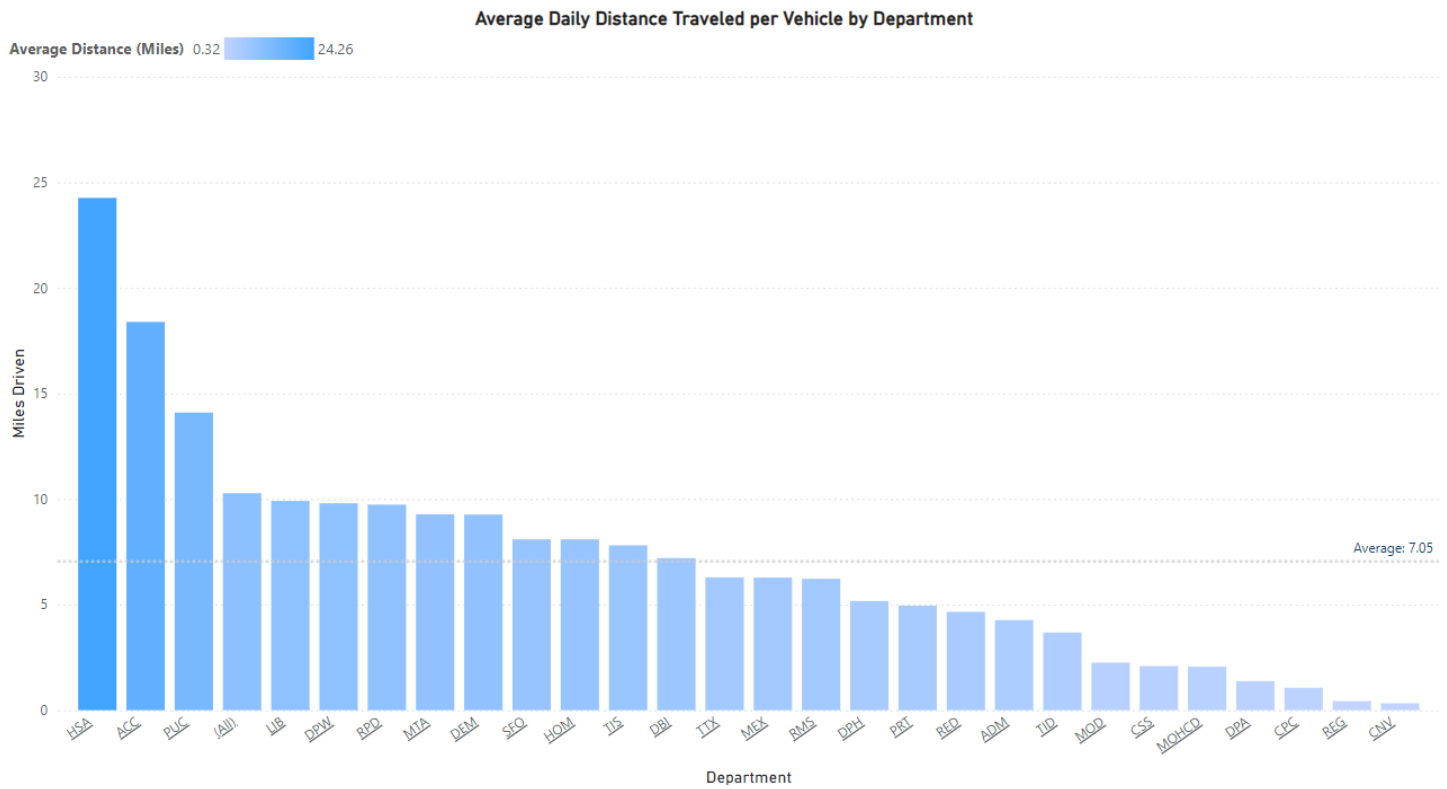


Figure 8: Daily Average Vehicle Usage by Department



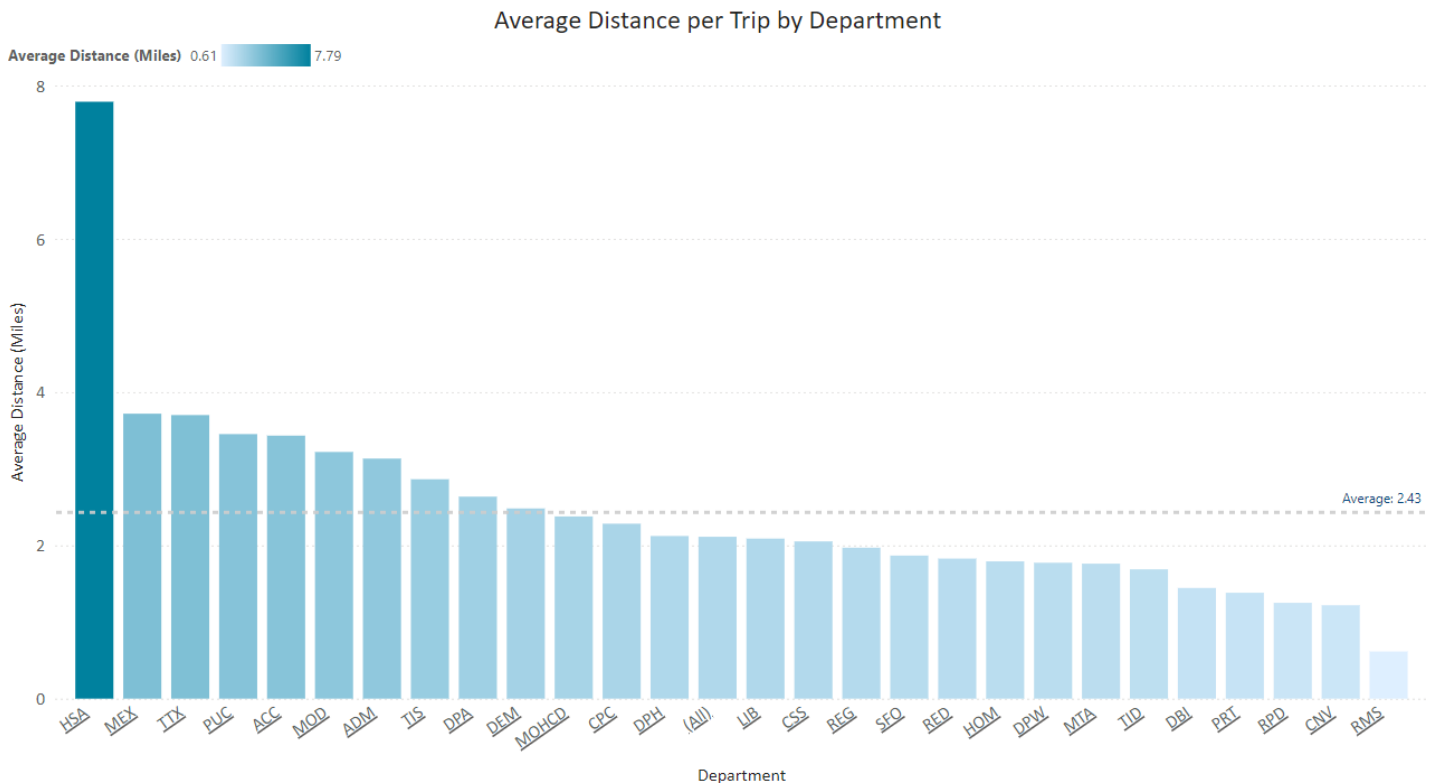


Figure 11: Average Distance per Trip

The Human Services Agency (HSA) frequently ranks in the top of many statistics on vehicle usage while the Department of Elections and CNV (REG and CNV, respectively) typically have much lower utilization statistics.

The box and whisker plot below provide a different visualization of how vehicles are being used. This box plot broadens the scope from just sedans to include three other common vehicle types. The chart is populated with one month of Geotab data from in December of 2023. The average usage for each type of vehicle is represented by the small white box in the middle of each box and whisker line.

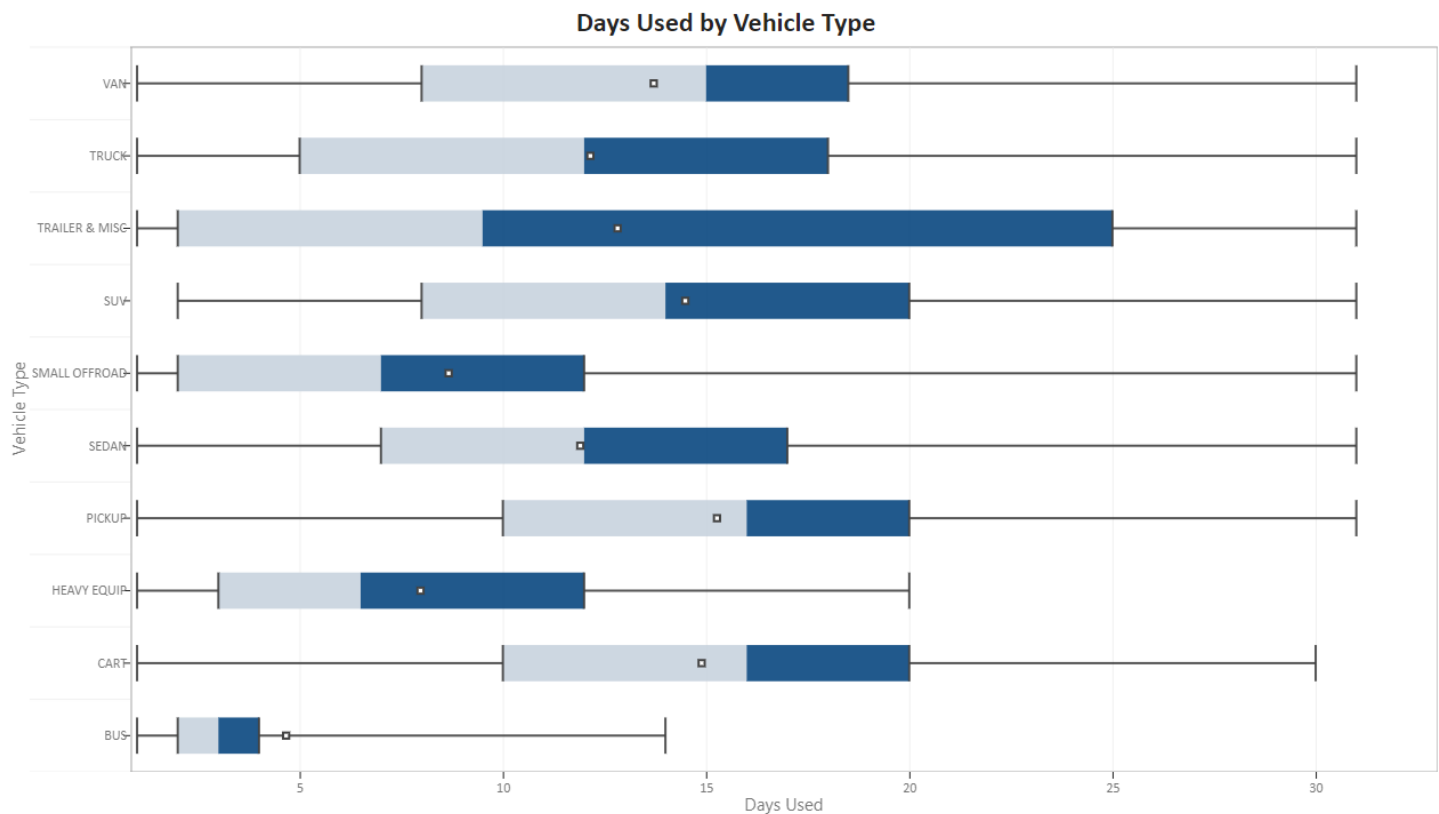


Figure 12: Count of Daily Usage by Vehicle Type

Most vehicle types are used, on average, between 10-15 days. Only two (2) vehicle types did not have a single vehicle in the Geotab-connected fleet that were used every day of the month; buses and small off-road vehicles. Heavy equipment was the most under-utilized vehicle type while carts were consistently the most frequently used.

Emissions

The telematics system offers a Green House Gas Emissions report that uses engine-based fuel economy data to calculate the estimated amount of CO₂ emissions as a result of fleet activity.

It can be used to provide insight into the fleet's environmental performance over time and identify opportunities for improvement.

CO₂ emissions are calculated from fuel usage and applying factors based on the IPCC Guidelines for National Greenhouse Gas Inventories. They are calculations based on assumptions about the vehicle and on emissions reference points published by the Environmental Protection Agency (EPA). The calculation is available for any classification of vehicle, but only for vehicles that run purely on gasoline or diesel. Fuel cell, battery electric, plug-in hybrid electric, hybrid, and CNG vehicles are excluded from the scope of this report. The chart below tracks CO₂ emissions as gasoline and diesel cars were installed with Geotab telematics devices.

The graph below shows CO₂ emissions in total metric tons by per month by the top five (5) most common emitting vehicle types in the City's fleet.

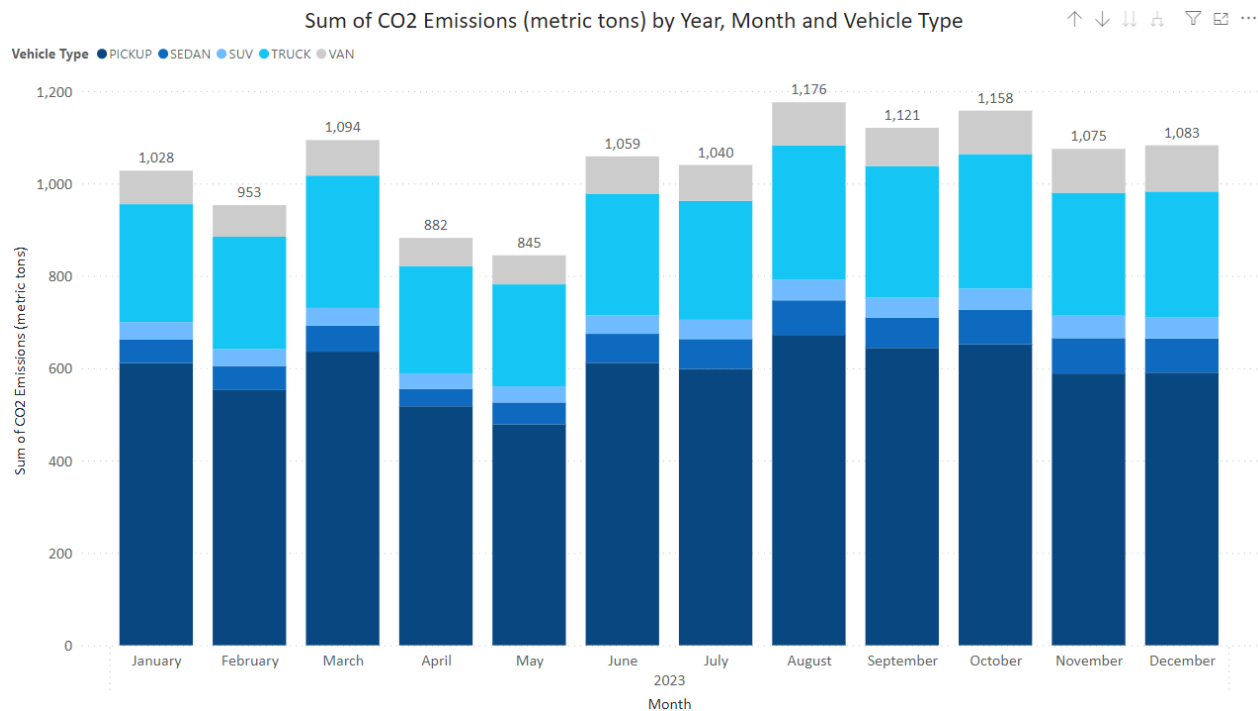


Figure 13: CO2 Emissions

Pickups and trucks consistently emit the most CO₂ out of any vehicle type. This could be due to several factors, including the age of the vehicle, the time left idling, the high level of pickup truck usage, and more. In 2023, the City's telematic-connected fleet produced 12.79k metric tons of CO₂. This is the equivalent CO₂ emission of burning roughly 14 million pounds of coal. The Fleet Management Division is currently working with the Office of the City Administrator and department fleet managers to convert the City's fleet to Zero Emissions Vehicles as rapidly as possible. This transition is occurring as budget for new vehicles and infrastructure are available in the annual budget appropriations.

Over the course of 2023, the fuel economy of the fleet increased modestly from about 29.5 mpg to 30 mpg for all vehicles connected to telematics. The line graph below shows how fuel economy varied over the course of each month per 100 km driven.

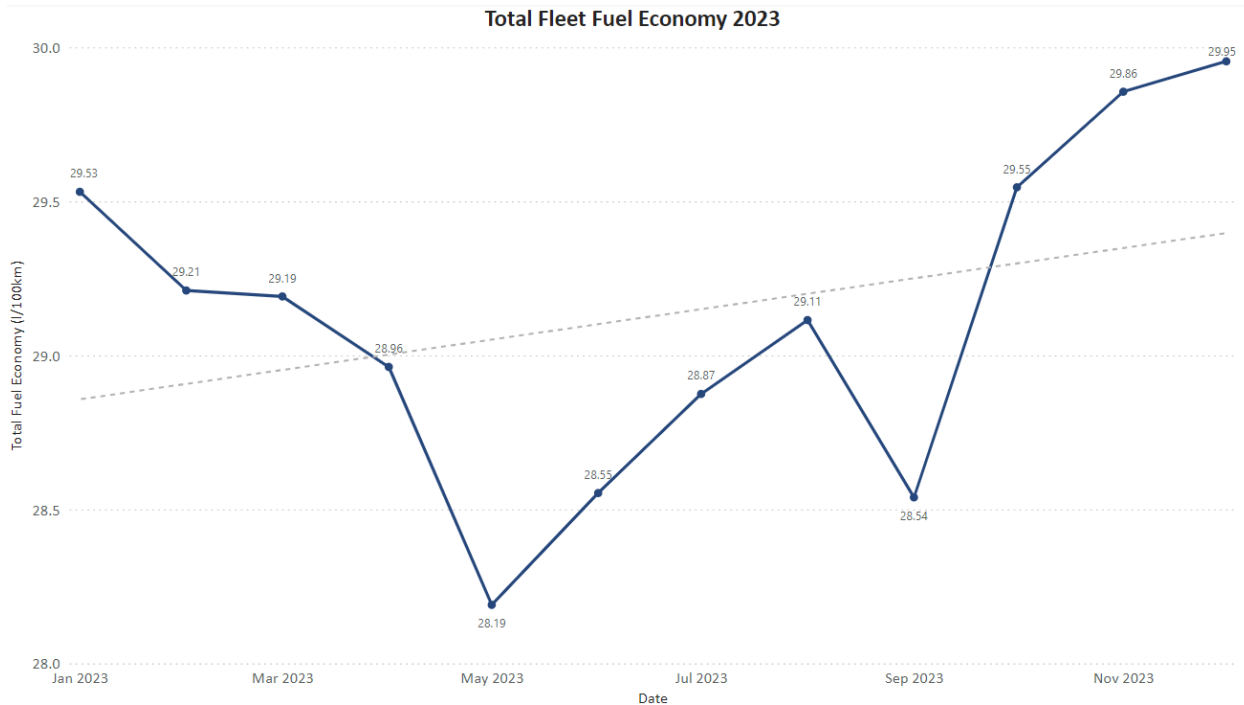


Figure 14: Fuel Economy

Maintenance Alerts

Telematics systems have the ability to read and relay diagnostic trouble codes that can serve as indicators of a vehicle mechanical or electrical faults that have taken place or may take place in the near future. Fleet managers can take advantage of the different reports available to them to monitor their fleet health.

The chart below shows how many instances of an engine failure, of the top five (5) issues, were reported by the telematics system within one month. These issues include ABS issues, cooling system issues, EGR issues, misfire issues, and water in fuel tank issues. There were typically between 150-200 of these issues reported per month in 2023. However, this graph does not show how long these issues persisted, nor does it infer how many vehicles in any month had this issue signaled. In other words, it is likely that some of these issues were not resolved or repaired within the month they occurred, and could have still be affecting the vehicle months into the future, depending on the vehicle's maintenance schedule.

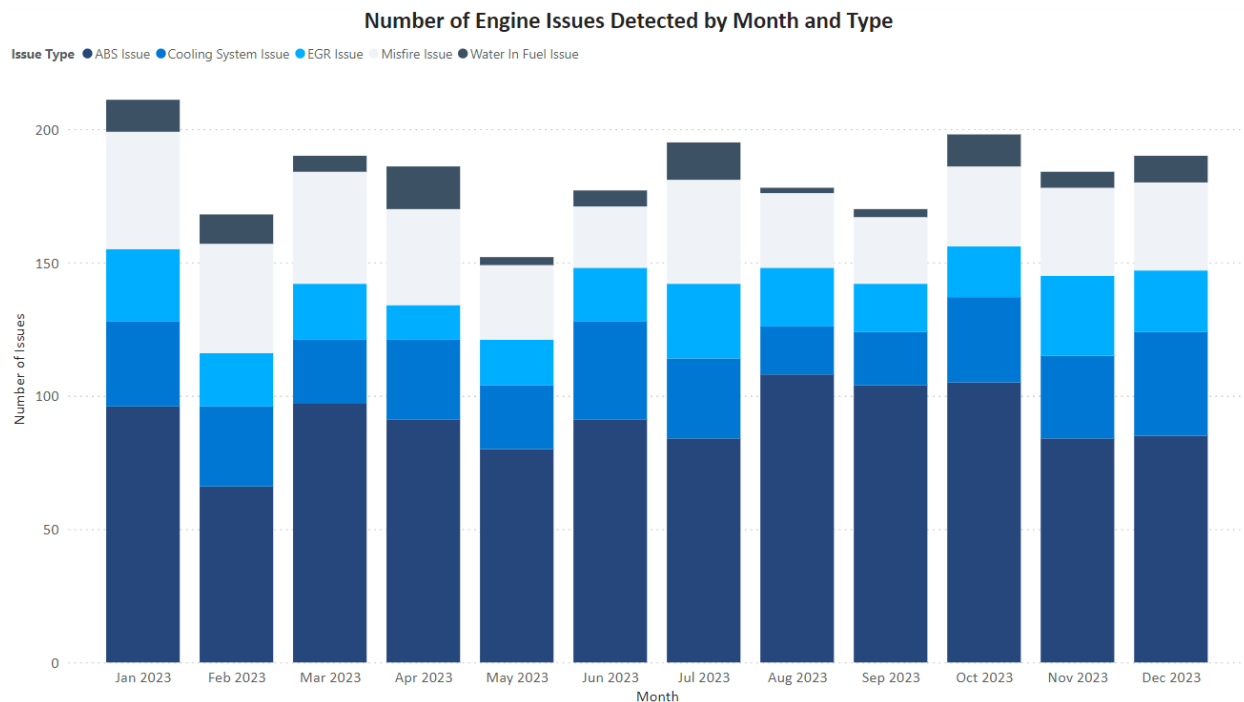


Figure 15: Count of Engine Issues

In general, ABS (anti-lock braking system) issues were the most common issue found in maintenance alerts from the telematics-connected fleet. This system is used to prevent a vehicle's brake pedal from locking or otherwise operating less efficiently. Typically, nearly 100 ABS issues were detected per month by the telematics hardware.

FMD will work with departments to analyze the data to understand how long these faults last in their vehicles and set up necessary reporting to alert fleet managers of those that are neglected for a long period, increasing risks in driver safety and costly repairs.

Collisions

The collisions metric does not come readily available as a reliably accurate report from telematics. Any data collection for this metric will rely on reporting by the driver that was involved in the collision and the respective department fleet manager. In January 2021, FMD developed and distributed a one-page form for fleet managers to fill out and submit to FMD whenever a collision took place involving one of their vehicles. The FMD collects these responses and tracks collisions by department, including the parking status of the vehicle at the time of the collision.

In 2024, FMD followed up with these fleet managers to double-check this information and total collision numbers from calendar year 2023. While Geotab software has a beta-tested capability to detect possible collisions, conversations with the development team indicated that this data is not reliable at this time. The table below displays the number of reported incidents by department.

2023 Vehicle Collisions by Department and Parked Status

Department and # of Vehicles	NOT PARKED	PARKED	Total
▲ DAT (35 Fleet Vehicles)		1	1
DBI (101 Fleet Vehicles)	8		8
DPW (899 Fleet Vehicles)	52	21	73
HOM (6 Fleet Vehicles)		1	1
LIB (34 Fleet Vehicles)	1		1
PUC (1,560 Fleet Vehicles)	26	11	37
RPD (872 Fleet Vehicles)	43	6	49
SFO (746 Fleet Vehicles)	6	6	12
Total	136	46	182

Figure 16: Vehicle Collisions

Conclusion

The Fleet Management Division of the Office of the City Administrator continues to analyze citywide telematics data and work directly with departments' fleet managers to improve driver safety, reduce idling and CO₂ emissions, and best utilize the City's fleet. In 2024, our departmental goals focus on using telematics data to improve driver safety and to right-size the City's fleet, as part of our effort to transition the City's fleet to zero emissions vehicles.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Young, Victor \(BOS\)](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Behavioral Health Commission. Seat 2 resignation Letter
Date: Tuesday, August 6, 2024 8:44:22 AM
Attachments: [Reignation Email Vasconez- Copy.docx](#)

Dear Supervisors,

Please see attached for a resignation letter from Genesis Vasconez for Seat 2 of the Behavioral Health Commission.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Gray, Amber (DPH) <amber.gray@sfdph.org>
Sent: Monday, August 5, 2024 5:19 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Behavioral Health Commission. Seat 2 resignation Letter

See attached.

Ms. Amber Gray Pronouns(she/her) What's [this](#)?

Health Program Coordinator 1

San Francisco Behavioral Health Commission

Behavioral Health Services, DPH

1380 Howard Street, 2nd floor.

San Francisco, California 94103

Behavioral Health Commission

P: 415 255-3474

F: 415-255-3700

C: 415-297-5950

The SF Health Network is the City's only comprehensive system of care. Our top goal is to improve the value of services provided to our patients, staff and San Franciscans.

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From: genesis vasconez <genesisdyan@gmail.com>
Sent: Thursday, August 1, 2024 3:14 PM
To: Gray, Amber (DPH) <amber.gray@sfdph.org>
Subject: Re: BHC Term update.

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

Hi Amber,

After careful consideration, I have decided not to extend my term and will be stepping down from my position as commissioner. Please inform me of any next steps or if any action is required on my part.

I want to express my gratitude for your wonderful support and guidance during my tenure.

As a result, I will not be attending the training this afternoon.

Best,
Gene V.

Genesis Vasconez, MS, PMHNP-BC
Behavioral Health Commissioner (Seat 2)
City and County of San Francisco
Email: genesisdyan@gmail.com

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: Empty Homes Tax Update
Date: Tuesday, August 6, 2024 11:42:00 AM
Attachments: [Empty Homes Tax SFAA Magazine Article Final.pdf](#)
[EHT Letter to Residential Unit Owners Final Merge3.pdf](#)
[image003.png](#)

Dear Supervisors,

Please see the attached from the Treasurer and Tax Collector.

Thank you,

Eileen McHugh
 Executive Assistant
 Office of the Clerk of the Board
 Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
 San Francisco, CA 94102-4689
 Phone: (415) 554-7703 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Manke, Eric (TTX) <eric.manke@sfgov.org>
Sent: Wednesday, July 31, 2024 1:48 PM
To: Manke, Eric (TTX) <eric.manke@sfgov.org>
Cc: Salehbhai, Hafiza (TTX) <hafiza.salehbhai@sfgov.org>
Subject: Empty Homes Tax Update

Good afternoon,

The Office of the Treasurer & Tax Collector (TTX) is working to implement the [Empty Homes Tax](#) and will soon begin communicating directly to San Francisco property owners to educate them about the tax. We will also send periodic updates to you regarding these communications, as we anticipate property owners may reach out to you with questions or concerns. In the coming days property owners will receive two communications that will direct them to resources, all outlined below. If you have any questions about these, please feel free to reach out to me or Hafiza Salehbhai.

Communications:

- Apartment Association Article: We partnered with the Apartment Association to publish an article in the August edition of their magazine. The attached article will be published online on August 1st with the print version coming one to two weeks later.
- Notice to Property Owners: The attached informational notice will be mailed to approximately 74,000 property owners in three weeks. The attached version contains a Chinese translation, and we will post Spanish and Tagalog translated versions on our website.

Resources:

- Informational Video: TTX recently posted an [informational video](#) on our website, which provides an in-depth explanation of the Empty Homes Tax. We also posted a PDF version of the presentation and anticipate posting translations of the presentation this week.
- Webinar: TTX will host an Empty Homes Tax webinar on September 18th at 3pm. Anyone with questions can register for the webinar at our EHT website: sftreasurer.org/EmptyHomes

We will continue to share updates with you as we communicate with property owners and make more resources available. The latest information can be found on our website at sftreasurer.org/EmptyHomes. Please do not hesitate to reach out if you have any questions in the meantime.

Eric Manke



Eric Manke
Policy and Communications Manager
Office of the Treasurer & Tax Collector
Office: 415.554.6448
San Francisco only, call 311
sftreasurer.org

San Francisco's Empty Homes Tax: A Guide for San Francisco Property Owners

As you've probably heard, San Francisco voters approved the Empty Homes Tax (EHT) in November 2022. Love the tax, or hate it, we want to make it as easy as possible for you to comply.

Quick Overview

- The first tax deadline for most owners is April 30, 2025.
- If you own a single-family home or a duplex, you are exempt from the tax with respect to those properties.
- If you own a condo in a 3+ unit building, you generally are required to file unless the unit is your principal place of residence and you have a valid Homeowners' Exemption for the entire tax filing year.
- Like your IRS income taxes, many owners will be required to file annually, even if you don't have any vacancies.
- Filing doesn't mean you owe the tax, but it provides the information the City needs to determine what (if anything!) you owe.

We are learning and using data from several City departments to identify who is required to file and pay the tax. It's possible we will make a mistake, and if so, we will work with you to fix it! It's very important to respond to any notice to file from our Office.

Can you ignore this tax?

Is your property a single family home or duplex? You are not subject to the EHT.

Do you own a Residential Unit in a building with three or more units? Keep reading to find out if you are required to submit an annual tax filing and pay the tax.

Was the unit your principal place of residence and did you have a valid Homeowners' Exemption for the entire tax year in question? You do not need to submit a tax filing for this unit for the EHT.

If you do not have a valid Homeowners' Exemption or the unit was not your principal place of residence for the entire year in question, you generally will need to file annually.

A Residential Unit generally is defined in the tax law as a house, apartment, mobile home, group of rooms, or even a single room designed as separate living quarters, subject to certain exceptions. Units occupied or intended primarily for travelers, vacationers, or other transient occupants are not considered Residential Units for this tax.

If any unit has been vacant for more than 182 days in the calendar year, you may owe the tax.

Remember – this is a new tax, so if you think you are exempt from filing / paying the tax, but receive a notification from our Office, you must respond by letting us know that you are exempt.

Homeowners' Exemption

If you own and occupy your home as your principal place of residence, you may be eligible for an exemption of up to \$7,000 off the property's assessed value, resulting in a property tax savings of approximately \$70 to \$80 annually.

If you have a valid Homeowners' exemption and the unit is your principal place of residence for the entire year, you are not required to file the EHT.

To apply:

- 1)** Visit sfassessor.org
- 2)** Click on the "Tax Savings" drop down menu
- 3)** Click on "Homeowners' Exemption"
- 4)** Click on "Forms/Attachments" and scroll down the page to find the Homeowners' Exemption Claim Form
- 5)** Complete the form and return it to the Office of the Assessor-Recorder by email, regular mail, or in-person.
 - a. Email: asrexemptionunit@sfgov.org
 - b. Mail: City Hall, 1 Dr. Carlton B. Goodlett Place, Room #190, San Francisco, CA 94102-4698
 - c. In-person: San Francisco City Hall, Room #190

If you apply for a Homeowners' Exemption by February 15th, 2025, you can receive the full property tax exemption for the fiscal year commencing July 1, 2025. You cannot apply for prior years.

Filing and Paying the Tax

If you are required to file for EHT, we will do our best to remind you in several ways. You should see a notification on your property tax bill and when you pay your property taxes, and you should receive a notice from our Office in March when the online form is available for filing. However, you are required to file even if you don't receive notice and may be

subject to penalties if you don't do so, so please take a moment to mark the deadline, April 30, 2025, down on your calendar.

The online filing will require you to share your Business Account Number (see sidebar) and specific information about the status of the unit(s) you owned during the 2024 calendar year so that we can calculate if you owe any taxes. This will include information such as:

- Block and lot
- Square footage of the Residential Unit(s)
- Number of vacant days
- Number of vacancy exclusion days (if applicable)

You will submit a filing for each parcel you own. So, if you own 50 units in Parcel A, 10 units in Parcel B, and 100 units in Parcel C, you will submit 3 separate filings.

Calculating the Tax

When you file, you will only owe tax for units that you kept vacant, or are deemed to have kept vacant, for more than 182 days during 2024. For example, if when you file you report that you own a building with four units, and each of the four units was occupied for at least 184 days during 2024, you won't owe the EHT.

If your unit was vacant in 2024 for more than 182 days, you will owe taxes based on the size of the unit as follows:

Square Footage	2024 Tax Rate
Less than 1,000	\$2,500
1,000 to 2,000	\$3,500
Greater than 2,000	\$5,000

Units that remain vacant will be subject to increasing tax rates in subsequent years.

What counts as Vacant?

When you file, we will ask if the unit was Vacant for more than 182 days. In the law, vacant is defined as unoccupied, uninhabited, or unused. The 182 days of vacancy can be

Do I need a Business Account Number?

Businesses receive a seven-digit Business Account Number (BAN) when they register. You do not need to register if your only business is the receipt of rental income in connection with the operation of any of the following:

1. A cooperative housing corporation;
2. One residential structure consisting of fewer than four units; or
3. One residential condominium.

To learn more, visit:

sftreasurer.org/Registration

consecutive or nonconsecutive. You may exclude from your vacancy days any of the following “Exclusion Periods”:

- Lease Period: When the unit is leased to a tenant under a bona fide lease intended for occupancy (excluding leases to a co-owner or former co-owner, to a related person or affiliate of the owner, co-owner, or former co-owner, and to travelers, vacationers, or other transient occupants).
- Building Permit Application Period: During the application and approval process for the first building permit for repairs/construction for each Residential Unit (up to one year).
- Construction Period: One Year after the City issues the first building permit for repairs/construction for each Residential Unit.
- New Construction Period: One year after the City issues a certificate of final completion and occupancy for a Residential Unit in a newly built building or a newly added Residential Unit in an existing building.
- Disaster Period: Two years following severe damage to a Residential Unit from a catastrophic event that made the Residential Unit uninhabitable or unusable.
- Owner Death Period: For a co-owner or decedent’s estate, heirs, or beneficiaries, the period following the death of an owner who was the sole occupant of the Residential Unit, up to the longer of one year or the period during which the Residential Unit is subject to the authority of the probate court.
- Owner in Care Period: When all occupants that used the Residential Unit as their principal residence reside in certain care facilities.

The EHT Ordinance provides additional details about each of these exclusion periods. To learn more about these exclusion periods, visit our website at sftreasurer.org/EmptyHomes.

Examples

Ms. Cheng owns an apartment building with 11 units. Each unit is 1,200 square feet. Eight units were occupied for all of 2024. Three units were vacant for seven months of 2024 and no vacancy exclusion periods apply to them. Ms. Cheng will need to complete one filing for the 11 units, and will owe \$3,500 for each of the three vacant units, for a total of \$10,500.

Mr. Ryder owns an apartment building with 10 units. Eight units were occupied for all of 2024 and two were vacant because they were severely damaged and rendered uninhabitable in a fire in January 2024. Mr. Ryder will need to file, but will not have to pay the Empty Homes Tax because the two units that were vacant for more than 182 days

qualify for the Disaster Vacancy Exclusion Period and eight units were occupied for the entire year.

Looking Forward

The San Francisco Office of the Treasurer & Tax Collector will be hosting a webinar specifically for Residential Unit owners on September 18, 2024, at 3pm. This is a great opportunity to learn more about the Empty Homes Tax, including exemptions and filing requirements. Do not miss this opportunity and register now at sftreasurer.org/EmptyHomes.

Disclaimer

This article is not intended to replace or interpret the San Francisco Business and Tax Regulations Code, which provides the law governing the Empty Homes Tax. Taxpayers may not rely on this article in reporting or paying the Empty Homes Tax, or to avoid penalties for failing to properly file or report. If you have questions about how the Empty Homes Tax applies to you, please consult the San Francisco Business and Tax Regulations Code and/or your tax professional.



Treasurer & Tax Collector

CITY AND COUNTY OF SAN FRANCISCO

José Cisneros
TREASURER

Traducciones disponibles en línea en sftreasurer.org/EmptyHomes
Magagamit ang mga pagsasalin sa online sa sftreasurer.org/EmptyHomes

Date

Mailing Name

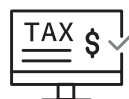
Mailing Address Line 1

Mailing Address Line 2

City, State Zip

Re: [Insert APN]

Empty Homes Tax Webinar



September 18, 2024, at 3pm.

Register:
sftreasurer.org/EmptyHomes

INFORMATIONAL NOTICE – Empty Homes Tax

You are receiving this letter because you may be required to file an Empty Homes Tax return beginning in 2025. The following information is to assist you in understanding the Empty Homes Tax and to provide resources for you to learn more. You may receive multiple letters if you own more than one Residential Unit subject to this tax.

What is the Empty Homes Tax?

The Empty Homes Tax is a tax on keeping certain Residential Units vacant for more than 182 days (approximately six months) in a calendar year. The tax was approved by San Francisco voters in 2022 and became effective on January 1, 2024.

Am I required to file and pay the Empty Homes Tax?

If you own a residential unit in a building with three or more units, you generally are required to file unless the unit is your principal place of residence, and you have a valid Homeowners' Exemption for the entire tax filing year. Filing doesn't mean you owe the tax, but it provides the information for our office to determine what, if anything, you owe.

Do I have to file if I own a single-family home or a duplex?

If you own a single-family home or a duplex, you are exempt from the tax with respect to those properties and are not required to file. This is a new tax, so if you think you are exempt from filing or paying the tax and receive a notification from our Office, you are required to respond to the notification and let us know that you are exempt.

I own a condo in a building with 10 units and I lived in it for all of 2024. Do I have to file?

If you have a valid Homeowners' Exemption and the unit is your principal place of residence for the entire year, you are not required to file the Empty Homes Tax for this unit. However, you must respond to any notification you receive from our office. Learn more about the Homeowners' Exemption and how to apply at sfassessor.org.

When do I have to file?

The first filing for most owners is due on **April 30, 2025**. Our office will send notifications in the first quarter of 2025. However, you are required to file even if you don't receive notice and may be subject to penalties if you don't do so. Remember, if you receive a notification you must respond.

How is the Empty Homes Tax Calculated?

If your unit was vacant in 2024 for more than 182 days, you will owe taxes based on the size of the unit as follows:

Square Footage of Residential Unit	2024 Tax Rate
Less than 1,000	\$2,500
1,000 to 2,000	\$3,500
Greater than 2,000	\$5,000

More information is available on sftreasurer.org/EmptyHomes including an informational video, and a presentation available in Spanish, Chinese, and Filipino.



If you have questions or need further assistance, you may submit your question electronically at sftreasurer.org/help-center or call **311** (within San Francisco only) or **415-701-2311**.



空置房屋稅網路研討會



2024 年 9 月 18 日下午 3 點

登記：

sftreasurer.org/EmptyHomes

資訊通知 - 空置房屋稅

您收到此信是因為從 2025 年開始，您可能需要申報空置房屋稅。以下資訊旨在幫助您瞭解空置房屋稅，並為您提供更多資源。如果您擁有多個需繳納此稅的住宅單位，您可能會收到多封信件。

什麼是空置房屋稅？

空置房屋稅是針對某些住宅單位在一個曆年內空置超過 182 天（約六個月）的徵稅。該稅項於 2022 年經舊金山選民批准，並於 2024 年 1 月 1 日生效。

我是否需要申報並繳納空置房屋稅？

如果您在一棟有三個或更多單位的建築物中擁有住宅單位，則通常需要申報，除非該單位是您的主要居住地，並且您在整個納稅申報年度都有有效的屋主豁免。申報並不意味著您需要繳稅，但它為我們辦公室提供了確定您是否需要繳稅以及需要繳多少稅的資訊。

如果我擁有獨棟房屋或複式房屋，我需要申報嗎？

如果您擁有獨棟房屋或複式房屋，您可以免除與這些房產相關的稅款，且無需申報。這是一個新稅項，所以如果您認為自己免於申報或繳稅，但收到我們辦公室的通知，您必須回覆通知並告知我們您已獲豁免。

我在一棟有 10 個單位的建築中擁有一套公寓，2024 年全年我都住在那裡。我需要申報嗎？

如果您擁有有效的屋主豁免，並且該單位是您全年的主要居住地，您無需為此單位申報空置房屋稅。但是，您必須回覆來自我們辦公室的任何通知。請前往 sfassessor.org 以瞭解更多關於屋主豁免及如何申請的資訊。

我什麼時候需要申報？

大多數屋主的首次申報截止日期為 **2025 年 4 月 30 日**。我們的辦公室將於 2025 年第一季度發送通知。但是，即使您沒有收到通知，您也必須申報，否則可能會受到處罰。請記住，如果您收到通知，則必須回覆。

空置房屋稅如何計算？

如果您的單位在 2024 年空置超過 182 天，您將需要根據單位的大小繳稅，具體如下：

住宅單位面積（平方呎）	2024 年稅率
小於 1,000	\$2,500
1,000 至 2,000	\$3,500
大於 2,000	\$5,000

詳情可參閱 sftreasurer.org/EmptyHomes，包括一個資訊影片，以及西班牙語、中文和菲律賓語版本的簡報。



如果您有問題或需要進一步協助，可以在 sftreasurer.org/help-center 以電子方式提交查詢，或撥打 311（僅限舊金山）或 415-701-2311。

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: Issued – San Francisco Public Works Adequately Documented Adherence to Most Close-Out Requirements for Its Construction Contract for the San Francisco Police Department's Traffic Company and Forensic Services Division Facility
Date: Tuesday, August 6, 2024 4:03:00 PM

From: Reports, Controller (CON) <controller.reports@sfgov.org>
Sent: Tuesday, August 6, 2024 1:29 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>
Cc: delaRosa, Mark (CON) <mark.p.delarosa@sfgov.org>; Basnet, Snehi (CON) <snehi.basnet@sfgov.org>; Pacheco, Juan (CON) <juan.pacheco@sfgov.org>; Hinojos, Kimberly (CON) <kimberly.hinojos@sfgov.org>; Vo, Helen (CON) <helen.vo@sfgov.org>; Woo, Winnie (CON) <winnie.woo@sfgov.org>; Tam, Kristen (CON) <kristen.tam@sfgov.org>
Subject: Issued – San Francisco Public Works Adequately Documented Adherence to Most Close-Out Requirements for Its Construction Contract for the San Francisco Police Department's Traffic Company and Forensic Services Division Facility

Honorable Board of Supervisors,

Pursuant to San Francisco Charter, Section 3.105 and Appendix F, which requires that the Office of the Controller's City Services Auditor (CSA) conduct periodic, comprehensive financial and performance audits of city departments, services, and activities, CSA today issued a memorandum on its audit of the compliance of San Francisco Public Works with the close-out provisions of its contract with Clark Construction, LLC, for the San Francisco Police Department's Traffic Company and Forensic Services Division Facility project, which was completed in October 2022.

Please refer to the distribution e-mail below.

Office of the Controller
City & County of San Francisco



The Office of the Controller's City Services Auditor (CSA) today issued a memorandum on its audit of the compliance of San Francisco Public Works (Public Works) with the close-out provisions of its contract with Clark Construction, LLC, for the San Francisco Police Department's Traffic Company and Forensic Services Division Facility project, which was completed in October 2022. The audit found that of the 43 contract close-out requirements, Public Works adequately documented full adherence to 42 and had no documentation showing adherence to 1.

[Download the full report](#)



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This is a send-only e-mail address.

For questions about the report, please contact Director of Audits Mark de la Rosa at mark.p.delarosa@sfgov.org or (415) 554-7574 or the Audits Division at (415) 554-7469.

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

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[San Francisco, CA | 94102 US](#)

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OFFICE OF THE CONTROLLER


CITY AND COUNTY OF SAN FRANCISCO

Greg Wagner
Controller

ChiaYu Ma
Deputy Controller

MEMORANDUM

TO: Carla Short, Director
San Francisco Public Works

FROM: Mark de la Rosa, Director of Audits
Audits Division, City Services Auditor 

DATE: August 6, 2024

SUBJECT: **San Francisco Public Works Adequately Documented Adherence to Most Close-Out Requirements for Its Construction Contract for the San Francisco Police Department's Traffic Company and Forensic Services Division Facility**

EXECUTIVE SUMMARY

San Francisco Public Works (Public Works) adequately documented full adherence to 42 and had no documentation for 1 of 43 applicable close-out requirements for its contract with Clark Construction, LLC, (Clark) for the San Francisco Police Department's Traffic Company and Forensic Services Division (TCFSD) Facility.

BACKGROUND, OBJECTIVE & METHODOLOGY

Background

Basis of the Audit. As part of an ongoing program of auditing compliance with construction contract close-out requirements in various departments of the City and County of San Francisco (City), and in accordance with the work plan for fiscal year 2023-24, the Office of the Controller's City Services Auditor (CSA) audited Public Works' compliance with close-out provisions in the TCFSD facility contract. This contract was selected based on a risk assessment of the City's construction contracts that were active during fiscal years 2017-18 through 2021-22. The risk assessment considered factors such as the original contract amount, project duration, project completion, and cost increase as a percentage of the original contract amount.

Close-Out Defined. Contract close-out occurs when a contract has met all the terms of a contract and all administrative actions have been completed, all disputes settled, and final payment has been made to the contractor. A timely and proper contract close-out ensures that all invoices are paid, and by following all close-out procedures, the City can be assured that the contractor has completed the work in accordance with contract terms.

San Francisco Public Works. Public Works is one of the largest and most complex municipal operations in the City, with a workforce of nearly 1,800 employees and a \$453 million annual operating budget. The department's active capital portfolio exceeds \$3 billion. Public Works is divided into four divisions: operations, engineering, architecture/landscape architecture, and finance/administration/Director's Office. Departmental staff designs and manages construction of civic buildings and city streets, maintains civic buildings, trains people for jobs, keeps the right of way free of hazards, paves the streets, repairs bridges and public stairways, and expands accessibility. The overarching division with primary and continuous involvement in the TCFSD Facility project was the Building Design and Construction Division which encompasses the architecture/landscape architecture division. The City's Administrative Code, Chapter 6, authorizes Public Works to contract for public works or improvements or professional services on behalf of other city departments.

The Project. Public Works hired Clark as the contractor for the TCFSD Facility project. The Earthquake Safety and Emergency Response Bond of 2014 relocated and united the facility at a single site located at 1995 Evans Avenue in San Francisco's Bayview District. The facility is approximately 100,000 square feet and equipped with laboratory spaces, evidence storage, a firearm testing facility, and conference and office spaces. Approved by city voters in June 2014, the bond amount was \$165 million, and the contract amount was \$73 million. The project began on November 27, 2017, with pre-construction services. Clark completed the validation phases as part of pre-construction services. Once pre-construction was completed, project construction began on October 7, 2019. The project's completion date was October 31, 2022.

Objective

The purpose of this audit was to determine Public Works' compliance with the close-out requirements applicable to its contract with Clark for the TCFSD Facility project.

Methodology

To achieve the objective, CSA:

- Reviewed the contract's close-out provisions.
- Developed a checklist of requirements for all phases of contract close-out based on Public Works' contract close-out provisions.
- Obtained and reviewed close-out documentation from Public Works for the contract.
- Communicated via e-mail with Public Works staff regarding the close-out process and specific close-out requirements.
- Determined whether Public Works complied with each close-out requirement applicable to the contract.

We conducted this performance audit in accordance with generally accepted government auditing standards (GAGAS). Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for the findings and conclusions based on our audit objectives. The Audits Division is independent per the GAGAS requirements for internal auditors.

RESULTS

Finding 1 – Public Works did not adhere to 1 of the 43 applicable contract close-out requirements.

Of the 43 applicable close-out requirements for the TCFSD Facility project, Public Works did not comply with 1 (2 percent). Public Works could not provide documentation that the following close-out provision was adhered to:

Submission of administrative close-out submittals prior to final acceptance. Close-out provision C.8 requires Public Works to be furnished with an administrative close-out submittal of a Notice to Utilities for completed paving before final acceptance.

Public Works stated that it could not locate or provide to us the Notice to Utilities.

Recommendation

San Francisco Public Works should follow its close-out procedures by ensuring all required close-out activities are retained and documented.

cc: San Francisco Public Works

Bruce Robertson

Nicolas King

Kelly Griffin

Robert Tigbao

Michelle Dea

Jennifer Marquez

Michael Rossetto

Magdalena Ryor

Controller

Greg Wagner

ChiaYu Ma

Massanda D'Johns

Snehi Basnet

Juan Pacheco

Kimberly Hinojos

Board of Supervisors

Budget Analyst

Citizens Audit Review Board

City Attorney

Civil Grand Jury

Mayor

Public Library

Attachment: Department Response

DocuSign Envelope ID: B5CC3099-9A27-41BC-8A9A-A65B802228AA



Carla Short, Director | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave, Suite 1600, San Francisco, CA 94103

July 26, 2024

Mark de la Rosa
Director of Audits
City Hall, Room 476
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Subject: SFPD Traffic Company & Forensic Services Division Construction Close-out Compliance Audit

Dear Mr. de la Rosa,

This is in response to the report prepared by the Office of the Controller, City Services Auditor Division, titled "San Francisco Public Works Adequately Documented Adherence to Most Close-Out Requirements for Its construction Contract for the San Francisco Police Department's Traffic Company and Forensic Services Division Facility," dated July 2024.

San Francisco Public Works has carefully reviewed the findings and recommendations. Our response is included in the attached Recommendations and Responses form. As has been our practice, Public Works continues to seek improvements to its project control processes on all capital projects and we appreciate your partnership in advancing that effort.

If there are any questions or additional information is needed, please do not hesitate to contact me at (628) 271-3078.

Sincerely,

DocuSigned by:
A handwritten signature of Carla Short in blue ink.

073CF73A4EA6485...
Carla Short
Director of Public Works

CC: Ron Alameida, Deputy Director & City Architect
Magdalena Ryor, BPM's Manager & ESER Program Manager
Laura Tanigawa, BCM's Manager
Michael Rossetto, Project Manager
Michelle Dea, Capital Projects and Program Controls Manager
Jennifer Marquez, Finance Manager
Kelly Griffin, Senior Cost Analyst

Recommendation and Response

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

Recommendation	Agency Response	CSA Use Only Status Determination*
San Francisco Public Works should follow its close-out procedures by ensuring all required close-out activities are retained and documented.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur Public Works will review construction close-out procedures with staff to ensure all required documents are retained and documented during the upcoming monthly staff meetings. Item to be completed by August 30, 2024.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested

* Status Determination based on audit team’s review of the agency’s response and proposed corrective action.

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: BOA Budget Certification for the FY25 and FY26 budget
Date: Tuesday, August 6, 2024 4:05:00 PM
Attachments: [BOA Budget Certification Letter FY25 & FY26.pdf](#)

Dear Supervisors,

Please see the attached Budget Certification Letter from the Board of Appeals.

Thank you!

Eileen McHugh
 Executive Assistant
 Office of the Clerk of the Board
 Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
 San Francisco, CA 94102-4689
 Phone: (415) 554-7703 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Rosenberg, Julie (BOA) <julie.rosenberg@sfgov.org>
Sent: Tuesday, August 6, 2024 9:27 AM
To: Macaulay, Devin (CON) <devin.macaulay@sfgov.org>; Hinton, Ken (CON) <ken.hinton@sfgov.org>; Wagner, Greg (CON) <greg.wagner@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Kittler, Sophia (MYR) <sophia.kittler@sfgov.org>; Allersma, Michelle (CON) <michelle.allersma@sfgov.org>; Macias, Jesse (CON) <Jesse.Macias@sfgov.org>; Cardenas, Joshua (MYR) <joshua.cardenas@sfgov.org>
Subject: BOA Budget Certification for the FY25 and FY26 budget

Good Morning: Attached is the BOA Budget Certification letter for FY25 and FY26. Please let me know if you need anything else.

Regards,

Julie

Julie Rosenberg
 Executive Director
 San Francisco Board of Appeals
 49 South Van Ness Avenue, Suite 1475
 San Francisco, CA 94103
 Phone: 628-652-1151

Email: julie.rosenberg@sfgov.org

From: Macaulay, Devin (CON) <devin.macaulay@sfgov.org>

Sent: Wednesday, July 31, 2024 12:05 PM

To: Hinton, Ken (CON) <ken.hinton@sfgov.org>

Cc: Macaulay, Devin (CON) <devin.macaulay@sfgov.org>

Subject: Department Budget Certification for the FY25 and FY26 budget

Dear Chief Financial Officers and Budget Colleagues,

Thank you for your work during this year's FY 2024-25 and FY 2025-26 budget process. The Mayor has signed the budget, and the final budget report snapshots are available in the Budget system. We encourage you to download these now.

Pursuant to Charter Section 9.115 and Administrative Code Section 3.14, a budget certification letter from each Department Head to confirm that the adopted budget is adequate for your Department is due to the Controller within 30 days of budget adoption. This year's thirty days will be Thursday, August 22nd, 2024. See below for a sample template which may be adapted.

Please send, by reply email to me and [@Hinton, Ken \(CON\)](#), your department's budget certification letter. Please include your Department Head's signature on the letter or email approval confirmation that the certification letter is approved. Please submit the letter via email no later than **Friday, August 16th, 2024**, so that we may compile all for the Mayor and Board of Supervisors.

Thank you,

Devin Macaulay
City and County of San Francisco
Controller's Office, Budget and Analysis Division

SAMPLE BUDGET CERTIFICATION LETTER LANGUAGE, WHICH MAY BE ADAPTED:

Honorable London Breed
Mayor, City and County of San Francisco
City Hall, Room 200

Angela Calvillo, Clerk of the Board
Board of Supervisors
City Hall, Room 244

Greg Wagner, Controller
City Hall, Room 316

RE: Adopted Budget for FY 2024-25 and FY 2025-26

I hereby certify, in conformance with San Francisco Charter Section 9.115 and San Francisco Administrative Code Section 3.14, that the funding provided in the adopted budget for Fiscal Year 2024-25 and Fiscal Year 2025-26 as adopted by the Board of Supervisors is adequate for my department to meet service levels as proposed to the Board.

I anticipate that I shall make no requests for supplemental appropriations barring unforeseen circumstances.

/signed/...
Department Head

cc: Sophia Kittler, Director of Mayor's Office of Public Policy and Finance
Michelle Allersma, Director of Controller's Office of Budget and Analysis Division

City and County of San Francisco



London Breed
Mayor

Board of Appeals

Julie Rosenberg
Executive Director

August 6, 2024

Honorable London Breed
Mayor, City and County of San Francisco
City Hall, Room 200

Angela Calvillo, Clerk of the Board
Board of Supervisors
City Hall, Room 244

Greg Wagner, Controller
City Hall, Room 316

RE: Adopted Budget for FY 2024-25 and FY 2025-26

Dear Mayor Breed, Ms. Calvillo, and Mr. Wagner:

I hereby certify, in conformance with San Francisco Charter Section 9.115 and San Francisco Administrative Code Section 3.14, that the funding provided in the adopted budget for Fiscal Year 2024-25 and Fiscal Year 2025-26 as adopted by the Board of Supervisors is adequate for my department to meet service levels as proposed to the Board.

I anticipate that I shall make no requests for supplemental appropriations barring unforeseen circumstances.

A handwritten signature in cursive script that reads "Julie Rosenberg".

Julie Rosenberg
Executive Director, San Francisco Board of Appeals

cc: Sophia Kittler, Director of Mayor's Office of Public Policy and Finance
Michelle Allersma, Director of Controller's Office of Budget and Analysis Division

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: Issued: Interim Street and Sidewalk Standards Report Fiscal Year 2024
Date: Tuesday, August 6, 2024 4:23:00 PM

From: Reports, Controller (CON) <controller.reports@sfgov.org>
Sent: Wednesday, July 31, 2024 3:25 PM
To: BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>
Subject: Issued: Interim Street and Sidewalk Standards Report Fiscal Year 2024

Honorable Board of Supervisors,

Pursuant to Charter Appendix § F1.102 (a) (2), the City Services Auditor (CSA) division of the Controller's Office and the Department of Public Works collaborated to:

- i. Develop objective and measurable standards for street and sidewalk maintenance
- ii. Issue an annual report on the state of City streets and sidewalks.

This interim report relates to requirement ii. above. This interim report is not a comprehensive report and focuses on trends in a small number of high-salience areas through the first half of Fiscal Year 2024 (FY24). The Interim Street and Sidewalk Standards Report Fiscal Year 2024 that the City Performance Unit of the Controller's Office released today highlights results and trends of public streets and sidewalks from 2022 and two 6-month time periods in calendar year 2023. City Performance will publish a more comprehensive annual report in Fall 2024 to satisfy requirement ii.

Please refer to the distribution e-mail below.

Office of the Controller
City & County of San Francisco



The City Performance group of the Controller's Office (CON) evaluates a representative

sample of residential and commercial streets and sidewalks by looking for elements that affect public perceptions of cleanliness.

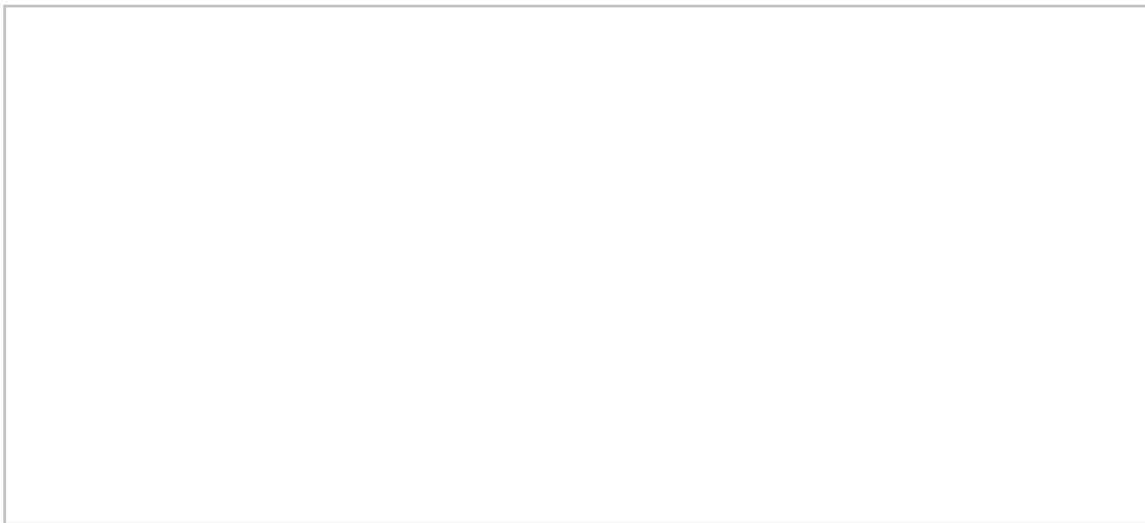
This interim report highlights results and trends in 2022 and 2023. This memo is not a comprehensive report and focuses on trends in a small number of high-salience areas through the first half of Fiscal Year 2024 (FY24). We will publish a more comprehensive annual report with data through June 2024 and will continue to detail trends we have explored in this publication.

[Download the full report](#)

[View the interim report website](#)

Highlights from the report:

- Litter levels decreased during 2023. Much of the improvement in average sidewalk litter between January to June 2023 and July to December 2023 came from fewer routes with moderate to severe litter.
- Graffiti levels fluctuated within periods but are stable over time. Between January and December of 2022, evaluators observed on average 20 instances of graffiti on evaluated routes across the city. Over the next two periods the averages were 18.
- Dumping levels decreased slightly in 2022 and have remained stable.
- Feces levels increased in the second half of 2023.
- Sidewalk clearance issues decreased rapidly in the second half of 2023.



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This is a send-only email address.

For questions about the report, please contact: Allison Beresford at allison.beresford@sfgov.org.

For all press inquiries, please email Alyssa Sewlal Communications Manager at alyssa.sewlal@sfgov.org.

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Street & Sidewalk Standards

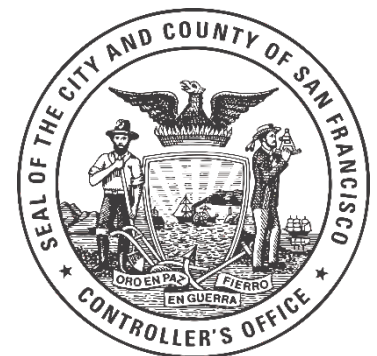
Fiscal Year 2024 Interim Results



Prepared by

**OFFICE OF THE CONTROLLER
CITY PERFORMANCE DIVISION**

July 2024



About the Controller's Office

The Controller is the chief financial officer and auditor for the City and County of San Francisco. We produce regular reports on the City's financial condition, economic condition, and the performance of City government. We are also responsible for key aspects of the City's financial operations — from processing payroll for City employees to processing and monitoring the City's budget.

Our team includes financial, tech, accounting, analytical and other professionals who work hard to secure the City's financial integrity and promote efficient, effective, and accountable government. We strive to be a model for good government and to make the City a better place to live and work.

About the City Performance Division

The City Performance team is part of the City Services Auditor (CSA) within the Controller's Office. CSA's mandate, shared with the Audits Division, is to monitor and improve the overall performance and efficiency of City Government. The team works with City departments across a range of subject areas, including transportation, public health, human services, homelessness, capital planning, and public safety.

City Performance Goals:

- Support departments in making transparent, data-driven decisions in policy development and operational management.
- Guide departments in aligning programming with resources for greater efficiency and impact.
- Provide departments with the tools they need to innovate, test, and learn.

City Performance team:

Glynis Startz, Project Manager
Allison Beresford, Senior Performance Analyst
Darren Low, Senior Performance Analyst

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 sf.gov/controller

 [@sfcontroller](https://twitter.com/sfcontroller)

 [Controller's Office LinkedIn](#)

Background

San Francisco's Charter requires the Controller's Office (CON) to work with San Francisco Public Works (Public Works) to develop and implement street and sidewalk maintenance standards and report out on the City's condition under the standards. CON's City Performance group manages the collection of cleanliness data from evaluations of a representative sample of San Francisco's streets and sidewalks. These evaluations collect data on a number of characteristics, including: street litter, sidewalk litter, larger dumped items, graffiti, feces (we don't differentiate between human or canine), and several other markers of cleanliness or street conditions. The [2022 Maintenance Standards](#) provide detailed descriptions of these features.

Generally, Public Works (SFPW) and other City agencies maintain public streets and City property on or along the sidewalk while private property owners are responsible for keeping sidewalks and curbs in front of their property clean and maintained. For more detail on maintenance responsibilities, see Appendix D of the [2022 Annual Report](#).

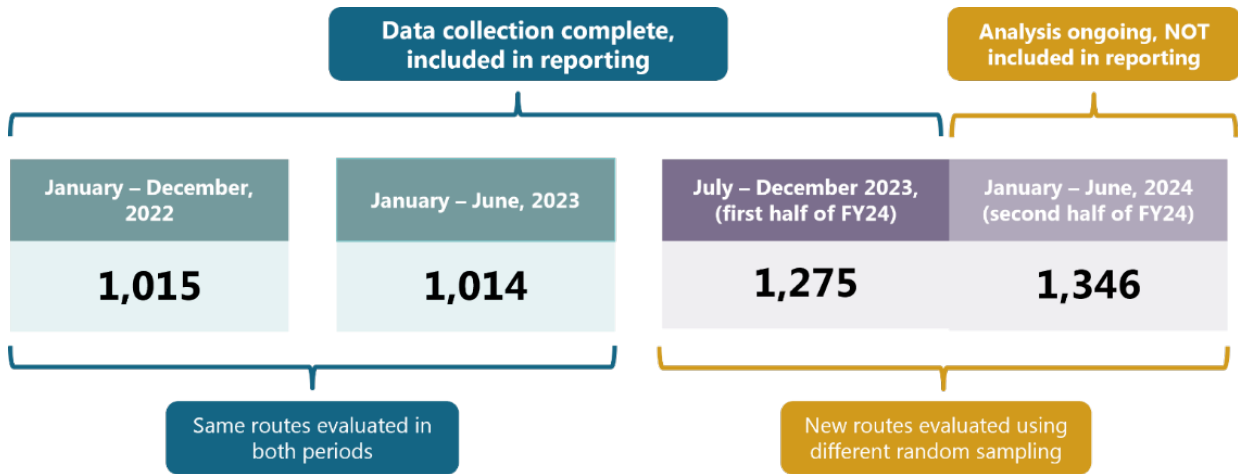
Who cleans San Francisco's streets?



Data Collection and Sampling

Following the [calendar year 2022 results for street and sidewalk standards](#) that City Performance reported on in May 2023, this report highlights results and trends from 2022 and two 6-month time periods in calendar year 2023 – January-June 2023 and July-December 2023. This memo is not a comprehensive report and focuses on trends in a small number of high-salience areas through the first half of Fiscal Year 2024 (FY24). A more comprehensive report will be available in Fall 2024 and will include an additional six months of data collection between January and June 2024.

In July 2023, the sampling methodology and routes evaluated changed to improve our ability to report at a neighborhood level. We have checked the validity of results wherever possible to confirm trends over time are not driven by the change in sampled routes. For more detail, see the Data and Methodology section at the end.



Citywide Litter Trends 2022-2023

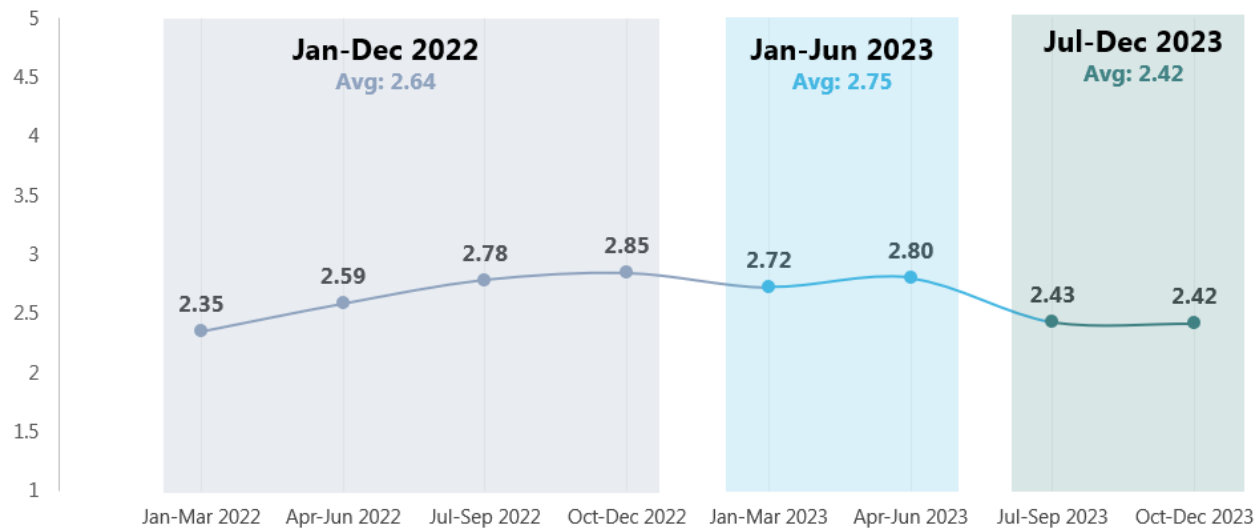
LITTER LEVELS DECREASED DURING 2023

We measure litter on routes on a five-point scale ranging from 1 (“None”) to 5 (“Widespread litter with significant accumulation”).

Litter Highlights

- Sidewalk litter averaged between 2 (“A few traces”) and 3 (“More than a few traces but no accumulation”) throughout calendar years 2022 and 2023.
- Sidewalk litter rose over the course of 2022 and early 2023 before decreasing.
- In the last six months of data collection between July and December of 2023, sidewalk litter averaged 2.42, lower than the 2.75 average in the prior six months.

Litter Score	Litter Description
1	None - the sidewalk is free of litter
2	A few traces - the sidewalk is predominantly free of litter except for a few small traces
3	More than a few traces but no accumulation - there are no piles of litter, and there are large gaps between pieces of litter
4	Distributed litter with some accumulation - there may either be large gaps between piles of litter or small gaps between pieces of litter
5	Widespread litter with significant accumulation

Average sidewalk litter scores, 2022 - 2023

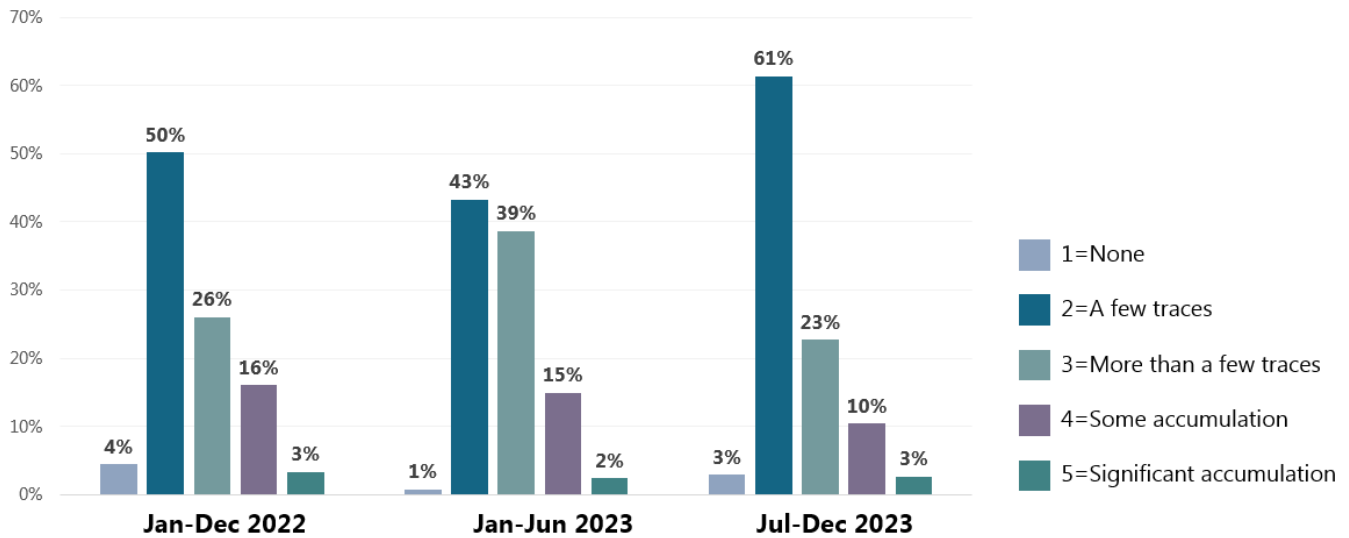
We also measure litter on streets in the same format as sidewalk litter. Throughout 2022 and 2023, street litter followed similar patterns to sidewalk litter. Levels of street litter are slightly lower which makes sense given pedestrians spend more time on sidewalks, and street litter is likely either dropped out of vehicles or blown in from other areas. While the change in sampled routes for the third period of data collection could cause changes in observed litter, we controlled for route locations and believe the shift is not driving these lower litter scores.

IMPROVEMENTS IN THE TWO MIDDLE LITTER RATINGS DROVE THE DECREASE IN AVERAGE LEVELS

- Much of the improvement in average sidewalk litter between January to June 2023 and July to December 2023 came from fewer routes rated "More than a few traces" (Litter level = 3) and more routes rated "A few traces" (Litter level = 2).
- There was also a decrease in routes with the second-highest level of litter "Some accumulation" (Litter level = 4) during the last six months of data collection.
- Less than five percent of evaluated routes had either no litter or significant accumulations of litter in any period.

Sidewalks with either very significant litter or zero litter might be very high salience for a resident, but they may encounter them on relatively few blocks. Instead, improvements in litter in the final six months of calendar year 2023 were in the middle, something that may be less immediately obvious to a pedestrian. The graphic below shows the distribution of sidewalk litter and how it changed over the three data collection periods in 2022 and 2023.

Distribution of Sidewalk Litter Scores, 2022 – 2023

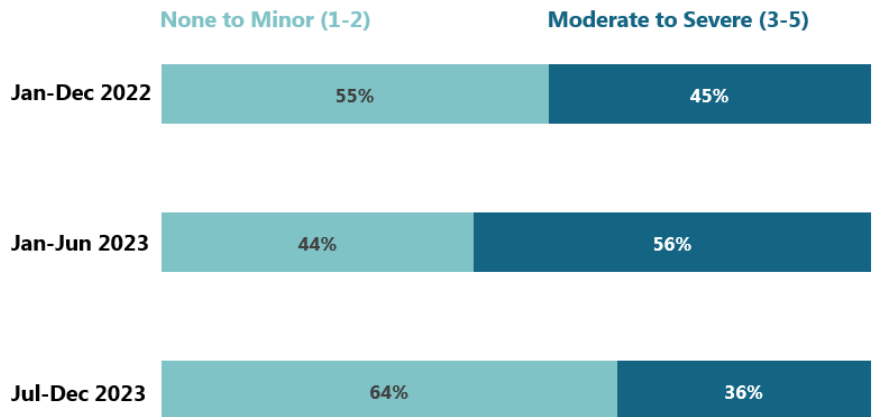


THERE WERE LARGE DECREASES IN MODERATE TO SEVERE LITTER

City Performance previously reported results from a single year of observations with a focus on simple summary metrics. We reported on the data collected in calendar year 2022 by categorizing results into litter levels of “None to Minor” (the lowest two levels of litter observed) and “Moderate to Severe” (the top three levels of litter observed) and reported the percent of routes in each category.

- Between calendar year 2022 and January to June 2023, Moderate to Severe litter increased by 11 percentage points before decreasing 20 percentage points in the final six months.
- Trends measured this way show the same direction as average levels of litter, but look more dramatic because of how the results are distributed and where we defined the line between Minor and Moderate litter.

Sidewalk Litter Score Levels (%), 2022 - 2023

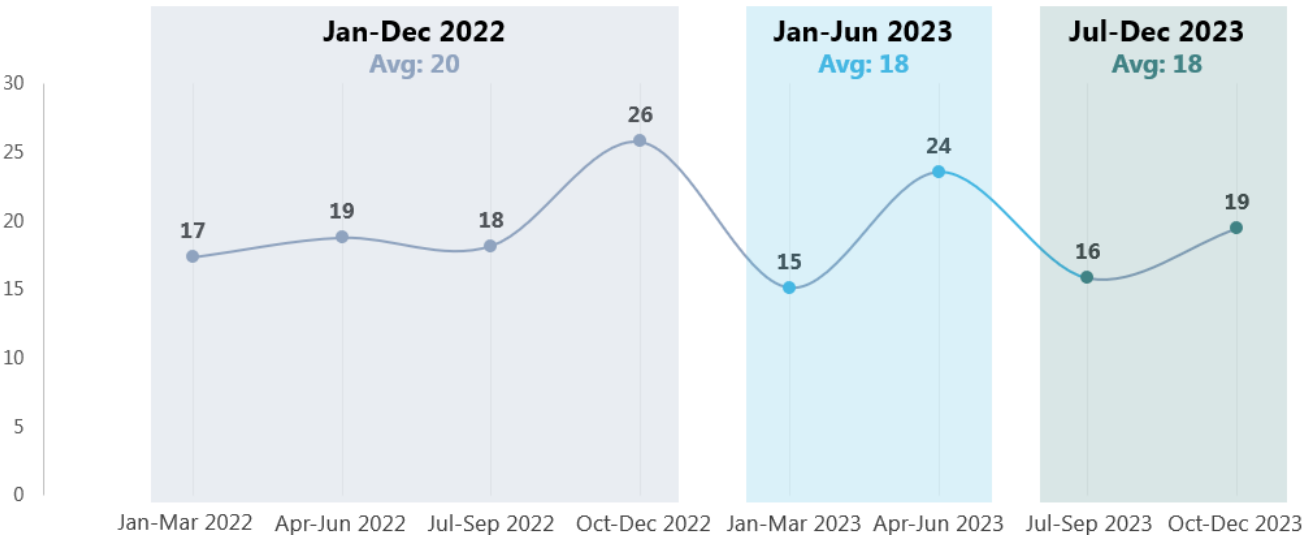


Other Trends Over Time

GRAFFITI LEVELS FLUCTUATED WITHIN PERIODS BUT ARE STABLE OVER TIME

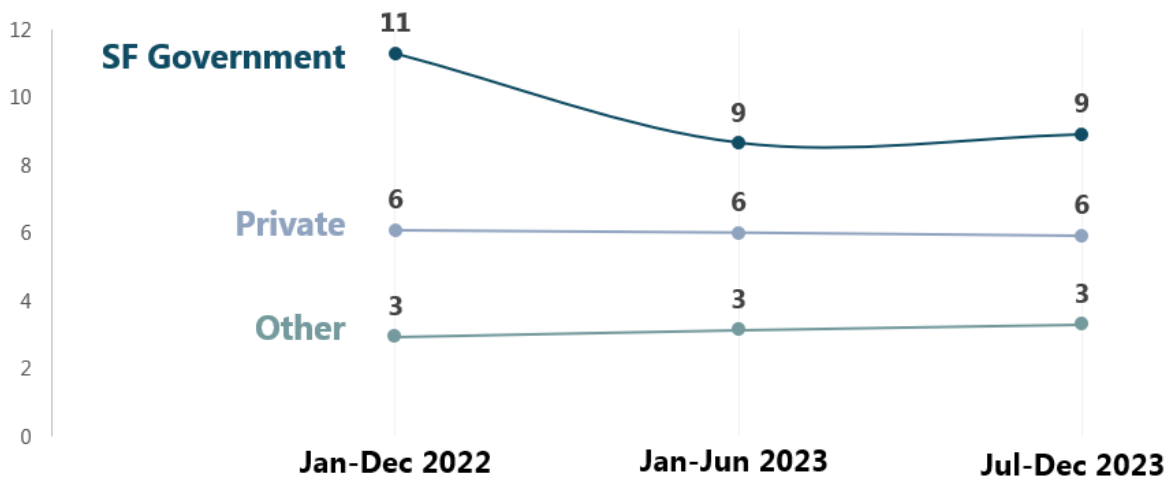
Graffiti includes text, symbols, and images marked on buildings, sidewalks, street pavement, trees, and other areas visible to the public. Between January and December of 2022, we observed on average 20 instances of graffiti on evaluated routes across the city. Over the next two periods the averages were 18. Median graffiti counts—which are often more stable than averages—in the same periods were seven, five, and eight, respectively. Overall, these are quite steady rates. The levels fluctuate over smaller time periods but don’t follow a particular trend.

Average Graffiti Count per route evaluated, 2022 – 2023



In general, the City is responsible for removing graffiti from City property; residents, business owners or building owners are responsible for graffiti on their properties, and other entities (such as BART or PG&E) are responsible for maintaining their properties. We collect information that separates these three types of graffiti to the extent possible. There was a small decrease in average instances of graffiti observed on city property between 2022 and 2023.

Average counts of graffiti by property type per route evaluated, 2022 - 2023

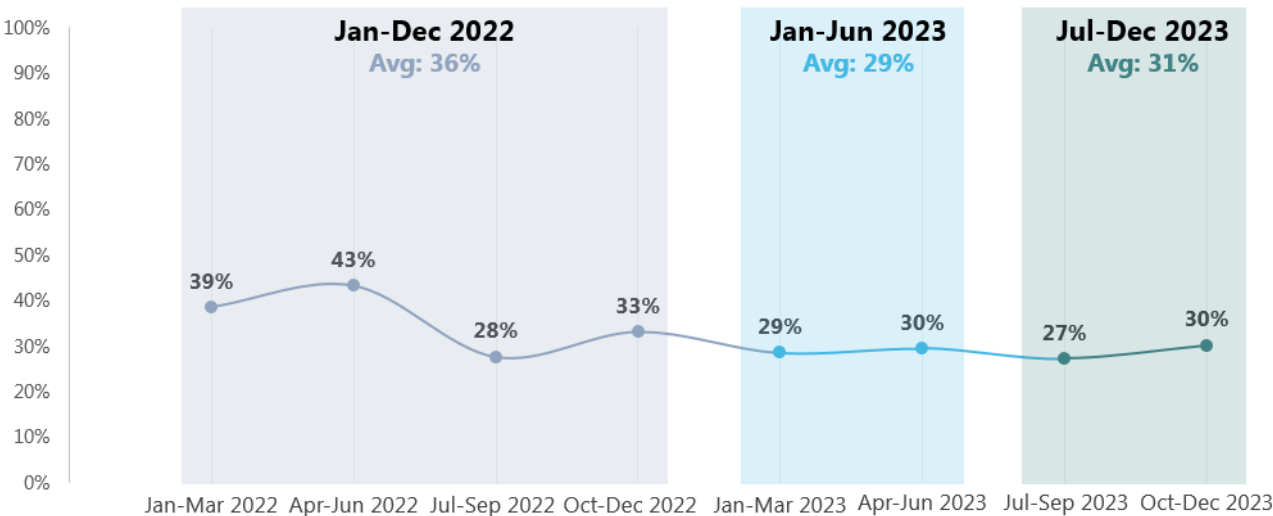


Evaluators also capture the presence of graffiti containing offensive language on a route. The proportion of routes with offensive graffiti is quite low but increased in the second half of the 2023 calendar year. Routes with offensive graffiti were two percent and one percent in 2022 and the first half of calendar year 2023, respectively, but increased to six percent between July and December of 2023. The rate was highest between July and September of that year.

DUMPING LEVELS DECREASED SLIGHTLY IN 2022 AND HAVE REMAINED STABLE

Evaluators count the number of large, dumped items on every route. Citywide, dumping has remained relatively stable over the data collection period, with some evidence of a decrease between the first and second year of data collection.

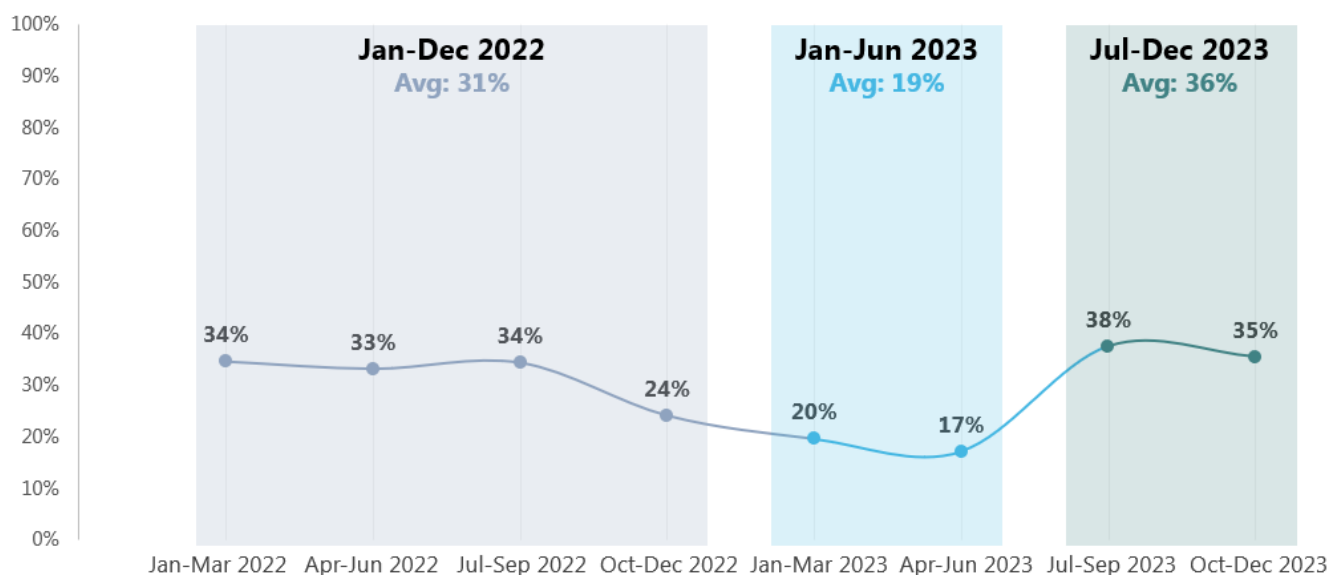
Percent of routes with dumping, 2022 - 2023



FECES LEVELS INCREASED IN THE SECOND HALF OF 2023

We observed a significant decrease in feces from calendar year 2022 to the first half of calendar year 2023, but levels increased above those from 2022 in the second half of calendar year 2023. This was true both for the presence of any feces and in looking at average levels. Looking at quarterly data we see a long, slow decrease over the first year and a half of data collection followed by an increase in the two most recent quarters. We will continue to examine these trends and whether they continue as we collect more data and have more ability to identify if there are changes in any particular areas or types of routes that may be driving these trends.

Percent of routes with feces, 2022 - 2023

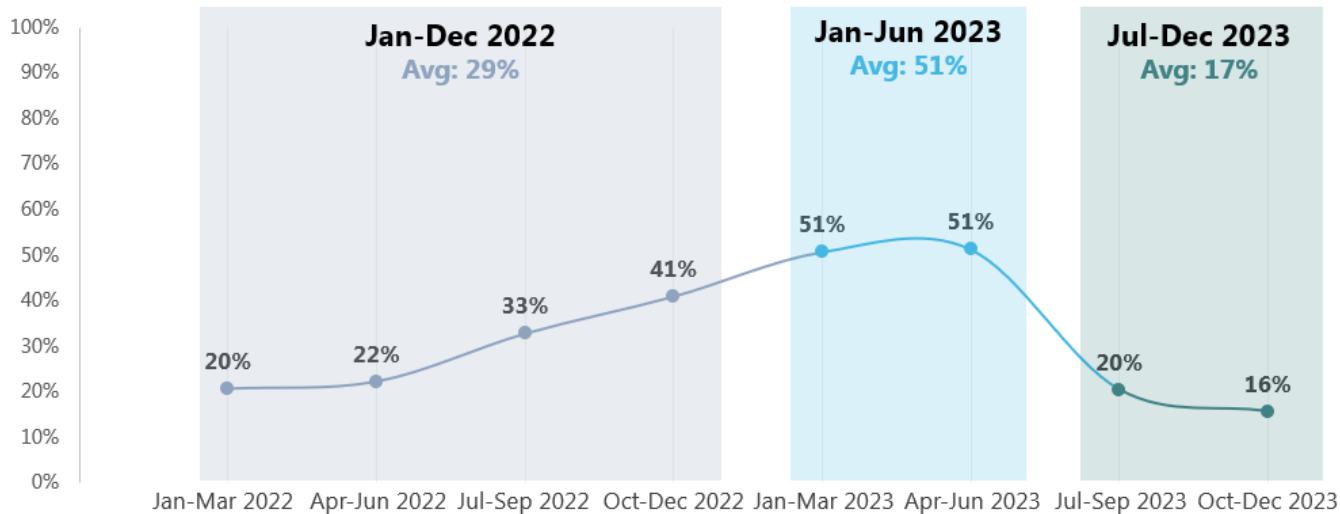


SIDEWALK CLEARANCE ISSUES DECREASED RAPIDLY IN THE SECOND HALF OF 2023

Evaluators capture when sidewalk clearance is obstructed by temporary objects like a fallen tree branch or an improperly parked scooter, along with permanent objects such as utility boxes. This is important to capture because obstructions to the sidewalk can impede safe passage for pedestrians and people with disabilities.

Observed issues with sidewalk clearance increased steadily over the 18 months between January 2022 and July 2023 before they dropped sharply between July and December 2023. The proportion of routes with sidewalk clearance issues dropped by 34 percentage points between the first and second half of 2023.

Percent of routes with sidewalk clearance issues, 2022 - 2023



These changes do not appear to be caused by seasonality. Since sidewalk clearance issues may be caused by items like downed branches or trees, we might expect clearance issues to be cyclical over a year, but we saw a steady increase for a year and a half, and then a sharp drop. We did observe the highest levels of clearance issues during the winter and spring of 2023, which were marked by a series of severe winter storms with heavy rainfall and strong winds. Over that period, 21 percent of issues were identified as some type of tree, shrub, or other greenery, more than twice as high as during other times.

What's next

City Performance is continuing additional data collection. We will publish a more comprehensive annual report with data through June 2024 and will continue to detail trends we have explored in this publication. This report will refine the most appropriate and meaningful measures to help San Franciscans understand the full scope of the cleanliness and condition of the streets and sidewalks in their city.

Appendix: Data and Methodology

WHERE WE EVALUATED

The evaluation team sampled 3,000+ street and sidewalk segments by reviewing 14 specific features to assess the cleanliness and conditions of the City's streets and sidewalks. The [2022 Maintenance Standards](#) provide detailed descriptions of these features.

Selected routes include both residential and commercial areas. We sampled to match the makeup of the City's residential and commercial and mixed-use streets.

SAMPLING METHODOLOGY

Sampling in 2022

In Calendar Year 2022 we evaluated approximately 1,000 randomly selected street segments that represented all the streets and sidewalks across the City and County of San Francisco. These street segments were evaluated once over the course of the year. Between January and June of 2023, these same street segments were evaluated a second time, making up the second period of data in this report.

For additional details, see [Appendix B of the 2022 Annual Report](#).

Sampling Change in July 2023

Starting in July 2023, we modified the sampling methodology slightly and randomly selected a new set of routes across the city. This means that for the purposes of this report, the two most recent 6-month time periods (January-June 2023 and July-December 2023) cannot be combined and analyzed together as a full calendar year due to their different route samples. Data collection for January-June 2024 is not included in this report as it is still being analyzed, but will be reported out in a larger annual report covering the full Fiscal Year 2024.

The citywide representative sample includes over 2,500 randomly selected street segments, approximately 1,300 of which have been evaluated and are included in this report. The representative sample is selected to prioritize significance in reporting by neighborhood and within route type – residential or commercial.

Getting to a reliable result at the neighborhood level requires oversampling in small neighborhoods. For this reason, we do not report a straight average or percentage at a citywide or neighborhood level, but report results with weights instead. Applying weights to averages helps ensure that changes we see in the data are not driven by the oversampling of smaller neighborhoods. We do not weight earlier periods because the sampling methodology used does not oversample in the same way.

Changing the sampling methodology and therefore the majority of specific routes selected could introduce random variation in our results. We verified that the approximately 10% of routes that were evaluated in all three periods generally followed the same trends as the full samples. This suggests that changes we see are unlikely to be caused by the change in routes.

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: FW: OSB Annual Report (FY2023-24)
Date: Tuesday, August 6, 2024 4:26:00 PM

Dear Supervisors,

Please use the link below to find the Office of Small Business Annual report.

Thank you,

Eileen McHugh
 Executive Assistant
 Office of the Clerk of the Board
 Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
 San Francisco, CA 94102-4689
 Phone: (415) 554-7703 | Fax: (415) 554-5163
eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Tang, Katy (ECN) <katy.tang@sfgov.org>
Sent: Wednesday, July 31, 2024 12:15 PM
To: Tang, Katy (ECN) <katy.tang@sfgov.org>
Subject: OSB Annual Report (FY2023-24)

Dear Supervisors and Legislative Aides,

It is with tremendous gratitude for the staff at OSB that I share with you a summary of our work in fiscal year 2023-24: [OSB Annual Report](#)

Huge thanks to Carol, Iris, Kerry, Marianne, Martha, Michelle, Morgan, Rachel, Rick, and Walter for all they do to support small businesses in San Francisco!

We look forward to our continued collaboration with your offices.

Katy

Katy Tang
 Executive Director
 San Francisco Office of Small Business
 628-652-4980 | sf.gov/OSB

[General support](#): City Hall, Room 140
[Permit assistance](#): 49 South Van Ness, 2nd Floor

[Sign up](#) for our small business newsletters



SAN FRANCISCO
OFFICE OF SMALL BUSINESS

ANNUAL REPORT FY2023-24

Our Mission

The Office of Small Business is the city's central point of information for small businesses located in San Francisco.

Our mission is to equitably support, preserve, and protect small businesses in San Francisco.

We provide high quality direct services and programs, drive practical policy solutions, and serve as a champion for San Francisco's diverse small business community.

Strategic Priorities

Support small business retention and growth

Attract new small businesses by making it easier and faster to open in San Francisco

Strengthen economic vibrancy in neighborhood commercial corridors and economic core

Message from City leaders



Mayor London Breed

"More than ever before, San Francisco is at the forefront of changes and investments that have drastically improved the experience for small business owners to set up shop and grow in the city. We owe it to each innovative and resilient entrepreneur to initiate bold and forward-thinking policies that advance San Francisco."



Cynthia Huie

Small Business Commission
President

"I'm inspired by the renewed collaboration and energy I'm seeing from new and longstanding businesses to activate San Francisco. The surge of interest in the past year for events like night markets and street fairs has resulted in new partnerships and traditions that will benefit our diverse commercial corridors."

Our history

Voters approved three ballot measures that formed the foundation for the functions, services and programs of the Office of Small Business and the Small Business Commission.

2003

Proposition D

Created a chartered Small Business Commission that oversees the Office of Small Business.

2007

Proposition I

Required the Office of Small Business to operate a small business assistance center to help San Francisco businesses with fewer than 100 employees.

2015

Proposition J

Created the Legacy Business Historic Preservation Fund. The Board of Supervisors adopted legislation in 2015 to create the Legacy Business Program.

Our services

The Office of Small Business provides direct services in the following areas:



Business counseling - We provide support with local, state, and federal requirements; connect entrepreneurs to available resources; and provide general guidance for any small business needs.



Leasing support - We can help you search for a space to open a new business or relocate; review lease agreements; and provide advisement in Letter of Intent and lease negotiations.



Permitting assistance - We have a team of Small Business Permit Specialists to help new and existing business owners navigate the multi-agency permitting journey.



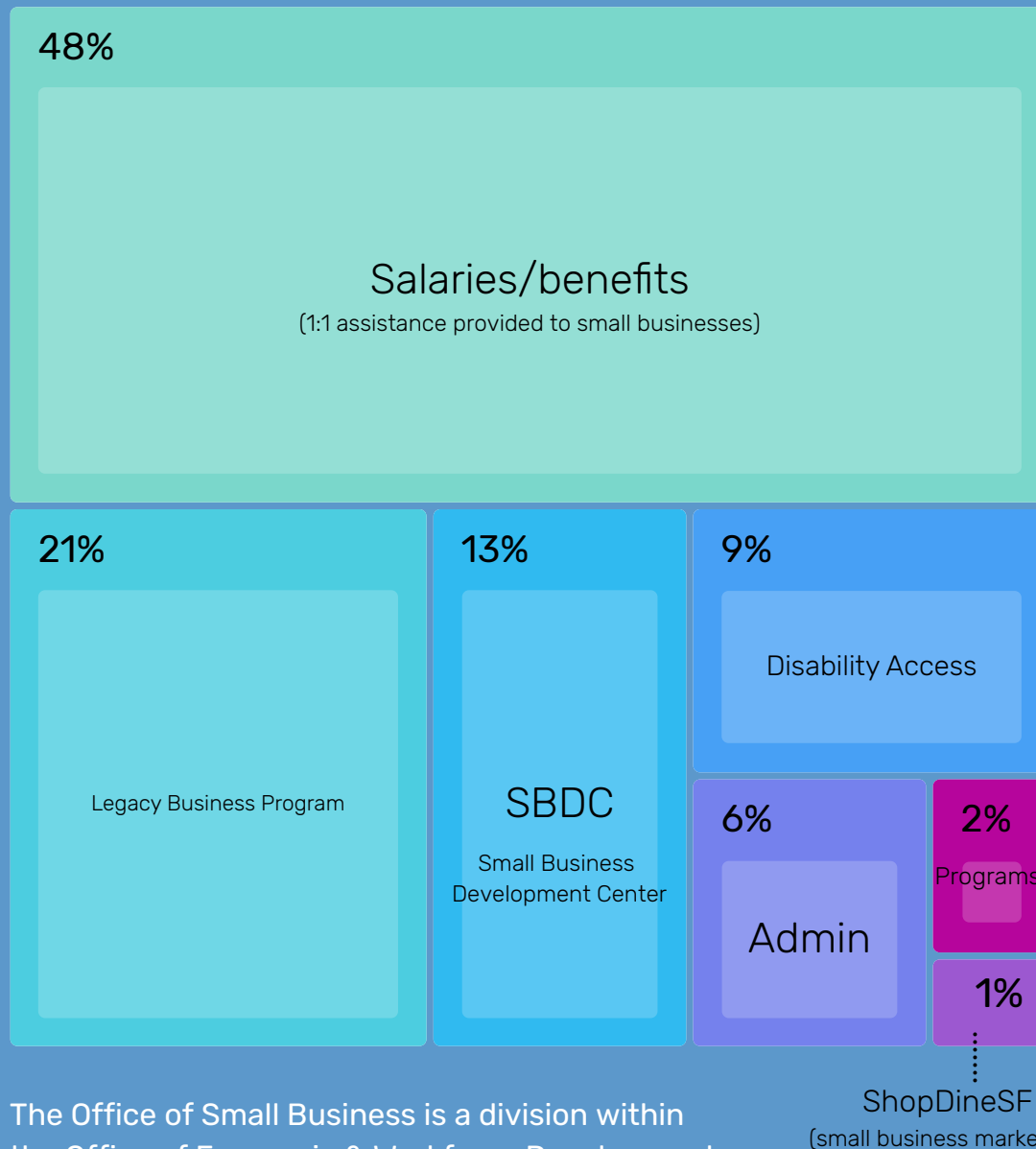
Policy development and advocacy - We collaborate with the Small Business Commission, small business owners, and policymakers on changes to make it easier to start, run, and grow a business.



Legacy establishment - We support long-standing businesses in San Francisco through marketing, grants, and technical assistance.

Budget

\$3.8 million



The Office of Small Business is a division within the Office of Economic & Workforce Development (OEWD) budget, which manages additional funding for small business support - including **\$10.9 million** in direct grants provided to small businesses in FY2023-24.

Our impact

Since expanding our services to include commercial leasing and permitting support in FY2022-23, the number of cases managed by the Office of Small Business has continued to increase. Between FY2022-23 and FY2023-24, our office experienced **19.4% increase** in the number of cases handled.

5,799

of cases managed by Office
of Small Business staff in
FY23-24

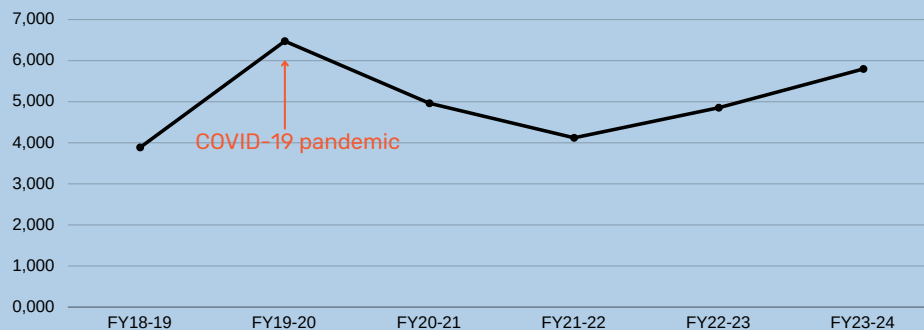
this includes:

1,293

of cases managed by the
Small Business Permitting
team

207

of businesses provided
leasing support, resulting in
37 signed leases



(# of cases over the years)

Small business spotlight

WRN FRSH

from trash bin to très bien

Opening its first flexible retail storefront soon,
called **Space Craft Earth**, on Taraval Street



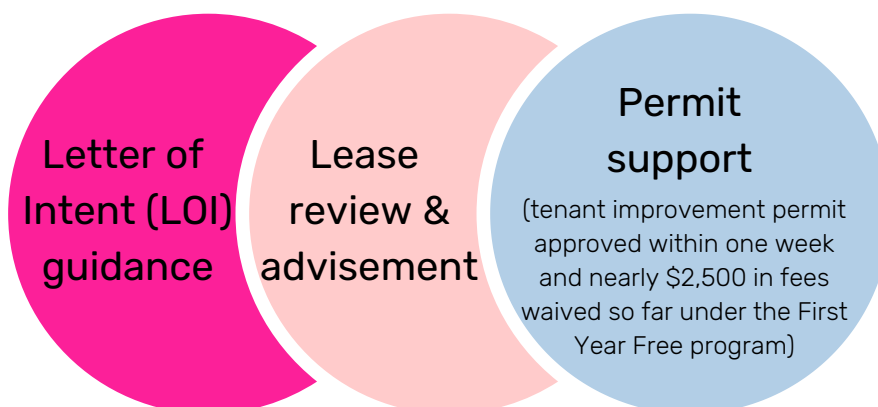
photo courtesy of WRN FRSH

In the fast-paced and large-scale production fashion world, WRN FRSH seeks a more sustainable perspective. All clothing is made from 100% upcycled denim and cotton blends, with fabric made from deconstructed vintage clothing and then cut and sewn in San Francisco.

Co-owners **Gene Duen** and **Michael Falsetto-Mapp** have combined their backgrounds in fashion, styling, and multimedia arts with their love of Memphis-Milano aesthetic meets '80s & '90s hip-hop culture to bring a highly vetted, non-binary clothing line.

wrnfrsh.com

Services provided by Office of Small Business



Who we serve

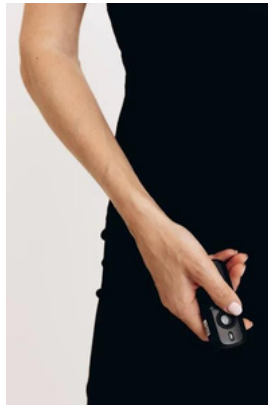
A review of who we served in FY2023-24 shows a continuing trend where most who seek our help are in the pre-start up and start up phase, still engaging in research as they prepare to start a business in San Francisco.

Business characteristics FY2023-24 trends	
Business stage	<ul style="list-style-type: none"> • <u>55.1%: New businesses</u> <ul style="list-style-type: none"> ◦ 28.6%: Start Up phase ◦ 26.5%: Pre Start Up phase • <u>42.4%: Existing businesses</u> [% of total cases managed by OSB staff] <ul style="list-style-type: none"> ◦ 29%: Existing business ◦ 5.9%: Business expansion ◦ 3.1%: Business relocation ◦ 2.6%: Business acquisition ◦ 1.8%: Business closure
Industry	<p>The top 5 industries that seek services from OSB include:</p> <ol style="list-style-type: none"> 1. Hospitality (including food & beverage) 2. Retail 3. Personal Services 4. Healthcare 5. Consulting
Ownership race/ethnicity	<p>Of those business owners we serve who provide us with information:</p> <ul style="list-style-type: none"> • 23.3%: Hispanic/Latino • 19.9%: Asian • 10.7%: White/Caucasian • 6.9%: Black/African American • 2.5%: Middle Eastern • 0.2%: Native Hawaiian/Other Pacific Islander • 0.1%: American Indian/Alaska Native
Language	<p>Aside from English, the top languages we provide services in are:</p> <ul style="list-style-type: none"> • Spanish: 14.1% • Chinese: 6.3%

Small business spotlight



Opened first storefront in June 2024 at 207 Berry Street

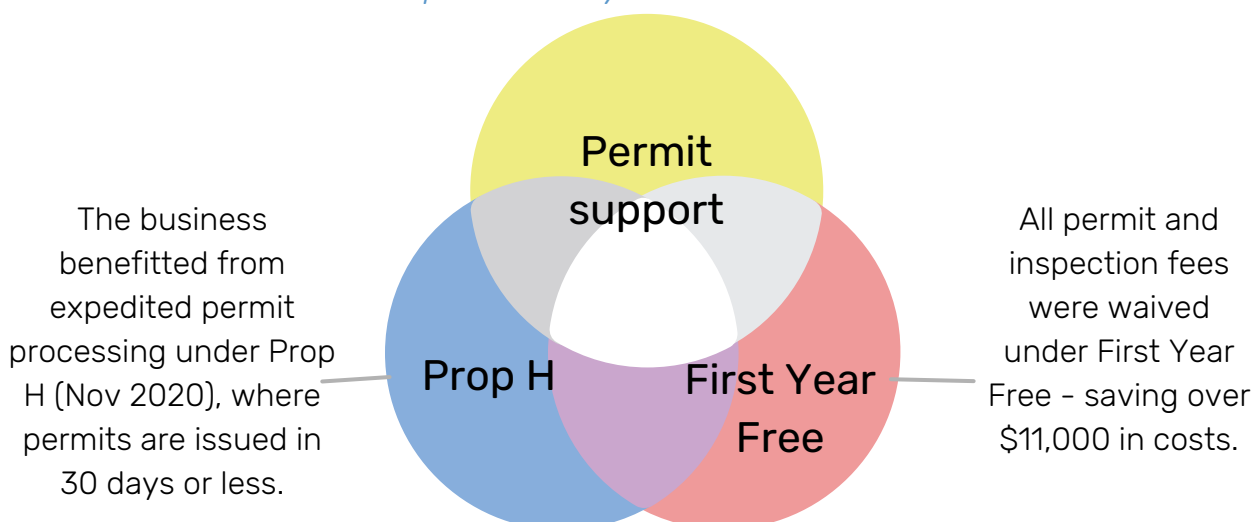


photos courtesy of Mirror Me

MirrorMe is a unique self-portrait studio in San Francisco - it's just you, a mirror, a hidden camera, and you are in control of capturing your true self. Owner **Olga Polovaya** formerly worked in IT and found herself searching for a new purpose in life. Sparked by an idea, Olga decided it was time to bring the business to life. Imagine: a person comes to the studio, turns on their favorite music, and enjoys their reflection in the mirror for 45 minutes. And then, they get cool photos where they look genuinely themselves. MirrorMe is not just a digital dream but a reality where everyone can be the star of their own self-portrait.

[mirrorme.photos](https://www.mirrorme.photos)

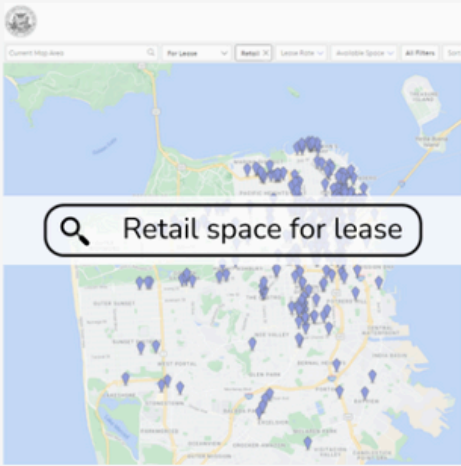
Services provided by Office of Small Business



New resource

Our office launched in June 2024 a new online resource for business owners to conduct their own initial search of available commercial spaces in San Francisco:

sf.gov/CommercialSpaces



Find a location for your business

Filter for commercial spaces by type, size, location, rate, and more. Connect with a Commercial Leasing Specialist by emailing sfosb@sfgov.org or calling 415-554-6134.

[Search for spaces](#)

The online search tool allows you to search for spaces based on neighborhood, space size, and whether the space is for lease or for sale. Our Commercial Leasing Specialist continues to be available to support business owners in searching for spaces, in addition to providing advisement on negotiations with property managers/landlords, touring spaces, and guidance through any situations that arise involving lease agreements.

Small business spotlight



Opened first storefront in October 2023 at 215 Fremont St (2A)



photo courtesy of D&N Hot Wings

Offering “the spiciest wings in San Francisco”, D&N Hot Wings is the first storefront opened by owners **Daniel** and **Nuresh Baird-Rajendran**.

Daniel is most proud of his Karamana, the Death Wish Sauce, which is both spicy and flavorful. “Not only is it sweet with a hint of smoke, but it will burn your face off.”

Nuresh understands how hard it can be for people who are dairy free but not vegan to enjoy food without having to ask a lot of questions regarding ingredients, so the entire menu is dairy and gluten free. dnhotwings.com

Services provided by Office of Small Business:

Location
search

Letter of
Intent (LOI)
guidance

Lease
review &
advisement

Referral to
legal services
to finalize
lease

Referral to
Storefront
Opportunity
Grant

San Francisco Legacies

The Legacy Business Program recognizes longstanding, community-serving businesses that have been in San Francisco for 30 years or longer. These businesses are valuable cultural assets to the city.

401

of Legacy Businesses
on the registry as of
June 30, 2024

42

of businesses added to
the Legacy Business
Registry in FY2023-24

\$824,603

awarded through 48 grants supporting 44 Legacy Businesses in FY2023-24 through the **Rent Stabilization Grant Program**, an incentive for landlords to enter into long-term leases with Legacy Businesses. Landlords who provide leases to Legacy Businesses for 10 or more years may receive grants of up to \$4.50 per square foot of space leased per year, with some limitations.

Small business spotlight



photo courtesy of Hotel Bohème

hoteboheme.com

"Receiving the Rent Stabilization Grant could not have come at a better time following the difficult years of COVID. It is really helping the hotel get back on track. And none of this would have happened without the generosity and foresight of the hotel's landlord, who has passed on the grant directly to the hotel. Much thanks to all!"

*Joel Morgenstern
President
Hotel Bohème*

Legacy support

Program improvement

In FY2023-24, the Office of Small Business pursued a legislative change to better support Legacy Business tenants. Through an ordinance amending the city's Administrative Code, we revised the Rent Stabilization Grant Program - which will be called the **Business Stabilization Grant** starting in FY2024-25 - to require landlords share at least 50% of the grant received under this program with Legacy Business tenants.

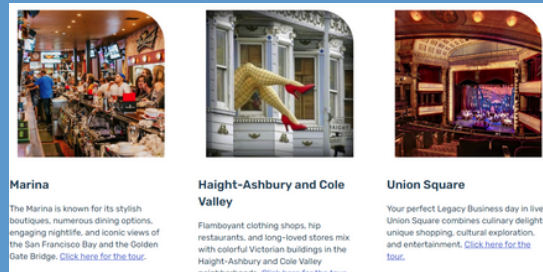
(Board of Supervisors File 240088)

Passport to explore



During Small Business Week (May 2024), we launched a Legacy Business Passport, encouraging residents and visitors to explore as many San Francisco Legacy Businesses as possible. Those who collect stamps from 25 businesses by December 20, 2024 can receive a goodie bag from our office.

We expanded the [ShopDineSF](#) website to include nine locally curated tours of Legacy Businesses.



Neighborhood Anchors

There are a total of **437** businesses in San Francisco that are registered as Neighborhood Anchor Businesses (15 years or more in SF). Note that Legacy Businesses, which have been in San Francisco for 30 years or longer, are automatically part of the Neighborhood Anchor Business Registry.

Business characteristics FY2023-24 trends	
Business industry	The top 5 industries that make up Neighborhood Anchor Businesses include: <ol style="list-style-type: none">1.Hospitality (including Food & Beverage)2.Retail3.Recreation + Healthcare (tied)4.Entertainment5.Personal Services
Ownership race/ethnicity	Neighborhood Anchor Businesses that provide us with race/ethnicity information include: <ul style="list-style-type: none">• 16.1%: White/Caucasian• 7.4%: Asian• 2.4%: Hispanic/Latino• 1.2%: Black/African American• 1%: Middle Eastern
Employment	Most Neighborhood Anchor Businesses have fewer than 10 full-time employees.
Language	Most Neighborhood Anchor Businesses identified English as their primary language, followed by Spanish and Chinese.
Location	The top five Board of Supervisors districts where Neighborhood Anchor Businesses are located include: Districts 3, 8, 5, 9, and 10.

Small business spotlight



photo courtesy of La Cocina

La Cocina, which supports businesses by providing affordable commercial kitchen space, industry-specific technical assistance and access to market opportunities, transitioned their former food hall at 101 Hyde St to a second shared-use commercial kitchen for training, workshops and production. Our office supported La Cocina with the permitting for this transition, as well as the businesses that needed relocation assistance. lacocinasf.org

Cafe de Casa, a Brazilian restaurant with more than 10 years in the Bay Area, expanded to a new location in Fisherman's Wharf, which opened in April 2024.

"We were grateful to benefit from the City's First Year Free program, which waived permit and license fees that saved us thousands of dollars. Programs like First Year Free helped us take the leap to expand our business and reach new customers, and that's so important for small businesses like ours."

-Thais Moreira, Owner, Cafe de Casa



photo courtesy of Cafe de Casa

cafedecasa.com

Policy changes

In FY2023-24, the Office of Small Business worked on advancing the following policy changes to improve the small business experience in San Francisco:

First Year Free program extension

\$3.7 million+

in fees waived for new and
expanding businesses

165+

of business storefronts that
opened and benefitted from First
Year Free

Our office worked with Mayor Breed, Supervisor Ronen, and the Treasurer & Tax Collector's Office to pass legislation that extended the First Year Free Program for a third year, through June 30, 2025.

The First Year Free Program supports small businesses by waiving most fees when starting or expanding a business.

(Board of Supervisors File 240126)

NEW!

Annual food vendor permit

In collaboration with our office and the Department of Public Health (DPH), Mayor Breed sponsored legislation to simplify the health permitting for special event food vendors through the creation of an annual permit. This legislation, which reduces the number of applications that food vendors must submit to (DPH), number of DPH inspections, and fees, is part of the Mayor's broader initiative to bring vibrancy and outdoor events to San Francisco. (Board of Supervisors File 240406)



"This legislation is a step in the right direction to make it easier for food vendors like me to participate in citywide events. It saves on time, money and makes it more effective. It also creates a level of equity."

-Dontaye Ball, owner of Gumbo Social

Policy changes

(continued)

Permitting Improvements

Our office worked on legislation sponsored by Mayor Breed to adopt a package of over 100 changes to the Planning Code to streamline commercial permitting and allow for greater business flexibility. The legislation took effect January 2024. ([Board of Supervisors File 230701](#))

Subsequent legislation that took effect April 2024 allows Nighttime Entertainment Uses as principally permitted on the ground floor in the Polk Street Neighborhood Commercial District.

([Board of Supervisors File 231221](#))



photo courtesy of Zhuzh

"Polk Street has always been a home to San Francisco's nightlife, yet until recently, permitting for nighttime entertainment had been challenging. Following the Mayor's legislation to simplify small business permitting in December 2023, we welcomed a new bar and nightlife venue, Zhuzh on California Street, to the corridor. They were able to open and shortly thereafter expand to full nighttime entertainment without costly public hearing requirements, which could have delayed their entertainment programming by another six months."

- Chris Schulman, Lower Polk Community Benefit District, Executive Director

Policy changes

(continued)

New Way of Doing Business at City Hall Café



Our office collaborated with the Real Estate Division to change the way the City Hall café operates. A modification to the traditional Request for Proposals (RFP) allowed for a collective of businesses to operate the café, rather than only one business operator.

The winning proposal consisted of a partnership between **Radio Africa & Kitchen, Gumbo Social, Tallio's Coffee & Tea, and Yvonne's Southern Sweets** - all representing businesses from Third Street in Bayview. Café Mélange opened in April 2024.



Additional Permitting Improvements for Existing Awnings and Signs

In 2023, the City received several hundred complaints regarding awnings and signs installed without permits from the City. The Mayor's Office, the Department of Building Inspection, the Planning Department, the San Francisco Fire Department, and the Office of Small Business collaborated to develop an **Awning Amnesty Program** which offered a pathway for business and property owners to legalize existing awnings and signs without requiring professional, costly drawings of their existing awnings.

In June 2024, the Mayor's Office introduced legislation that makes the Awning Amnesty Program and simplified permit application permanent. The legislation also extends the fee waivers associated with the Awning Amnesty program through July 1, 2025. ([Board of Supervisors File 240474](#))

Grant programs

In addition to the Legacy Business Rent Stabilization Grant Program, the Office of Small Business manages:

- **Barrier Removal Grant Program** - up to \$10,000 in reimbursement to business owners for costs associated with making their business more accessible. Funding comes from the California Disability Access and Education Fund fee.
- **Fire Disaster Relief Grant Program** - up to \$10,000 for businesses that have suffered from a fire.
- Special one-time programs, pending funding availability.

Barrier Removal Grants

\$739,881

awarded to 121 businesses

Fire Disaster Relief

\$129,000

awarded to 16 businesses

Most other grant funding for small businesses are managed by the Office of Economic & Workforce Development, totaling **\$10.9 million** in FY2023-24 through programs such as SF Shines, Vandalism Relief Grant, Storefront Opportunity Grant, Business Training Grant, and the Vacant to Vibrant Program.

One-time programs

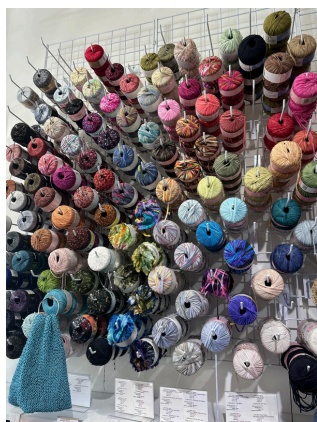
The Office of Small Business and Office of Economic & Workforce Development worked with Mayor Breed, Supervisor Dorsey, Supervisor Engardio, and Supervisor Chan to support small businesses that were impacted by the San Francisco Municipal Transportation Agency's L-Taraval Improvement Project and the Asia-Pacific Economic Cooperation (APEC) Summit that took place in San Francisco. These programs launched in FY2023-24 and will be awarded through FY2024-25.

Outreach

In FY2023-24, our team participated in **134 merchant walks and outreach events** to meet business owners, assist with business challenges, and share small business resources.



Neighborhoods we have engaged with through our outreach efforts



Atelier Yarns
(1818 Divisadero)



Workshop on How to Start a Small Business
at Manny's (3092 16th St)



Evolved SF
(3067 24th St)



Shop Dine SF (sf.gov/ShopDineSF) is the City's ongoing campaign to support businesses in San Francisco.

In FY2023-24, we created two small business attraction video campaigns totaling 22 videos produced by SFGovTV highlighting SF small businesses.



[Start Your Legacy Here](https://sf.gov/OSB)

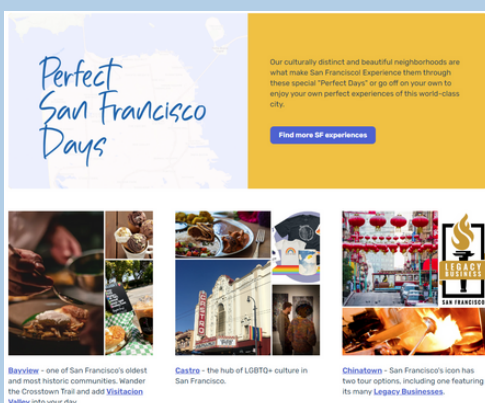


[Skip the Click](#)



Each year, we host two small business pop-up events featuring 40-50 vendors. During Small Business Week, we held the pop-up event at the Salesforce Transit Center for the first time, where nearly 500 people shopped and dined.

We partnered with SFMTA on a summer campaign displayed on the interior and exterior of Muni buses.



In preparation for the Asia-Pacific Economic Cooperation (APEC) summit in San Francisco and lasting beyond the summit, we expanded the [ShopDineSF](https://sf.gov/ShopDineSF) website to include locally curated tours of commercial corridors to encourage visitors and locals to support the wonderful diversity of small businesses.

Our team

Small Business Commission

Cynthia Huie President

Miriam Zouzounis Vice President

Ron Benitez

Dimitri Cornet

Lawanda Dickerson

Rachel Herbert

William Ortiz-Cartagena

Former Commissioners in FY2023-24:

Tiffany Carter

Tricia Gregory

.....

Office of Small Business

Katy Tang Executive Director

Kerry Birnbach Senior Policy Analyst/Commission Secretary

Carol Cheng Business Case Manager

Morgan Heller Small Business Permit Specialist

Richard Kurylo Legacy Business Program Manager

Iris Lee Commercial Leasing Specialist

Rachel Leong Small Business Permit Specialist

Walter Monge Business Case Manager & Neighborhood Anchor Business Manager

Michelle Reynolds Small Business Programs & Communications Manager

Marianne Thompson Small Business Engagement Specialist

Martha Yañez Business Case Manager

Regina Dick-Endrizzi Strategic Initiatives

Contact

Office of Small Business

General assistance:

City Hall, Room 140

Permitting support:

Permit Center - 49 South Van Ness

Phone: 415-554-6134

Web: sf.gov/OSB

Email: sfosb@sfgov.org



SAN FRANCISCO

OFFICE OF SMALL BUSINESS

From: [Mchugh, Eileen \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#)
Subject: TIME SENSITIVE: Ethics Commission Adoption of Regulations Regarding Campaign Finance and Campaign Consultant Rules
Date: Tuesday, August 13, 2024 1:53:19 PM
Attachments: [Clerks Memo - 15.102 - 8.13.24.pdf](#)
[Ethics Commission Referral of Regulations Approved 8.9.24 - FINAL.pdf](#)

Dear Supervisors,

The Ethics Commission submitted the attached adopted regulations from their August 9, 2024 meeting. Please see the attached memo from the Clerk of the Board for more information and instructions.

Thank you,

Eileen McHugh

Executive Assistant

Office of the Clerk of the Board

Board of Supervisors

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244

San Francisco, CA 94102-4689

Phone: (415) 554-7703 | Fax: (415) 554-5163

eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Canning, Michael (ETH) <michael.a.canning@sfgov.org>

Sent: Friday, August 9, 2024 4:15 PM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>

Cc: Ford, Patrick (ETH) <patrick.ford@sfgov.org>; RUSSI, BRAD (CAT) <Brad.Russi@sfcityatty.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; RADEZ, KATHLEEN (CAT)

<Kathleen.Radez@sfcityatty.org>; GERCHOW, MICHAEL (CAT) <Michael.Gerchow@sfcityatty.org>

Subject: Ethics Commission Adoption of Regulations Regarding Campaign Finance and Campaign Consultant Rules

Dear Clerk Calvillo,

Please see the attached transmittal of regulations adopted unanimously by the Ethics Commission at its meeting on Friday, August 9, 2024 regarding the City's campaign finance rules, in SF Campaign & Governmental Conduct Code Section 1.161 and the City's campaign consultant rules in Sections 1.515 and 1.540.

If you have any questions about the attached regulations, please feel free to contact me or Executive Director Patrick Ford (patrick.ford@sfgov.org). Thank you.

Best,

Michael

Michael Canning | Policy and Legislative Affairs Manager

pronouns: he/him

San Francisco Ethics Commission

25 Van Ness Ave., Suite 220

San Francisco, CA 94102

Michael.A.Canning@sfgov.org | (415) 252-3130

sfethics.org



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

August 9, 2024

Honorable Members of the San Francisco Board of Supervisors
Attention: Angela Calvillo, Clerk of the Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Ethics Commission Adoption of Regulations Regarding Campaign Finance and Campaign Consultant Rules**

Dear Members of the Board:

Charter Sec. 15.102, in part, provides that a regulation adopted by the Ethics Commission “shall become effective 60 days after the date of its adoption unless before the expiration of this 60-day period two-thirds of all members of the Board of Supervisors vote to veto the rule or regulation.” This transmits regulations adopted unanimously by the Ethics Commission at its meeting on Friday, August 9, 2024 regarding the City’s campaign finance rules, in SF Campaign & Governmental Conduct Code Section 1.161 and the City’s campaign consultant rules in Sections 1.515 and 1.540.

The adopted regulations regarding the campaign finance rules appear as **Attachment 1** and the adopted regulations regarding campaign consultant rules appear as **Attachment 2**. The memo regarding the campaign finance regulations is [available on the Commission’s website](#) and as **Attachment 3**. The memo regarding the campaign consultant regulations is [available on the Commission’s website](#) and as **Attachment 4**.

If you have any questions about the attached regulations, please feel free to contact me or Executive Director Patrick Ford at (415) 252-3100.

Sincerely,

Michael Canning

Michael Canning, Policy and Legislative Affairs Manager
Attachment Included

cc: Patrick Ford, Executive Director; Brad Russi, Office of the City Attorney

ATTACHMENT 1



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

ETHICS COMMISSION

NOTICE OF PROPOSED REGULATIONS CONCERNING CAMPAIGN FINANCE

7/29/24

Draft Regulation Amendments to San Francisco Campaign and Governmental Conduct Code Section 1.161

...

Regulation 1.161-4: Exceptions to Disclaimer Requirements

(a) If complying with the minimum disclaimer requirements of Section 1.161 and Ethics Commission Regulation 1.161-3 results in the advertisement's disclaimer taking up more than one-third of the total advertisement, the committee may do the following:

(1) For print advertisements, including mass mailings and smaller written advertisements:

A. The committee may disregard the font requirements of Section 1.161 and Ethics Commission Regulation 1.161-3 and instead rely solely on the font requirements specified in the California Political Reform Act and its enabling regulations.

B. If after adjusting the font requirements as specified in subsection A, the disclaimer still takes up more than one-third of the total advertisement, the committee may omit information regarding any secondary major contributors, that would otherwise be required by Section 1.161 and Ethics Commission Regulation 1.161-3.

(2) For any audio, radio, telephone, video, television, or electronic advertisements for which a disclaimer must be spoken or visually displayed:

A. The committee may omit information regarding any secondary major contributors from the spoken or visual components of the disclaimer, that would otherwise be required by Section 1.161 and Ethics Commission Regulation 1.161-3.

(b) For print advertisements and the visual components of television, video, or electronic advertisements, a disclaimer takes up more than one-third of the total advertisement if the total area of the disclaimer exceeds one-third of the total area of the advertisement.



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

(c) For the spoken component of any audio, radio, telephone, video, television, or electronic advertisements for which a disclaimer must be spoken, a disclaimer takes up more than one-third of the total advertisement if the total number of seconds required to speak the disclaimer exceeds one-third of the total length of the advertisement. When determining the amount of time it takes to speak a disclaimer, the disclaimer must be read in a tone and pitch similar to the rest of the advertisement, at a pace no slower than the rest of the advertisement, and at a pace that can be clearly understood.

...

ATTACHMENT 2



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

ETHICS COMMISSION REGULATIONS CONCERNING CAMPAIGN CONSULTANTS

7/29/24

Draft Regulation Amendments to San Francisco Campaign and Governmental Conduct Code Section 1.500 et seq

~~Ethics Commission Regulation 1.515(d)-1~~

~~Filing of Facsimile Client Authorization Statements~~

~~Approved by the Ethics Commission on 8/9/99~~

- ~~a. At the time of initial registration, the campaign consultant shall submit to the Ethics Commission a written authorization from each client that contracts with the campaign consultant for campaign consulting services.~~
- ~~b. If the campaign consultant is retained by a client after the date of initial registration, the campaign consultant must file a Client Authorization Statement before providing any campaign consulting services to the client and before receiving any economic consideration from the client in exchange for campaign consulting services, and in any event no later than 15 days after being retained to provide campaign consulting services to the client.~~
- ~~c. If the campaign consultant is retained by a client after the date of initial registration, the campaign consultant may submit a copy of the Client Authorization Statement by facsimile machine. The Client Authorization Statement shall be deemed to be timely filed only if the facsimile copy is received no later than the filing deadline, and within 15 days of the filing deadline the original document is received by the Ethics Commission, and the original document is identical in all respects to the facsimile copy.~~

...

Regulation 1.540(a)-1: Electronic Filing of Statements and Reports.

Whenever campaign consultants are required by Article I, Chapter 5 of the San Francisco Campaign and Governmental Conduct Code to file an original statement or report, the consultant must file the statement or report electronically, in a format prescribed by the Ethics Commission.

ATTACHMENT 3



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

Date: August 5, 2024

To: Members of the Ethics Commission

From: Michael Canning, Policy and Legislative Affairs Manager

Re: **AGENDA ITEM 07 – Discussion and possible action regarding proposed amendments to Ethics Commission regulations on campaign finance disclaimer requirements.**

Summary and Action Requested

This memo provides an overview of proposed amendments to the Ethics Commission's regulations regarding the City's campaign finance disclaimer requirements.

Staff recommends the Commission review, discuss, and approve the proposed regulation amendments as drafted in [Attachment 1](#).

Background

In 2019, voters approved [Proposition F](#), which amended the Campaign and Governmental Conduct Code (C&GCC) in several ways, including changes to the City's disclaimer requirements for primarily formed independent expenditure committees. Prior to the passage of Proposition F, these committees were required to disclose their top three contributors of \$10,000 or more on advertisements paid for by the committee. Proposition F lowered the dollar amount in this disclaimer requirement to \$5,000, raised the font requirements from 12-point font, to bolded 14-point font, and established a new requirement that these committees also disclose their "secondary major contributors."

Per [Section 1.161](#) of the C&GCC, the secondary major contributors disclaimer rule requires that "if any of the top three major contributors is a committee, the disclaimer must also disclose both the name of and the dollar amount contributed by each of the top two major contributors of \$5,000 or more to that committee."

In January 2020, a group of plaintiffs called *Yes on Prop B* challenged the requirement to disclose secondary major contributors established through Proposition F. The plaintiff's request for a preliminary injunction was granted in part and denied in part, by the Honorable Charles R. Breyer, District Court Judge for the Northern District of California; a copy of the court order is included below as [Attachment 2](#). The court granted the preliminary injunction with respect to the disclosure of secondary major contributors on print advertisements that are "5" by 5" newspaper advertisements, smaller "ear" advertisements, and spoken disclaimers on digital or audio advertisements of thirty seconds or less." The court upheld the other disclaimer requirements enacted through Proposition F.

In May 2022, another group of plaintiffs filed a lawsuit called *No on E v. David Chiu* that challenges the requirement to disclose secondary major contributors established through Proposition F. The plaintiffs filed a motion seeking preliminary injunctive relief, and Judge Breyer denied the motion. On appeal, the

Ninth Circuit affirmed the denial of preliminary injunctive relief. The plaintiffs filed a Petition for a Writ of Certiorari before the United States Supreme Court, and the Supreme Court has distributed the case for consideration at its September 30, 2024 conference.

In December of 2022, the Ethics Commission [voted to approve legislation](#) amending Section 1.161, to include exceptions to the disclaimer requirement for small print advertisements and short audio and video advertisements. This legislation was subsequently [approved by the Board of Supervisors](#) in 2023 and is reflected in the current law.

The recently added exceptions to Section 1.161(a)(1)(A-B) narrowly address small print advertisements that are 25 square inches or smaller and short audio and video advertisements that are 30 seconds or less. In case there remains the potential for situations involving larger advertisements where the additional disclaimer requirements in local law could occupy a substantial portion of the total advertisements, the draft regulation in [Attachment 1](#) seeks to remove that potential.

Proposed Regulation Regarding Campaign Finance Disclaimer Requirements

In Judge Breyer's 2020 order, the Court considered the impact of the remaining local disclaimer requirements on the Yes on Prop B campaign, with the requirements on smaller ads enjoined. In the order, Judge Breyer stated that with the smaller ad requirements enjoined, the remaining disclaimers would "...not take up more than approximately 35% of any of Yes on Prop B's proposed ads...[and that] [t]hat leaves almost two-thirds of the ad for Yes on Prop B's pro-Prop-B messaging. The Court finds that this space is sufficient to communicate Prop B's political message." Judge Breyer further stated that "[w]hile the burden imposed by the disclaimer requirements is not insignificant, it is not inappropriate given the important governmental interest at stake." (See [Attachment 2](#))

Staff looked to the Court's finding in 2020 that leaving "almost two-thirds" of an advertisement for the committee's political messaging was sufficient when balancing the need for disclaimers when developing the proposed draft regulation in [Attachment 1](#). As such, the proposed regulation only applies when complying with the City's disclaimer requirements would result in more than one-third of the total advertisement being taken up by the disclaimer.

Draft Regulation 1.161-4 creates exceptions for the City's disclaimer requirements, which can be gradually applied in situations where complying would result in more than one-third of the total advertisement being occupied with the disclaimer. The regulation gradually waives the local disclaimer requirements until either 1) the disclaimer takes up one-third or less of the total advertisement, or 2) the disclaimer requirements are waived to the point that they are comparable to the State's existing requirements.

The following summarizes what the draft regulation would allow committees to do if an advertisement's disclaimer were taking up more than one-third of the total advertisement.

- **For print advertisements:** Regulation 1.161-4(a)(1) allows the committee to first disregard the larger font requirements in local law and instead rely on the State's font requirements. If after adjusting the font requirements, the disclaimer still takes up more than one-third of the total advertisement, the committee would be able to omit any information regarding secondary major contributors.

- **For audio, radio, telephone, video, television, or electronic advertisements:** Regulation 1.161-4(a)(2) allows the committee to omit any information regarding secondary major contributors from the spoken or visual components of the disclaimer.

This regulation would give committees the ability to omit secondary major contributor information when doing so would cause the required disclaimers to take up more than one-third of the total advertisement. This exception is intended to allow greater flexibility in the application of local disclaimer rules in a way that aligns with the rationale in Judge Breyer's order. The regulation seeks to balance committee interests in maximizing space for their political messages with the public's interest in robust disclaimer rules that aid transparency.

The recommended amendments in [Attachment 1](#) were developed by the Policy Division based on feedback from, and in collaboration with, the Commission's Engagement & Compliance Division and the Enforcement Division, and in consultation with City Attorney's Office.

The draft regulations from [Attachment 1](#) have been noticed to the public more than 10 days prior to the Commission's August meeting, as required by [Charter Section 4.104](#). Thus, the Commission may vote to adopt the proposed regulations during its August meeting if desired.

Recommended Next Steps

Staff recommends the Commission vote to approve the proposed regulations as drafted.

Attachments:

Attachment 1: [Ethics Commission Campaign Finance Regulation Amendments – Noticed Publicly on 7/29/24](#)

Attachment 2: [Judge Breyer's Order Dated February 20, 2020](#)

ATTACHMENT 4



San Francisco Ethics Commission

25 Van Ness Avenue, STE 220
San Francisco, CA 94102-6053
ethics.commission@sfgov.org
415-252-3100 | sfethics.org

Date: August 5, 2024

To: Members of the Ethics Commission

From: Michael Canning, Policy and Legislative Affairs Manager

Re: **AGENDA ITEM 06 – Discussion and possible action regarding proposed amendments to Ethics Commission campaign consultant regulations.**

Summary and Action Requested

This memo provides an overview of proposed amendments to the Ethics Commission's regulations regarding the City's campaign consultant rules.

Staff recommends the Commission review, discuss, and approve the proposed regulation amendments as drafted.

Proposed Amendments to Campaign Consultant Regulations

San Francisco Campaign and Governmental Conduct Code (C&GCC) Section 1.500 et seq. requires a person or entity that receives or is promised \$1,000 or more in a calendar year for providing either campaign management services or campaign strategy services to register, pay fees, and file reports with the Commission. The reports, including registration reports, quarterly disclosure reports, and client authorization and termination statements, are required to be filed in hard copy and remain the last fully paper-based disclosure program operated by the Commission. Section 1.540 permits the Ethics Commission to require campaign consultants to file an electronic copy of a statement or report if the Commission adopts regulations specifying the electronic filing requirements 120 days before the electronic filing requirements are effective.

During the Commission's office closures due to the COVID-19 pandemic, the Commission instituted temporary processes for accepting campaign consultant disclosure statements electronically, which did not require consultants to file paper copies at the Commission's office. Campaign consultants could scan or photograph the paper reports or statements and upload the documents via the Commission's website. Since the Commission's physical office reopened last year, the Commission has continued to use these temporary processes, instead of returning to the pre-pandemic processes that required filing on paper. For the current calendar year, there are 47 campaign consultants registered with the Ethics Commission and only six have chosen not to use the electronic submission process. The pre-pandemic processes are outdated and unnecessary given the availability of secure methods for electronic filing that the Commission has successfully employed in all other program areas.

Over the past few months, Commission staff have developed a new, more streamlined electronic filing process for campaign consultants that consolidates many of the existing paper forms and simplifies the reporting process. This new electronic process will streamline the filing process for campaign consultants and Ethics Commission staff. Instead of consultants needing to potentially file six different

forms, the new process will only involve two electronic forms that capture the same required information. The new electronic forms are undergoing testing and will be ready for consultants to use when registering in January for the 2025 calendar year. Were the Commission to require electronic filing, paper copies of statements would no longer be required.

The proposed regulations would make two changes to the regulations regarding campaign consultants:

1. Campaign consultants would be required to file statements and reports electronically in a format prescribed by the Ethics Commission; and
2. Existing regulations permitting consultants to file Client Authorization Statements via facsimile would be removed, as the ability to fax in documents will no longer be necessary with electronic filing in place.

These draft amendments are presented in **Attachment 1**. These recommended amendments were developed by the Policy Division based on feedback from, and in collaboration with, the Commission's Engagement & Compliance and Electronic Disclosure and Data Analysis (EDDA) divisions.

The draft regulations from **Attachment 1** have been noticed to the public more than 10 days prior to the Commission's August meeting, as required by [Charter Section 4.104](#). Thus, the Commission may vote to adopt the proposed regulations during its August meeting if desired.

Recommended Next Steps

Staff recommends the Commission vote to approve the proposed regulations as drafted.

Attachments:

Attachment 1: [Ethics Commission Regulation Amendments – Noticed Publicly on 7/29/24](#)

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 415-554-5184
Fax No. 415-554-5163
TDD/TTY No. 415-554-5227

MEMORANDUM

Date: August 13, 2024
To: Honorable Members, Board of Supervisors
From: *AOC* Clerk of the Board, Angela Calvillo
Subject: Ethics Commission Regulations Recently Approved

At the August 9, 2024, Ethics Commission meeting, the Commission adopted revised regulations regarding the City's campaign finance rules in SF Campaign & Governmental Conduct Code, Section 1.161, and the City's campaign consultant rules in Sections 1.515 and 1.540. These regulations were submitted to the Board of Supervisors within the Charter mandated 24-hour timeframe.

The San Francisco Charter, Section 15.102, provides that a regulation adopted by the Ethics Commission shall become effective 60 days after the date of its adoption unless before the expiration of this 60-day period, October 8, 2024, two-thirds of all members (eight votes) of the Board of Supervisors vote to disapprove the rule or regulation.

If you wish to hold a hearing on any of these matters, please notify me in writing by **5:00 p.m., Friday, August 23, 2024**, and we will work with the Rules Chair to schedule a hearing.

c: Supervisor Ahsha Safai - Rules Chair
Alisa Somera - Legislative Deputy
Brad Russi - Deputy City Attorney
Michael Canning - Ethics Commission

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Letter of Inquiry from Supervisor Safai
Date: Friday, August 16, 2024 3:35:00 PM
Attachments: [Response to Sup Safai re Oceanview library Letter of Inquiry 8.14.24.pdf](#)
[Clerk's Memo.pdf](#)

Hello,

Please see below and attached for communication from the Department of Public works in response to a Letter of Inquiry issued by Supervisor Safai at the July 30, 2024, Board of Supervisors meeting.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Short, Carla (DPW) <Carla.Short@sfdpw.org>
Sent: Friday, August 16, 2024 3:32 PM
To: Lambert, Michael (LIB) <michael.lambert@sfpl.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>
Cc: Buckley, Jeff (BOS) <jeff.buckley@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Ng, Wilson (BOS) <wilson.l.ng@sfgov.org>; De Asis, Edward (BOS) <edward.deasis@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS-Operations <bos-operations@sfgov.org>; Perlstein, Michael (LIB) <mperlstein@sfpl.org>; Singleton, Maureen (LIB) <Maureen.Singleton@sfpl.org>; Shaub, Margot (LIB) <margot.shaub@sfpl.org>; Steinberg, David (DPW) <david.steinberg@sfdpw.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Schneider, Ian (DPW) <ian.schneider@sfdpw.org>
Subject: RE: Letter of Inquiry from Supervisor Safai

Dear Mr. Adkins,

Please find attached a follow up to City Librarian Lambert's response to Supervisor Safai's letter of inquiry.

Please do not hesitate to contact me with any questions.

Thank you,
 Carla

Carla Short
Director

San Francisco Public Works | City and County of San Francisco
49 South Van Ness Avenue, Suite 1600 | San Francisco, CA 94103 | 628.271.3078

From: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Sent: Thursday, August 1, 2024 11:33 AM
To: Lambert, Michael (LIB) <michael.lambert@sfpl.org>; Short, Carla (DPW) <Carla.Short@sfdpw.org>
Cc: Buckley, Jeff (BOS) <jeff.buckley@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Ng, Wilson (BOS) <wilson.l.ng@sfgov.org>; De Asis, Edward (BOS) <edward.deasis@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS-Operations <bos-operations@sfgov.org>; Perlstein, Michael (LIB) <mperlstein@sfpl.org>; Singleton, Maureen (LIB) <Maureen.Singleton@sfpl.org>; Shaub, Margot (LIB) <margot.shaub@sfpl.org>; Steinberg, David (DPW) <david.steinberg@sfdpw.org>; Schneider, Ian (DPW) <ian.schneider@sfdpw.org>; Thomas, John (DPW) <John.Thomas@sfdpw.org>; Liu, Lena (DPW) <lena.liu@sfdpw.org>
Subject: Letter of Inquiry from Supervisor Safai

Dear City Librarian Lambert and Director Short,

Please see the attached memo from the Clerk of the Board of Supervisors regarding a Letter of Inquiry issued by Supervisor Ahsha Safai at the July 30, 2024, Board of Supervisors meeting.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org



Carla Short, Director | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

August 14, 2024

Dear Supervisor Safai,

I am writing in response to your letter of inquiry dated July 30, 2024, requesting a detailed cost breakdown for the proposed new Oceanview Library, and providing a follow up to City Librarian Lambert's response to your letter of inquiry.

In his email to the Board on August 1, 2024, City Librarian Lambert provided the link to [ITEM 3.2 Oceanview Library Cost Estimate: July 18, 2024 - SFPL.org](#) that details the assumptions on cost escalation and the basis for the estimate. I agree with his assessment. In addition, City Librarian Lambert provided the July 10, 2024, cost estimate in his August 7, 2024, letter to you. Public Works offers this summary to anchor the context in the past studies for Oceanview Library.

Large multi-year construction projects are estimated to the mid-point of construction; this is standard practice in project delivery. Because this estimate is based on very preliminary design work, the estimators offer a range- low cost and high cost – as we did in 2019. The escalation in cost is consistent with what we are seeing in both private and public sector projects.

Here is a summary of our budgeting process:

Assumptions:

- Brotherhood and Orizaba site as identified in 2019 Public Works Site Feasibility Report. The Public Open Space land costs are not captured in our budget.
- 20,000 square feet in two stories. The basis of design is a prototypical modern regional library.
- 31,000 square feet of site area improvements.
- Timeline is based on the project starting in 2024.
- The estimates do not include any adjacent roadway or public right of way projects.

Construction Estimate:

- Cost estimate is a "Class 5" estimate representing a project development of 0% to 2%, which is a feasibility level estimate. This represents the earliest stage in project development; no more than 2% of the design is complete.

- This type of estimate states cost in high/low accuracy ranges, which in this case is -20% low to +16% high.
- Estimated construction cost is \$52.6M, giving an accuracy range of \$42M - \$61M.

Project Budget:

- The breakdown of project costs stated proportionally approximates to 65% construction and 35% soft costs.
- Starting with the \$42M and \$61M construction cost range yields a project budget range of \$65M to \$94M.
- This is found by dividing $\$42\text{M}/0.65 = \65M and $\$61\text{M}/0.65 = \94M

Earlier Budgets:

- Our 2019 budget was \$47M, escalated to 2023.
- \$47M escalated from 2023 to 2030 at 6%/year = \$75M, which is squarely within the stated range.

Timeline and Escalations:

- Assumes a 6-year project duration.
- Assumes 5% escalation from 2024 to mid-point of construction (total of 28.70% escalation).
- Escalations from 2019 to now have been higher than 5% and in 2022 neared 15%.

The project is not developed and the estimated costs are conservative, given the unknowns. We are confident that once a reasonable budget is established we can design to that budget, but decisions need to be made in order for that to happen. This is a project with many unknowns including location, so we were required to make assumptions which were driven by Library consent or direction.

Please let me know if you have any questions.



Carla Short

Director

BOARD OF SUPERVISORS
CITY & COUNTY OF SAN FRANCISCO

OFFICE OF THE CLERK OF THE BOARD

Phone: (415) 554-5184
Email: Angela.Calvillo@sfgov.org



July 31, 2024

Michael Lambert, City Librarian
San Francisco Public Library
100 Larkin Street
San Francisco, CA 94102
Via Email: Michael.Lambert@sfpl.org

Carla Short, Director
Department of Public Works
49 South Van Ness Avenue, Suite 1600
San Francisco, CA 94103
Via Email: Carla.Short@sfdpw.org

Dear City Librarian Lambert and Director Short,

At the July 30, 2024, Board of Supervisors meeting, Supervisor Ahsha Safai issued the attached inquiry to the San Francisco Public Library (LIB), and the Department of Public Works (DPW). Please review the attached introduction form and letter of inquiry, which provides the Supervisor's request.

The inquiry, in summary, references a LIB staff [presentation](#) at the July 18, 2024, Library Commission meeting indicating that a new, 20,000 square foot library at 100 Orizaba Avenue would cost between \$65,000,000 and \$94,000,000; as well as a 2020 memo by former LIB CFO Heather Green indicating an estimated budget of \$47,000,000.

The inquiry requests a detailed cost analysis for a new library at 100 Orizaba Avenue, and an explanation for the increased cost estimate.

Please contact Jeff Buckley, Jeff.Buckley@sfgov.org, Legislative Aide to Supervisor Safai, for any questions related to this request, and copy BOS@sfgov.org on all communications to enable my office to track and close out this inquiry. Please provide your response no later than August 14, 2024.

For questions pertaining to the administration of this inquiry, do not hesitate to contact me in the Office of the Clerk of the Board at (415) 554-5184.

Very Truly Yours,


Angela Calvillo
Clerk of the Board
San Francisco Board of Supervisors

WN/JA

Attachments:

- Letter of Inquiry
- Introduction Form

7/31/2024
Clerk to Act
D11 – Orizaba Library
Page 2 of 2

Cc: Michael Perlstein, LIB, MPerlstein@sfpl.org
Maureen Singleton, LIB, Maureen.Singleton@sfpl.org
Margot Shaub, LIB, Margot.Shaub@sfpl.org
Michael Gamino, LIB, Michael.Gamino@sfpl.org
David Steinberg, DPW, David.Steinberg@sfdpw.org
Ian Schneider, DPW, Ian.Schneider@sfdpw.org
John Thomas, DPW, John.Thomas@sfdpw.org
Lena Liu, DPW, Lena.Liu@sfdpw.org

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [Jalipa, Brent \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: FW: Resolution No. 095-23, approving Amendment No. 2 to Contract No. PR0.0152, Power Scheduling Coordination and Related Support Services, with APX Inc.
Date: Tuesday, August 20, 2024 3:51:00 PM
Attachments: [image001.png](#)
[8.19.24 Qterly Report Power Scheduling Coordination and Related Support Svcs \(002\).pdf](#)

Hello,

Please see below and attached for a quarterly report on Power Scheduling Coordination and Related Support Services, provided by the San Francisco Public Utilities Commission.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Oliveros Reyes, Jennifer <JOliverosReyes@sfgwater.org>
Sent: Monday, August 19, 2024 3:55 PM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Jones, Sunita (PUC) <SKJones@sfgwater.org>; Aboul Hosn, Samer (PUC) <SAboulHosn@sfgwater.org>; Gonzalez Valle, Adolfo (PUC) <AGonzalezValle@sfgwater.org>
Subject: Resolution No. 095-23, approving Amendment No. 2 to Contract No. PR0.0152, Power Scheduling Coordination and Related Support Services, with APX Inc.

Dear BOS team,

The following quarterly report has been prepared for the Board of Supervisors in accordance with Resolution No. 095-23.

Please let us know if you have any questions.

Best,

Jenny

Jennifer Oliveros Reyes (she/her/ella)
 Policy & Government Affairs

San Francisco Public Utilities Commission

Cellphone: 628-249-8600

joliverosreyes@sfwater.org



San Francisco
Water Power Sewer
Services of the San Francisco Public Utilities Commission



DATE: August 16, 2024

TO: Clerk of the Board of Supervisors

THROUGH: Dennis J. Herrera, General Manager *DJH*
Barbara Hale, Assistant General Manager, Power *CS*

FROM: Suni Jones, Acting Manager, Wholesale/Retail Services *sj*

SUBJECT: Resolution No. 095-23, approving Amendment No. 2 to Contract No. PR0.0152, Power Scheduling Coordination and Related Support Services, with APX Inc.

The following quarterly report has been prepared for the Board of Supervisors (Board) in accordance with Resolution No. 095-23.

Resolution No. 095-23 approved Amendment No. 2 to Contract No. PR0.0152, Power Scheduling Coordination and Related Support Services, with APX Inc. This contract allows for the processing of the California Independent System Operator (CAISO) power transmission service charges. Board approval increased the contract by \$636,000,000 for a total not to exceed contract amount of \$895,742,800, with no change to the five-year term from June 2022, through June 2027.

Per Resolution No. 095-23, the Board directed the SFPUC to submit quarterly reports showing actual CAISO charges compared with projections and remaining contract amounts.

In summary:

- CAISO actual pass-through charges for Year 2 (6/2023 – 05/2024) are \$80M compared to the annual projected pass-through charges of \$200M.
- CAISO actual pass-through charges so far for Year 3 (6/2024 – 05/2025) are \$4M compared to the annual projected pass-through charges of \$155M.
- Remaining contract amounts are \$374M for CleanPowerSF and \$266M for Hetch Hetchy Power, for a total of \$640M.

London N. Breed
Mayor

Tim Paulson
President

Anthony Rivera
Vice President

Newsha K. Ajami
Commissioner

Kate H. Stacy
Commissioner

Dennis J. Herrera
General Manager



Board of Supervisors EXHIBIT 1: Year 2 CONTRACT EXPENDITURES				
PROJECTED CONTRACT EXPENDITURES				
Year	CleanPowerSF	Hetch Hetchy Power	Total	
Year 2 (6/2023- 5/2024)	\$ 143,000,000.00	\$ 57,000,000.00	\$ 200,000,000.00	
ACTUAL CONTRACT EXPENDITURES				
Year	CleanPowerSF	Hetch Hetchy Power	Total	
Year 2 (6/2023- 5/2024)	\$ 46,406,802.11	\$ 32,716,227.48	\$ 79,123,029.59	
PROJECTED MINUS ACTUAL				
Year	CleanPowerSF	Hetch Hetchy Power	Total	
Year 2 (6/2023 - 5/2024)	\$ 96,593,197.89	\$ 24,283,772.52	\$ 120,876,970.41	
REMAINING CONTRACT CAPACITY				
End Date 5/2027	CleanPowerSF	Hetch Hetchy Power	Total	
	\$ 376,448,843.89	\$ 267,697,030.52	\$ 644,145,874.41	

Board of Supervisors EXHIBIT 2: Year 3 CONTRACT EXPENDITURES				
PROJECTED CONTRACT EXPENDITURES				
Year	CleanPowerSF	Hetch Hetchy Power	Total	
Year 3 (6/2024- 5/2025)	\$ 91,000,000.00	\$ 64,000,000.00	\$ 155,000,000.00	
ACTUAL CONTRACT EXPENDITURES				
Year	CleanPowerSF	Hetch Hetchy Power	Total	
Year 3 (6/2024)	\$ 2,234,843.62	\$ 1,524,346.47	\$ 3,759,190.09	
PROJECTED MINUS ACTUAL				
Year	CleanPowerSF	Hetch Hetchy Power	Total	
Year 3 (6/2024)	\$ 88,765,156.38	\$ 62,475,653.53	\$ 151,240,809.91	
REMAINING CONTRACT CAPACITY				
End Date 5/2027	CleanPowerSF	Hetch Hetchy Power	Total	
	\$ 374,214,000.27	\$ 266,172,684.05	\$ 640,386,684.32	

CAISO actual pass-through charges for Year 1 totaled \$173M.

This report meets the quarterly report for Fiscal Year 2023/2024 reporting requirement established by Resolution No. 095-23.

Should you have any questions, please contact Suni Jones, SFPUC Wholesale/Retail, Acting Manager at Skjones@sfgwater.org and (415) 554-1575.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation \(BOS\)](#)
Subject: FW: San Francisco Public Utilities Commission's Quarterly Report to the Board of Supervisors on the Status of Applications to PG&E for Electric Service.
Date: Tuesday, August 20, 2024 3:54:00 PM
Attachments: [image001.png](#)
[August 2024 BoS Quarterly Report.pdf](#)

Hello,

Please see below and attached for the San Francisco Public Utilities Commission's Quarterly Report on the Status of Applications to PG&E for Electric Service, submitted pursuant to Resolution No. 227-18.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Oliveros Reyes, Jennifer <JOliverosReyes@sfgwater.org>
Sent: Monday, August 19, 2024 4:44 PM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Balasubramanian, Twisha (PUC) <TBalasubramanian@sfgwater.org>; Gonzalez Valle, Adolfo (PUC) <AGonzalezValle@sfgwater.org>
Subject: San Francisco Public Utilities Commission's Quarterly Report to the Board of Supervisors on the Status of Applications to PG&E for Electric Service.

Hello BOS team,

The attached quarterly report has been prepared for the Board of Supervisors in accordance with Resolution No. 227-18, approved by the Board on July 10, 2018 (File No. 180693), adopted on July 20, 2018, and re-affirmed on April 6, 2021.

Best,
Jenny

Jennifer Oliveros Reyes (she/her/ella)
 Policy & Government Affairs

San Francisco Public Utilities Commission

Cellphone: 628-249-8600

joliverosreyes@sfgov.org





August 19, 2024

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

RE: San Francisco Public Utilities Commission's Quarterly Report to the Board of Supervisors on the Status of Applications to PG&E for Electric Service.

Dear Ms. Calvillo:

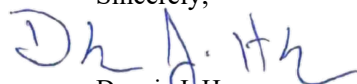
The attached quarterly report has been prepared for the Board of Supervisors (Board) in accordance with Resolution No. 227-18, approved by the Board on July 10, 2018 (File No. 180693), adopted on July 20, 2018, and re-affirmed on April 6, 2021. Pursuant to the Resolution, the San Francisco Public Utilities Commission (SFPUC) is required to "provide the Board a quarterly report for the next two years that identifies the following: status of all City projects with applications to SFPUC for electric service, including project schedules and financing and other deadlines; project sponsor and SFPUC concerns in securing temporary and permanent power, including obstacles that could increase costs or delay service to City customers; and the status of disputes with PG&E before the Federal Energy Regulatory Commission (FERC) or in other forums."

HIGHLIGHTS IN THIS QUARTER'S REPORT

- 83 active projects have experienced interconnection delays or increased project costs due to PG&E's obstruction.
 - 3 projects were energized
 - 2 projects were added
- Total cost impact (additional project costs and loss of revenue to the City) of PG&E's obstructions since the first report submitted in November 2018 has been more than \$55M.
 - The total cost impact to the City for the 83 projects featured in this quarter's report is approximately \$35M.
- The City and PG&E have reached a settlement in principle on certain issues that were litigated at FERC related to PG&E's Wholesale Distribution Tariff (WDT3).
 - An initial decision by the Administrative Law Judge for the remaining issues was issued on May 17, 2024. We are waiting for FERC to issue a final decision.
- San Francisco's Valuation petition at the California Public Utilities Commission (CPUC) is ongoing.

Should you have any questions about this report, please contact Barbara Hale, SFPUC Assistant General Manager, Power, at BHale@sfgwater.org and 415-613-6341.

Sincerely,


Dennis J. Herrera
General Manager

London N. Breed
Mayor

Tim Paulson
President

Anthony Rivera
Vice President

Newsha K. Ajami
Commissioner

Kate H. Stacy
Commissioner

Dennis J. Herrera
General Manager

Services of the San Francisco Public Utilities Commission

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.



AUGUST 2024 QUARTERLY REPORT

I. Background

The San Francisco Public Utilities Commission (SFPUC) provides retail electric service from our Hetch Hetchy Power public utility (Hetchy) to approximately 6,300 customer accounts by relying on our Hetch Hetchy generation and other sources for supply. The City and County of San Francisco (City) pays Pacific Gas and Electric Company (PG&E) about \$60 million per year to provide transmission and wholesale distribution services regulated by the Federal Energy Regulatory Commission (FERC). PG&E's Wholesale Distribution Tariff (WDT) describes the terms and conditions of these purchased services. In September 2020, PG&E filed an update to the WDT (WDT3,) that significantly decreased the City's ability to serve important City projects. PG&E continues to obstruct City projects with costly requirements and delays necessitating on-going litigation. In addition to continuing efforts to fight for fair access to the grid in the near term, the City is seeking to purchase the PG&E-owned electric grid within San Francisco. This will allow San Francisco to expand the City's full-service publicly owned electric utility and eliminate our dependence on PG&E for electric service within the City.

1. Current Status of Projects Facing PG&E Obstruction

Since November 2018, 169 projects have been obstructed by PG&E, including two new projects this quarter. Please find attached the following documents related to this report.

- **Attachment A1, Projects with Active Applications** lists the 42 projects that have experienced interconnection delays, arbitrary requests for additional and/or unnecessary information, or increased project costs for the reporting period of May 2024 to July 2024. Updates and changes to projects since the previous quarterly report are detailed in Column O of Attachment A1.
- **Attachment A2, Projects Released for Retail PG&E Service under WDT3** lists the 41 City projects that were forced to get PG&E retail service due to PG&E's requirements or outrageous costs. These projects will pay the higher PG&E retail rates for electric service.
- **Attachment B, Map of Interconnection Issues** contains a map providing the location of each project, marked with an icon indicating the type of service provided.
- **Attachment C, Cost Impacts** contains a detailed report of each category of additional incurred costs and impacts to the City per project, such as redesign costs, construction and equipment costs, and additional staff time (these costs and impacts are also included in the 'Impacts' column of Attachment A1 and A2).

II. Ongoing PG&E Litigation

1. WDT3 Litigation

PG&E's WDT3 filing seeks to eliminate service that the City has historically used to provide important City services. More specifically, PG&E is requiring primary voltage service for all new or modified interconnections. Primary voltage equipment is large and expensive and is normally required for large developments. This requirement is forcing projects to either incur additional costs and lose usable project space to install unnecessary equipment or take service from PG&E retail instead of Hetchy. The main issues

in the table below were litigated at FERC in the WDT3 proceeding. The City and PG&E have reached a settlement agreement in principle regarding the treatment of secondary voltage requests (issues 1-3 in the table below). On May 17, 2023 a FERC Administrative Law Judge issued a favorable partial initial decision on the City's protest over PG&E's proposed costs for upgrades and direct assigned facilities (issues 4 and 5 in the table below). The initial decision found that PG&E's treatment of the costs of upgrades to the distribution system and direct assignment facilities used by the City under the WDT is unjust, unreasonable, and unduly discriminatory. PG&E did not challenge the initial decision's findings on the treatment of upgrades. A final decision from the FERC Commission is still pending.

		Infrastructure affected	Impact	Status
1	Elimination of Service to Unmetered Load	Streetlights, traffic signals, bus shelters, ShotSpotter devices, emergency sirens, street furniture, news racks, and similarly small electric loads often located in the public right of way.	All unmetered load served by Hetchy will need to install primary equipment to connect to the PG&E-owned grid or accept PG&E retail service to continue to receive electric service and function.	PG&E and the City have reached a settlement in principle.
2	Elimination of Service on PG&E's Downtown Network	Downtown area (includes all of Market Street from Embarcadero through Civic Center.)	Connecting new loads or upgrades to existing loads connected to the PG&E-owned grid in San Francisco's downtown area will be prohibited.	PG&E and the City have reached a settlement in principle.
3	Elimination of New Secondary Connections	Most Hetchy municipal customers, like schools, public restrooms, libraries, parks, health clinics, firehouses, City department offices.	When existing facilities undergo renovations (like those for de-carbonization) they will need to install primary equipment to connect to the PG&E-owned grid or accept PG&E retail service to continue to receive electric service and function.	PG&E and the City have reached a settlement in principle.
4	Assignment of Costs for Upgrades to PG&E's System	Any City project that PG&E decides requires an upgrade to PG&E's distribution system.	Projects are at risk of incurring excessive costs to upgrade PG&E's infrastructure and build out PG&E's grid. PG&E retail customers benefit from this, while PG&E makes a rate of return on this equipment. Since 2018 City projects have paid ~\$3.5M to PG&E for these upgrades.	PG&E did not challenge the initial decision that the cost of upgrades is unjust, unreasonable, and unduly discriminatory. We are waiting for a FERC final ruling on this issue.
5	Costs for Direct Assignment Facilities	Every City project needs direct assignment facilities to connect to PG&E's distribution system.	Projects are at risk of incurring excessive costs for Direct Assignment Facilities. PG&E charges its retail customers less than its wholesale customers for similar facilities.	PG&E challenged the initial decision that the cost of direct assignment facilities is unjust, unreasonable, and unduly discriminatory. We are waiting for a FERC ruling on this issue.

2. FERC Orders on Remand – Grandfathering and Voltage

Grandfathering – On October 20, 2022, FERC ruled in the City’s favor and confirmed that the City can continue to provide public power to broad categories of municipal customers that it has been serving since 1992, without new electrical facilities. The types of customers that were grandfathered include City departments and agencies as well as related entities that serve a civic purpose like schools, museums, public housing, and tenants on City property. Though this was a favorable decision, PG&E has not changed its previous practices. PG&E has appealed FERC’s order and the City has intervened in that appeal. PG&E filed its brief in that appeal with the D.C. Circuit on August 29, 2023. FERC submitted its brief on November 27, 2023, the City filed its intervenor brief on December 4, 2023, and PG&E filed a reply brief on January 16, 2024. The City participated in oral arguments before the D.C. Circuit Court of Appeals on May 1, 2024. We expect a decision sometime in 2024.

Voltage – On December 15, 2022, FERC ruled in the City’s favor and took issue with PG&E’s requirement of primary voltage service in most cases. The parties have reached a limited-term agreement on these issues that allows a limited number of projects to move forward with secondary service for the next five years. The Board approved the settlement on February 6, 2024 in Ordinance No. 27-24.

3. Unmetered Load

As noted above, PG&E no longer offers secondary service to the City and other wholesale customers. This includes service to the City’s unmetered loads, which are mainly streetlights, traffic signal systems, and similar small, predictable municipal loads that are billed based on FERC-approved usage formulas rather than metered usage. To operate these loads, the City either must pay more for PG&E retail service or spend in excess of \$1 billion for large primary equipment that is unnecessary for safety or reliability purposes and causes City-wide disruptions. PG&E and the City have an agreement in place that allows the City to continue to provide unmetered service to these loads during the pendency of the WDT3 matter at FERC. This issue could be resolved by the WDT3 settlement agreement in principle mentioned above.

Attachment A1: Projects with Active Applications

A	B	C	D	E	F	G	H	I	J	K	L	M		N	O
	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	Project Status		Initial Application Submittal Date	App Deemed Complete Date	Initial Service Need Date	Did PG&E require Primary?	Load Size/Can Be Served at Secondary	Did PG&E require a System Impact Study? (Y/N)	Impacts	Updates/Changes since Last Report (May 2024)
1	126363173	499 Sea Cliff Avenue - Pump Station and Force Main	1	SFPUC -Water	Increase in Contract Demand for existing secondary service	Delays caused by dispute over primary vs. secondary. Project is moving forward with secondary.	In construction	1/23/2023	6/13/2023	9/2/2024	Yes	30 kW/ Yes	Y	Delay Impact: PG&E initially rejected the project claiming there was a change in physical location, but later determined that there was not and then required multiple site visits to determine whether an SIS was required even though the requested load is very small (4 months). PG&E not providing the final Service Agreement on time (2 months). Cost Impact: TBD	Impacts updated to include further delays regarding PG&E's submission of the final Service Agreement.
2	123568252	4200 Geary Boulevard - Senior Affordable Housing (98 units)	1	MOHCD	New secondary permanent service	Additional costs incurred due to PG&E's high upgrade costs.	In construction	7/1/2022	4/28/2022	9/1/2023	Yes	628 kW/ Yes	N	Delay Impact: TBD Cost Impact: PG&E charging the project \$452k for upgrades to their own distribution system that will benefit PG&E's retail customers.	No impacts update.
3	112434942	3455 Van Ness Avenue - AWSS Pump Station No. 2	2	SFPUC - Water	Remove two existing services and replace with one secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	In construction	12/9/2016	1/5/2017	8/1/2017	Yes	144 kW/Yes	N	Delay Impact: PG&E not providing necessary cost detail to the Service Agreement (7 months). Cost Impact: Additional project costs - \$75k (interrupter, #7 box, installation)	No impacts update.
4	125384204	1135 Powell Street- Chinatown Branch Library	3	SFPW	Temporary De-energization	Delays caused by PG&E claiming subsurface transformer shortages.	In construction	11/29/2022	1/25/2023	1/1/2026	No	106 kW/Yes	N	Delay Impact: TBD - PG&E claims there is an industry-wide subsurface transformer shortage. Cost Impact: TBD	No impacts update.
5	126914450	*1 Overlook Drive - Recycled Water Pump	4	SFPUC	New secondary service	Delays caused by PG&E refusing to complete project. Project now moving forward with secondary.	Energized	IN FLIGHT (Prior to July 2015)	N/A	N/A	No	186 kW/Yes	N	Delay Impact: PG&E required this site to be connected at primary even though it was previously designed for secondary. Installing primary switchgear would have resulted in additional costs of ~\$1M. This project eventually moved forward with secondary service after many months of disputing (20 months). Cost Impact: TBD	No impacts update. Project was energized July 2024 and will be removed on next quarter's report.
6	Several applications submitted	19th Avenue - Traffic Signals	4 & 7	SFMTA	New unmetered secondary services (several traffic signals)	Delays caused by PG&E cancelling the initial applications. Project moving forward with PG&E retail service.	In construction	Various	3/14/2017	9/1/2019	No	N/A	N	Delay Impact: PG&E delayed the project by cancelling the existing contracts even though SF had completed and paid for the applications and paid for extensions. Project is looking to move forward to just reuse the existing service in an effort to not delay the project any further. Cost Impact: TBD	No impacts update.
7	Several applications submitted	L Taraval - Streetlights	4	SFMTA	New unmetered secondary services (streetlights - over 31 locations)	Delays caused by PG&E being unresponsive. Now PG&E is causing further delays by requiring a redesign. Project moving forward with PG&E retail service.	In construction	3/19/2019	4/27/2019	10/10/2023	No	N/A	N	Delay Impact: Pedestrian and traffic safety is at risk as PG&E delays the energization of these streetlights. Delays continue as PG&E has canceled these applications which will cause redesign and change orders. PG&E has again required redesigns. These delays will further impact the construction schedule. Cost Impact: TBD	No impacts update.
8	123223073	1360 43rd Avenue - Affordable Housing (Construction and Perm. Power) (135 units)	4	MOHCD	New secondary service	Delays caused by dispute over primary vs. secondary. Project will be moving forward with secondary.	Energized	3/30/2020 (temp) 2/24/2020 (perm)	3/31/2022	12/7/2020 (temp) 12/6/2021 (perm)	Yes	417 kW/Yes (temp) 678 kW/Yes (perm)	N	Delay Impact: Project was in dispute from Apr. 2020 to Sept. 2021 (15-16 months). Project facing more delays as PG&E needs to implement off-site reconductoring work. Cost Impact: Temp. construction power service by PG&E at retail - \$118k in lost gross revenue to SFPUC. \$25k in additional power costs to the project due to PG&E's higher rates. PG&E is charging the project ~\$541K for upgrades to their own distribution system that will benefit PG&E's retail customers.	No impacts update. Project was energized August 2024 and will be removed on next quarter's report.
9	126151668	2550 Irving Street - Mixed Use, Affordable Housing (90 units)	4	MOHCD	New secondary service	Delays caused by PG&E claiming subsurface transformer shortages.	PG&E to provide final Service Agreement	4/10/2023	5/17/2023	10/1/2024	No	521/ Yes	N	Delay Impact: PG&E is claiming there is an industry-wide subsurface transformer shortage. Cost Impact: PG&E charging the project ~\$177k for upgrades to their own distribution system that will benefit PG&E's retail customers.	No impacts update.
10	123182651	78 Haight Street - Affordable Housing (63 units)	5	MOHCD	New secondary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary. Project will be moving forward with secondary.	In construction	6/15/2020	3/22/2022	12/15/2021	Yes	315 kW/Yes	N	Delay Impact: Project was in dispute from Jun. 2020 to Sept. 2021 (14-15 months). Cost Impact: Temp. construction power service by PG&E at retail - \$38k in lost gross revenue to SFPUC. \$6k in additional power costs to the project due to PG&E's higher rates. PG&E charging the project \$298k for upgrades to their own distribution system that will benefit PG&E's retail customers.	No impacts update.
11	Several applications submitted	Haight Street - Traffic Signals	5	SFMTA	New unmetered secondary services (several traffic signals)	Delays caused by PG&E cancelling the initial applications.	In construction	4/22/2020	7/16/2020	11/30/2020	Yes	N/A	N	Delay Impact: Project delayed as PG&E canceled the original applications. Public safety is at risk as the traffic signal infrastructure is completed and are just awaiting energization. The public has been inquiring about signal activation status. The traffic signals are moving forward, but there are disagreements on whether or not unmetered holiday lighting can be added to these poles. Cost Impact: TBD	No impacts update.

Attachment A1: Projects with Active Applications

	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	Project Status		Initial Application Submittal Date	App Deemed Complete Date	Initial Service Need Date	Did PG&E require Primary?	Load Size/Can Be Served at Secondary	Did PG&E require a System Impact Study? (Y/N)	Impacts	Updates/Changes since Last Report (May 2024)
12	114427596	950 Golden Gate Ave - Margaret Hayward Park	5	SFRPD	Primary service & activation of PV panels	Additional costs incurred due to PG&E rejecting the application due to the PV certification.	Energized - PV installation is delayed	8/1/2019	11/23/2020	9/1/2020	N/A	N/A	N	Delay Impact: TBD Cost Impact: Increased project costs due to PG&E requiring equipment replacement. This requirement was implemented after the equipment was installed and RPD is being required to replace the inverter.	No impacts update.
13	123724548	730 Stanyan Street - Affordable Housing	5	MOHCD	New secondary service	Delays caused by switchgear lead time of over 1 year and PG&E requiring a higher AIC rating.	In construction	5/31/2022	6/28/2022	10/1/2024	Yes	1040kW/Yes	N	Delay Impact: TBD Cost Impact: Increased switchgear costs of ~\$49k due to PG&E requiring a higher AIC rating switchgear.	No impacts update.
14	Several applications submitted	Folsom Streetscape - Traffic Signals & Safety Streetlighting	6	SFMTA	New unmetered secondary services (several traffic signals)	Delays caused by PG&E cancelling applications and being un-responsive.	In construction	7/23/2020	Various	Fall 2023	No	N/A	N	Delay Impact: Delays continue as PG&E has canceled some applications which will cause redesign and change orders. These delays will impact the construction schedule. Cost Impact: TBD	No impacts update.
15	116790877	Market Street & 7th Street - BMS Switch	6	SFMTA	New secondary service	Delays caused by PG&E not following WDT timelines and not providing cost explanations.	In construction	3/6/2019	4/9/2019	1/4/2021	No	48 kW/Yes	N	Delay Impact: PG&E was late in providing the service agreement and was unresponsive in providing further cost explanation. Cost Impact: TBD	No impacts update.
16	N/A	Transbay Transit Center - Transbay Joint Powers Authority	6	SFPUC - Power	Two new primary services (5 MW each)	Potential dispute over reserved capacity and project true-up costs.	Energized	9/12/2018	2/6/2019	10/1/2018	N/A	10 MW/No	N	Delay Impact: None - project is energized. Cost Impact: PG&E has requested an additional ~\$5M from SF in an extremely late project true-up request. PG&E has yet to provide adequate justification for this amount.	No impacts update.
17	122941168	600 7th Street - Affordable Housing (70 units)	6	MOHCD	New secondary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary. Project will be moving forward with secondary.	Energized	1/19/2021	2/4/2022	5/21/2023	Yes	847 kW/Yes	N	Delay Impact: Project delayed - project was in dispute from Feb. 2021 to Sept. 2021 (6-7 months). Cost Impact: Temp. construction power service by PG&E at retail - \$191k in lost gross revenue to SFPUC. \$28k in additional power costs to the project due to PG&E's higher rates.	No impacts update. Project was energized August 2024 and will be removed on next quarter's report.
18	122206857/128708098	*77 Harriet Street - Gene Friend Rec Center (formerly 270 6th Street)	6	SFRPD	New secondary service	Increased costs due to PG&E's primary requirements. Project moving forward with secondary. Project anticipates further delays caused by PG&E claiming subsurface transformer shortages.	Primary application has been cancelled. PG&E to provide deemed complete date for secondary application.	8/16/2021		7/3/2023	Yes	348 kW/Yes	N	Delay Impact: Delays caused by PG&E initially requiring primary. Potential further delays may be caused by PG&E's transformer procurement issues. Cost Impact: PG&E charging the project ~\$196k for upgrades to their own distribution system that will benefit PG&E's retail customers.	Updated to include potential delays caused by PG&E's transformer procurement issues.
19	125991771	2098 Alameda Street - Stormwater Project	6	SFPUC - Water	New primary service	Delays caused by PG&E extending timeline for Draft System Impact Study	PG&E to provide Final SA	12/15/2022	4/25/2023	2/1/2023	N/A	7200 kW/No	Y	Delay Impact: PG&E requested additional time on System Impact Study draft (1 month). Cost Impact: TBD	No impacts update.
20	N/A	460 Jessie Street - Cordia Steam Loop (Transmission Level Service)	6	SFPUC	New primary service	Delays caused by PG&E not providing System Impact Study on time.	PG&E to provide System Impact Study.	5/11/2023	6/13/2023	10/15/2026	N/A	25 MW/No	N	Delay Impact: Delays caused by PG&E delaying System Impact Study by ~8 months. Cost Impact: Project anticipates high upgrade costs of over \$100M.	Project added.
21	117062979	995 Market Street - New Streetlights and Traffic Controllers	6	SFMTA	New secondary service	Delays caused by PG&E pushing energization date.	PG&E to complete installation of cable and energization.	4/18/2019	6/28/2019	6/5/2018	N/A	N/A	N	Delay Impact: Project was initially in dispute due to PG&E no longer allowing secondary service for unmetered load. Project eventually moved forward with secondary service under an agreement between the SF and PG&E. Delays caused by PG&E delaying a four-hour service connection for this project to January 2025, even after the project received a clear for construction on 7/17/2024. Cost Impact: TBD	Project added.
22	124458482	2814 Great Highway - Westside Pump Station	7	SFPUC	Remove one existing secondary service and replace with two (2) primary services. Due to PG&E's obstruction, the application has now changed to a relocation.	Delays caused by PG&E cancelling the original design and requiring SF to re-apply several times. Project moving forward with primary.	Project is in construction, but the electric portion remains unresolved. In lieu of the original dual primary power service project request, the current circumstances have SFPUC settling to relocate existing power service on site.	8/8/2022 (application from 6/19/14 and 8/2/21 canceled)	9/7/2022	9/27/2022	N/A	2,023 kW/No (Revised/reduced, original request was for 3,673 kW)	N	Delay Impact: PG&E gave SF notice that the project will be delayed due to resource issues on PG&E's end. PG&E's proposed design in May 2022 required extensive trenching (10+ miles) for two new mainline connections. This work would delay the project significantly and PG&E never adequately explained why this new design requires substantially more work and costs than the original design. SFPUC awaits the final design from PG&E for the existing power service relocation. PG&E also confirmed adjusting the final design and service agreement date to 8/4/2023 (from 1/15/2024). The committed timeline continues to have time/cost impacts to construction project for utility relocation. Cost Impact: PG&E's estimates showed SF paying PG&E ~\$40M, with the total construction costs being +\$100M. Due to these excessive costs, SF has changed its application to a relocation of an existing secondary service. Since, PG&E no longer allows secondary, the service will be upgraded to primary, estimated costs \$395,488.20; per PG&E in October 2022.	No impacts update.

Attachment A1: Projects with Active Applications

	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	Project Status		Initial Application Submittal Date	App Deemed Complete Date	Initial Service Need Date	Did PG&E require Primary?	Load Size/Can Be Served at Secondary	Did PG&E require a System Impact Study? (Y/N)	Impacts	Updates/Changes since Last Report (May 2024)
23	124759770 N/A	3500 Great Highway - Oceanside Recycled Water & Water Pollution Control Plant	7	SFPUC	2 requests: 1) Increase in Contract Demand to existing primary service. 2) Interconnection Agreement Application for Generating Facility	Delays caused by PG&E providing the System Impact Study late. Delays caused by PG&E's lack of coordination, providing prompt technical review feedback, or field shutdown and inspection support.	PG&E to provide revised System Impact Study. Generating facility shutdown completed.	10/4/2022 4/2/2014	10/21/2022 8/15/2018	11/29/2022 9/1/2020	N/A N/A	5,200 kW/No (Existing is 2,635 kW) N/A	N	Delay Impact: Delays caused by PG&E not providing the System Impact Study (SIS) report on time. PG&E requested 4 month extension from original due date of 4/18/2023 to 8/11/2023, and then finally submitted the SIS report on 12/8/2023. This is a 160 business days delay. The generating facility delays have been caused by numerous requests for PG&E to provide technical review feedback for compliance with the interconnection agreement. SFPUC awaited the final review, approvals and field shutdown coordination from PG&E for the existing power service interconnection. Cost Impact: These delays above have time/cost impacts and are estimated to be \$14M or more. These costs include ~\$9.4M in contractor claims regarding the delays; and ~\$4.6M in extended overhead project costs.	No impacts update.
24	N/A	Twin Peaks & Panorama Boulevard - Traffic Security Gate	7	SFMTA	New service tap off of existing traffic signal circuit	Delays caused by PG&E no longer allowing unmetered load.	SF and PG&E discussing possible path forward.	N/A	N/A	N/A	N/A	.025 kW/Yes	N	Delay Impact: Delays caused by PG&E no longer allowing unmetered load. Further delays may cause potential public safety issues. Cost Impact: TBD	No impacts update.
25	1009033132	1199 9th Avenue - Golden Gate Park 9th Avenue Gateway	7	SFRPD	Meter relocation	Delays caused by PG&E changing their own WDT timelines	In construction	8/8/2023	11/16/2023	11/1/2023	No	13.5 kW/Yes	N	Delay Impact: Delays caused by PG&E not meeting design milestones. RPD received PG&E's draft service agreement on 2/29/24. Further delays caused by PG&E concluding that the already paid for and executed final design is no longer feasible for this project, and requiring a new service agreement. Cost Impact: TBD	Updated to include delays caused by PG&E requiring a new final service agreement.
26	126079570	1939 Market Street - Affordable Housing	8	MOHCD	New secondary service	Delays caused by PG&E claiming subsurface transformer shortages	PG&E to provide final Service Agreement.	3/29/2023	5/9/2023	2/1/2025	No	900 kW/Yes	N	Delay Impact: Project delayed - PG&E is claiming there is an industry-wide subsurface transformer shortage. Cost Impact: TBD	No impacts update.
27	Several applications submitted	16th Street Improvement Project - Traffic Signals	8 & 9	SFMTA	New unmetered secondary services (several traffic signals)	Delays caused by PG&E cancelling the initial applications.	In construction	Various	Jun-Jul 2017	1/1/2022	N/A	N/A	N	Delay Impact: PG&E delayed the project by canceling the existing contracts even though we had completed and paid for the applications and paid for extensions. Project is looking to move forward to just reuse the existing service in an effort to not delay the project any further. Cost Impact: TBD	No impacts update.
28	123635730	2500 Mariposa Street - Potrero Yard Modernization (Mixed Use)	9	SFMTA	New primary service	Potential delays caused by PG&E not providing the System Impact Study draft on time.	PG&E to perform System Impact Study.	12/10/2021	5/19/2022	6/1/2023	N/A	11,000 kW/No	Y	Delay Impact: Delays caused by PG&E not providing the System Impact Study (SIS) report on time and requesting that the project reduce the total load size for both the industrial use and mixed-use applications together to not exceed 12,000 kW, due to PG&E claiming limited available grid capacity. Given this, the project cancelled the industrial use application below and updated the load size of the mixed-use application from 7,800 kW to 11,000 kW. This load size increase triggered a new SIS which has caused further delays to a 3-level bus yard (involving battery electric bus infrastructure) and an affordable housing development project (up to 575 units.) Due to these delays, the new permanent power need date has been updated to July 2027. Cost Impact: TBD	No impacts update.
29	112819432	*102 Santa Marina Street - College Hill Reservoir	9	SFPUC	New secondary service	Delays caused by PG&E cancelling the project while it was still in construction. Project moving forward with secondary.	In construction	4/27/2017	9/24/2018	11/15/2017	No	45 kW/Yes	N	Delay Impact: PG&E canceled this project stating that it had not met the timeline for energization. However, PG&E caused a delay in relocation/re-arranging their trench route when there were existing utilities conflicting with their original design. Cost Impact: TBD	No impacts update.
30	123044737/ 127547587	300 Bartlett Street (Mission Branch Library)	9	SFPW	Increase in Contract Demand to existing secondary service.	Delays caused by PG&E initially requiring primary. Project moving forward with secondary. Further delays caused by PG&E requiring a re-design, and claiming subsurface transformer shortages.	PG&E to provide final Service Agreement.	2/26/2020	3/1/2022	8/1/2022	Yes	190 kW/Yes	N	Delay Impact: Project delayed - project was in dispute from Feb. 2020 - Jun. 2021 (15-16 months). Further delays were caused by PG&E requiring a redesign even though the design was agreed upon months ago. Additional delays were caused by PG&E moving the deadline for the primary design from 6/5/2023 to 9/7/2023. Cost Impact: TBD	No Impacts update.

Attachment A1: Projects with Active Applications

	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	Project Status		Initial Application Submittal Date	App Deemed Complete Date	Initial Service Need Date	Did PG&E require Primary?	Load Size/Can Be Served at Secondary	Did PG&E require a System Impact Study? (Y/N)	Impacts	Updates/Changes since Last Report (May 2024)
31	114919920 (Phase 1) 128015642 (Phase 2)	Harmonia Street - Sunnydale HOPE (Two Phases)	10	SFPUC - Power	New primary service - phased approach	Delays caused by dispute over capacity. Project is moving in phases now and PG&E has agreed to providing the full capacity request by SF.	Phase 1: In construction Phase 2: PG&E to provide Facilities Study Plan (FAS)	8/16/2018 8/3/2023	4/4/2019 1/9/2024	8/1/2020 7/3/2034	N/A	635 kW/No (original request was for 1,000 kW) 7,710 kW/ No	N	Delay Impact: Delays caused by PG&E unilaterally significantly reducing the load requested and not responding to SF's questions regarding load calculations in the System Impact Study draft agreement. Due to the urgency of the project, SF has agreed to move forward with PG&E's lower load calcs and will apply to PG&E for additional capacity when the load ramps up. Project has interim capacity needs between phase 1 and phase 2 of this project and anticipates PG&E not being able to meet the necessary energization timelines requested. Cost Impact: PG&E is requiring SF to construct offsite infrastructure for PG&E to serve the load that is typically done by PG&E - cost is TBD. PG&E is charging the project ~\$5.3M for upgrades to their own distribution system that will benefit PG&E's retail customers.	Updated to include Phase 2 of this project and to include distribution upgrade costs that PG&E is charging solely to SF.
32	115583820 (Phase 1) 128078606 (Phase 2)	1101 Connecticut Street - HOPE Potrero (Two Phases)	10	SFPUC - Power	New primary service - phased approach	Delays caused by dispute over capacity. Project is moving in phases now and PG&E has agreed to providing the full capacity request by SF. Further delays caused by PG&E delaying the final Service Agreement for Phase 1.	Phase 1: In construction Phase 2: PG&E to provide System Impact Study	12/13/2018 7/28/2023	4/4/2019 1/23/2024	6/1/2019 7/1/2030	N/A	947 kW/No (original request was for 4,000 kW) 18,750 kW/ No	N	Delay Impact: Delays caused by PG&E unilaterally significantly reducing the load requested and not responding to SF's questions regarding load calculations in the System Impact Study draft agreement. Due to the urgency of the project, SF has agreed to move forward with PG&E's lower load calcs and will apply to PG&E for additional capacity when the load ramps up. PG&E's long lead time for engineering/ design may cause delay in Temporary Certificate of Occupancy (TCO) of new buildings. Phase 1 of this project has been delayed due to PG&E delaying the draft Service Agreement by ~2 months. Cost Impact: PG&E is requiring SF to construct offsite infrastructure for PG&E to serve the load that is typically done by PG&E - cost is TBD. PG&E is charging the project ~\$5.5M for upgrades to their own distribution system that will benefit PG&E's retail customers.	Updated to include distribution upgrade costs that PG&E is charging solely to SF.
33	116967240	702 Phelps Street - SFMTA Substation	10	SFMTA	Request to increase loads	Delays caused by PG&E being late in providing the System Impact Study report.	In construction	2/26/2019	6/28/2019	5/1/2019	N/A	4000 kW/No	Y	Delay Impact: Delays caused by PG&E not providing the System Impact Study report on time (~4 months). More delays caused by PG&E not providing the Service Agreement on time. Further delays caused by PG&E not providing enough design detail with the Service Agreement, changing the design, and pushing back the completion of final design by 6 months. Cost Impact: TBD	No impacts update.
34	114529750/ 121353271	1920 Evans - Arborist Trailer/BUF Yard	10	SFPW	New secondary service	Delays caused by issues with overhead poles.	In construction	4/16/2018	8/10/2018	10/1/2018	No	37 kW/Yes	N	Delay Impact: Project has been delayed due to issues with an overhead pole. PG&E's proposed design was not feasible as it required overhead poles to be installed above underground sewer utilities. Project was further delayed when PG&E's re-design took several months. PG&E continued to delay final SA submission from 4/6/2023 to 9/8/2023. Labor availability issues have further delayed this project. Cost Impact: TBD	Updated to include further delays cause by labor shortage.
35	125389032	875 Bayshore Boulevard - Stormwater Project	10	SFPUC -Water	Upgrade of existing primary service	Delays caused by PG&E extending timeline for Draft System Impact Study	PG&E to provide draft Service Agreement.	12/13/2022	1/25/2023	10/25/2024	N/A	7200 kW/No	Y	Delay Impact: Delays caused by PG&E not conducting a full initial capacity review and requiring capacity sharing with 702 Phelps to move this project forward without coordinating with SF on the decision prior. Cost Impact: TBD	Updated to include delays caused by PG&E requiring capacity sharing.
36	123379714	455 Athens Street - Cleveland Elementary School	11	SFUSD	Upgrade and relocation of existing secondary service	Delays caused by dispute over primary vs. secondary. Project is moving forward with primary.	In construction	10/26/2020	1/28/2022	6/1/2021	Yes	305 kW/Yes	N	Delay Impact: Delays caused by PG&E providing the Service Agreement late. Project delays can lead to potential delay in school building opening which may result in only partial occupancy of building for 2023-24 school year and beyond. PG&E originally promised to provide the final Service Agreement no later than May 2023. However, PG&E further delayed the final Service Agreement to August 2023. Cost Impact: Due to the above delay the project will incur a monthly general contractor contract extension fee of approximately \$20k per month with a total of approximately \$240k for a one-year delay in construction. Additional project costs for primary service - \$345k for primary switchgear and related labor costs.	No impacts update.
37	126693423	Alemaný & Stoneybrook - Stormwater Improvement Project	11	SFPUC- Water	New primary service for temp. construction power	Delays caused by PG&E extending timeline for System Impact Study	PG&E to provide draft Service Agreement.	3/31/2023	7/18/2023	1/1/2025	N/A	4428 kW/ No	Y	Delay Impact: PG&E delayed providing the System Impact Study (4 months). Additional delays caused by PG&E delaying the draft Service Agreement (1-2 months). Cost Impact: TBD	Updated to include further delays caused by PG&E not providing the draft Service Agreement on time.
38	123409909	2340 San Jose Avenue - Affordable Housing (138 units)	12	MOHCD	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with secondary.	In construction - Phase 1 energized. Phase 2 to commence construction by December 2024	11/21/2019	4/25/2022	5/1/2020	Yes	800kW/Yes	N	Delay Impact: Project was in dispute from Jan. 2020 to Sept. 2021 (20-21 months). Further delays incurred so project is now being split into two phases. PG&E delayed providing the final Service Agreement (1 month). Cost Impact: Temp. construction power service by PG&E at retail - \$191k in lost gross revenue to SFPUC. \$34k in additional power costs to the project due to PG&E's higher rates. PG&E is charging the project \$715k for upgrades to their own distribution system that will benefit PG&E's retail customers.	No impacts update.

Attachment A1: Projects with Active Applications															
	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	Project Status		Initial Application Submittal Date	App Deemed Complete Date	Initial Service Need Date	Did PG&E require Primary?	Load Size/Can Be Served at Secondary	Did PG&E require a System Impact Study? (Y/N)	Impacts	Updates/Changes since Last Report (May 2024)
39	Several applications submitted	Contract 65 - Traffic Signals (Various locations)	Various	SFMTA	New unmetered secondary services (several traffic signals)	Delays caused by PG&E cancelling applications and being un-responsive. Project moving forward with PG&E retail service.	In construction	1/16/2020	Various	Spring 2023	No	N/A	N	Delay Impact: PG&E has cancelled some applications which will cause redesign and change orders. These delays will impact the construction schedule. Cost Impact: TBD	No impacts update.
40	122406887	1900 El Camino Real - Water Testing Equipment	N/A	SFPUC	New secondary service	Delays caused by PG&E not providing the Service Agreement within a reasonable timeframe.	In construction	10/30/2020	3/1/2021	5/31/2019	No	2 kW/Yes	N	Delay Impact: PG&E has been performing engineering/design since March 2022. PG&E's timeline for completion was pushed back from July 2022 to October 2022 (3 months). Cost Impact: TBD	No impacts update.
41	N/A	Multiple Service Transfers	N/A	Various City Depts.	Service Transfers	Delays caused by PG&E requiring unnecessary equipment or information for service transfer requests.	Project is at a standstill.	N/A	N/A	N/A	N/A	N/A	N	Delay Impact: Project not being able to move forward. Cost Impact: Additional costs and staff resources can be incurred if PG&E continues to create barriers for SF service transfer requests. SF continues to experience loss of revenue and additional power costs as PG&E is refusing to transfer over City department loads.	No impacts update.
42	121592273	951 Antoinette Lane - Well Pump & Control Panel	N/A - South SF	SFPUC	Remove two existing services and replace with one secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with secondary.	In construction	11/20/2020	N/A	12/6/2021	Yes	50 kW/Yes	N	Delay Impact: Project was in dispute from Feb. - April 2021 (1-2 months). Further delays caused by PG&E providing the final design late (4 months). Cost Impact: PG&E charging the project \$173k for upgrades to their own distribution system that will benefit PG&E's retail customers.	No impacts update.

- Notes:
1. Low-side metering is not the same as secondary service. Low-side metering requires extra equipment costs (i.e. an interrupter, approx. \$75k). The SFPUC believes that many of these loads should be served with secondary service, but has compromised with PG&E to move projects forward.
 2. Cost impacts related to lost revenue are estimates calculated off of projected load values.
 3. Not all cost impacts are reflected here as increased facility and construction costs are still to be determined.
 3. CO₂ emissions are calculated using estimated loads with PG&E's 2016 emissions factor.
 4. Delay impacts are only calculated off of the time in which PG&E and SF were in dispute. (Other delays are not included)
 5. Primary switchgear is estimated to cost an additional \$500k.

Key

Project is currently being disputed or has been delayed due to a dispute/issue and is past the Initial Service Need Date (Column K).

Energized, but still facing issues.

Project is moving forward, but not yet energized. Some are still facing major delays. Please review the impact column for further descriptions.

Project has been energized - no outstanding issues.

* These projects are moving forward under the Voltage Settlement.

Attachment A2: Projects Released to Retail PGE Service under WDT3

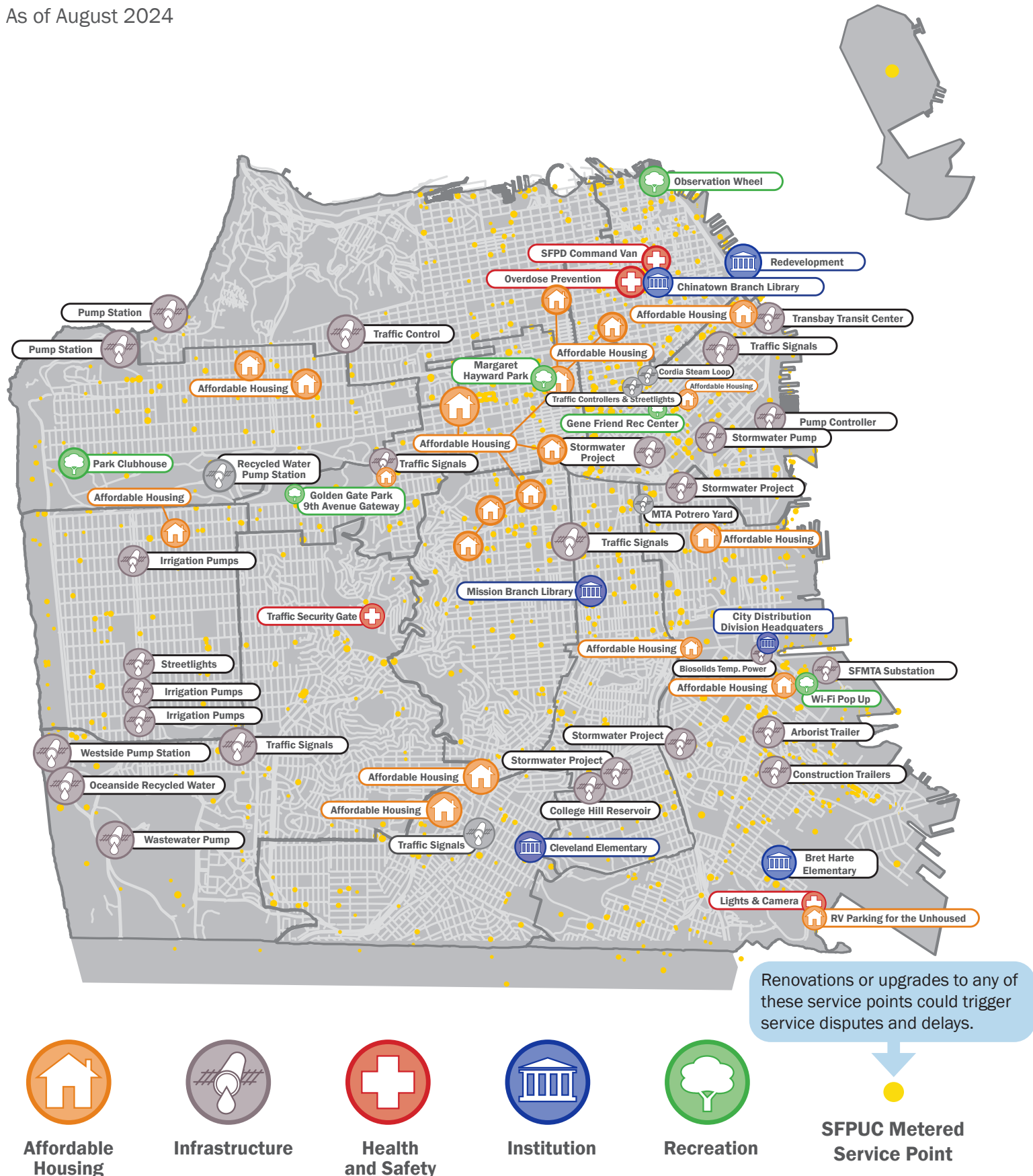
A	B	C	D	E	F	G
	Project Location	District #	Client Organization	Project Description (what SF applied for)	Impacts	Updates/Changes since Last Report (May. 2024)
1	499 Seacliff Avenue - Pump Station and Force Main	1	SFPUC	New temporary secondary service	\$19k in lost gross revenue to SFPUC for duration of temporary service. \$5k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
2	100 Seacliff Avenue - Pump Station	1	SFPUC	New temporary secondary service	\$147k in lost gross revenue to SFPUC for duration of temporary service. \$27k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
3	970 47th Avenue - Golden Gate Park Clubhouse (Temporary trailer)	1	SFRPD	New temporary secondary service	Project has been delayed several months. SF originally applied for service before WDT3 and after months of back and forth, PG&E stated they could not provide the service. \$21k in lost gross revenue to SFPUC for duration of temporary service. \$33k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
4	4200 Geary Boulevard - Affordable Housing (Construction power)	1	MOHCD	New temporary secondary service	\$45k in lost gross revenue to SFPUC for duration of temporary service. \$8k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
5	850 Turk Street - Affordable Housing (Construction power)	2	MOHCD	New temporary secondary service	\$944k in lost gross revenue to SFPUC for the duration of temporary service. \$167k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
6	750 Golden Gate Ave - Affordable Housing (Construction power)	2	MOHCD	New temporary secondary service	\$1.4M in lost gross revenue to SFPUC for the duration of temporary service. \$513k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
7	750 Golden Gate Ave - Affordable Housing	2	MOHCD	New permanent secondary service	\$1.1M/yr. in lost gross revenue to SFPUC. \$403k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
8	346 Post Street - SFPD Command Van	3	SFPD	New temporary secondary service	\$2k in lost gross revenue to SFPUC for the duration of temporary service. \$4k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
9	822 Geary Street - Overdose Prevention and Crisis Stabilization	3	DPH	New permanent secondary service	\$78k/yr. in lost gross revenue to SFPUC. \$81k/yr. in additional power costs to the project due to PG&E's higher rates.	No impacts update.
10	Seawall Lots 323 & 324 - Hotel & Theater (Construction power)	3	Teatro Zinzanni	New temporary secondary service	\$132k in lost gross revenue to SFPUC for duration of temporary service. \$4k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
11	2001 Embarcadero Street -Port SkyStar Observation Wheel (Temporary power)	3	SFRPD/PORT	New temporary secondary service	\$737k in lost gross revenue to SFPUC for duration of temporary service. \$228k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
12	2550 Irving Street - Affordable Housing (Construction power)	4	MOHCD	New temporary secondary service	\$256k in lost gross revenue to SFPUC for duration of temporary service. \$30k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
13	Sunset Boulevard & Lawton Street - Recycled Water Irrigation Pump	4	SFPW	New permanent secondary service	\$15k/yr in lost gross revenue to SFPUC. \$25k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
14	Sunset Boulevard & Taraval Street - Recycled Water Irrigation Pump	4	SFPW	New permanent secondary service	\$15k/yr in lost gross revenue to SFPUC. \$25k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
15	Sunset Boulevard & Yorba Street - Recycled Water Irrigation Pump	4	SFPW	New permanent secondary service	\$15k/yr in lost gross revenue to SFPUC. \$25k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
16	730 Sanyan Street - Affordable Housing (Construction power)	5	MOHCD	New temporary secondary service	\$148k in lost gross revenue to SFPUC for duration of temporary service. \$28k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
17	420 Terry A. Francois Boulevard - Pump Controller	6	SFPUC	New permanent secondary service	\$9k/yr in lost gross revenue to SFPUC. \$800/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
18	16th Street & Harrison - Stormwater Project	6	SFPUC	New permanent secondary service	\$1k/yr in lost gross revenue to SFPUC. \$12/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
19	202 Channel Street - Mission Bay Stormwater Pump Station	6	SFPUC	New permanent secondary service	\$113k/yr in lost gross revenue to SFPUC. \$6k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
20	240 Van Ness Avenue - Affordable Housing (Construction power)	6	MOHCD	New temporary secondary service	\$87k in lost gross revenue to SFPUC. \$15k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
21	600 7th Street - Affordable Housing (Construction power)	6	MOHCD	New temporary secondary service	\$189k in lost gross revenue to SFPUC. \$20k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
22	233 Beale Street - New Park	6	SFRPD	New permanent secondary service	\$12k/yr in lost gross revenue to SFPUC. \$19k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
23	160 Freelon Street - Affordable Housing (Construction power)	6	MOHCD	New temporary secondary service	\$716k in lost gross revenue to SFPUC for the duration of temporary service. \$127k in additional power costs to the project due to PG&E's higher rates.	No impacts update.

Attachment A2: Projects Released to Retail PGE Service under WDT3

24	270 6th Street - Gene Friend (SOMA) Recreation Center (Temporary power)	6	SFRPD	New temporary secondary service	\$187k in lost gross revenue to SFPUC for the duration of temporary service. \$176k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
25	967 Mission Street - Affordable Housing (Construction power)	6	MOHCD	New temporary secondary service	\$872k in lost gross revenue to SFPUC for the duration of temporary service. \$317k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
26	499 John Muir Drive - Wastewater Pump	7	SFPUC	Upgrade to existing permanent Service	\$5.4k/yr in lost gross revenue to SFPUC. \$6.5k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
27	1939 Market Street - Affordable Housing Development (Construction power)	8	MOHCD	New temporary secondary service	\$301k in lost gross revenue to SFPUC for the duration of temporary service. \$48k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
28	2530 18th Street - Homeless Prenatal Program Family Housing (Construction power)	9	Homeless Prenatal Program/MOHCD	New temporary secondary service	\$246k in lost gross revenue to SFPUC for the duration of temporary service. \$93k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
29	1979 Mission Street - Tiny Homes Project	9	HSH	New temporary secondary service	\$191k in lost gross revenue to SFPUC for the duration of temporary service. \$246k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
30	300 Bartlett Street - Mission Branch Library renovation (Temporary power)	9	SFPL	New temporary secondary service	\$72k in lost gross revenue to SFPUC for the duration of temporary service. \$93k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
31	1515 South Van Ness Ave - Affordable Housing (Construction power)	9	MOHCD	New temporary secondary service	\$224k in in lost gross revenue to SFPUC for the duration of temporary service. \$69k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
32	1236 Carroll Avenue - Temporary Lights and Cameras (for future SFFD training facility)	10	SFFD	New temporary secondary service	\$11k/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
33	India Basin - 900 Innes (Construction power)	10	SFRPD	New temporary secondary service	Temp. construction power using generators - costs TBD. Temp. power service from different source - estimated \$18k in lost gross revenue to SFPUC.	No impacts update.
34	India Basin - Wi-fi Pop-Up	10	SFRPD	New temporary secondary service	Temp. power service used generators - costs TBD. Project energized under PG&E retail service - \$15k in lost gross revenue to SFPUC. \$24k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
35	1035 Gilman Avenue - Bret Harte Elementary (Temporary trailer)	10	SFUSD	New temporary secondary service	SF had initially applied to PG&E for temp. power service. PG&E was unable to meet the project's schedule, so the project team redesigned and revised the plans so that the project could connect to the portables to the existing service.	No impacts update.
36	500 Hunters Point - Temporary RV Parking for the Unhoused	10	SFHS	New temporary secondary service	\$2.8M in lost gross revenue to SFPUC for the duration of temporary service. \$1M in additional power costs to the project due to PG&E's higher rates.	No impacts update.
37	2000 Marin Street - City Distribution Division Headquarters Application #1 (Construction Power)	10	SFPUC	New temporary secondary service	\$2.4M in lost gross revenue to SFPUC for the duration of temporary service. \$727k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
38	2000 Marin Street - City Distribution Division Headquarters Application #2 (Construction Power)	10	SFPUC	New temporary secondary service	\$534k in lost gross revenue to SFPUC for the duration of temporary service. \$161k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
39	200 San Andreas Valley Road - Fiber Optic Amplifier	N/A	SFPUC	New permanent secondary service	\$700/yr in lost gross revenue to SFPUC. \$25/yr in additional power costs to the project due to PG&E's higher rates.	No impacts update.
40	Streetlights	N/A	SFPUC	New unmetered service	Cost impact TBD. New streetlights have had to apply to PG&E for retail service and will have to pay PG&E's higher rates.	No impacts update.
41	Traffic Controllers	N/A	SFMTA	New unmetered service	Cost impact TBD. New traffic controllers have had to apply to PG&E for retail service and will incur additional costs due to PG&E now requiring traffic controllers to have meters.	No impacts update.

Attachment B – Map of Interconnection Issues

As of August 2024



	A	B	C	D	E	F	G	H	I	J
		Additional Costs to Project								Other Impacts to SF
	Project Location	Redesign Costs	Primary or Low-side Metering Equipment Costs	Additional Construction Costs	Additional Costs to Project for PG&E retail service*	Additional Const./Project Mgmt Costs Due to Delay	Additional Staff Time Costs	Upgrades to PG&E's Distribution System	Total Additional Project Costs (B+C+D+E+F+G)	Lost gross revenue to SFPUC
1	499 Seacliff Avenue - Pump Station and Force Main								\$ -	
2	4200 Geary Boulevard - Senior Affordable Housing (98 units)							\$ 452,000	\$ 452,000	
3	3455 Van Ness Avenue - AWSS Pump Station No. 2		\$ 75,000						\$ 75,000	
4	1135 Powell Street- Chinatown Branch Library							\$ 87,000	\$ 87,000	
5	***1 Overlook Drive - Recycled Water Pump							\$ 337,000	\$ 337,000	
6	19th Avenue - Traffic Signals								\$ -	
7	L Taraval - Streetlights								\$ -	
8	1360 43rd Avenue - Affordable Housing (Construction and Perm. Power) (135 units)				\$ 25,000			\$ 541,000	\$ 566,000	\$ 118,000
9	2550 Irving Street - Mixed Use, Affordable Housing (90 units)							\$ 177,000	\$ 177,000	
10	78 Haight Street - Affordable Housing (63 units)				\$ 6,000				\$ 6,000	\$ 38,000
11	Haight Street - Traffic Signals								\$ -	
12	950 Golden Gate Ave - Margaret Hayward Park			\$ 49,000					\$ 49,000	
13	730 Stanyan Street - Affordable Housing								\$ -	
14	Folsom Streetscape - Traffic Signals and Safety Streetlighting								\$ -	
15	Market Street & 7th Street - BMS Switch								\$ -	
16	Transbay Transit Center - Transbay Joint Powers Authority**			\$ 5,000,000					\$ 5,000,000	
17	600 7th Street - Affordable Housing (70 units)								\$ -	
18	*** 77 Harriet Street (formerly 270 6th Street) - Gene Friend Rec Center							\$ 196,000	\$ 196,000	
19	2098 Alameda Street - Stormwater Project								\$ -	
20	460 Jessie Street - Cordia Steam Loop								\$ -	
21	995 Market Street - New Streetlights and Traffic Controllers								\$ -	
22	***2814 Great Highway - Westside Pump Station								\$ -	
23	3500 Great Highway - Oceanside Recycled Water								\$ -	
24	Twin Peaks & Panorama Boulevard - Traffic Security Gate								\$ -	
25	1199 9th Avenue - Golden Gate Park 9th Avenue Gateway								\$ -	
26	1939 Market Street - Affordable Housing Development (Permanent Power)								\$ -	
27	16th Street Improvement - Traffic Signals								\$ -	
28	2500 Mariposa Street - Potrero Yard Modernization (Mixed-Use)								\$ -	
29	***102 Santa Marina Street - College Hill Reservoir								\$ -	
30	***300 Bartlett Street - Mission Branch Library		\$ 250,000						\$ 250,000	
31	Harmonia Street - Sunnydale HOPE							\$ 5,300,000	\$ 5,300,000	
32	1101 Connecticut Street - HOPE Potrero							\$ 5,500,000	\$ 5,500,000	
33	702 Phelps Street - SFMTA Substation								\$ -	
34	1920 Evans - Arborist Trailer/BUF Yard								\$ -	
35	875 Bayshore Boulevard - Stormwater Project								\$ -	

Attachment A1 Projects

Attachment C: Cost Impacts

	Project Location	Additional Costs to Project								Other Impacts to SF
		Redesign Costs	Primary or Low-side Metering Equipment Costs	Additional Construction Costs	Additional Costs to Project for PG&E retail service*	Additional Const./Project Mgmt Costs Due to Delay	Additional Staff Time Costs	Upgrades to PG&E's Distribution System	Total Additional Project Costs (B+C+D+E+F+G)	Lost gross revenue to SFPUC
36	455 Athens Street - Cleveland Elementary School		\$ 345,000	\$ 240,000					\$ 585,000	
37	Alemaný & Stoneybrook - Stormwater Improvement Project								\$ -	
38	2340 San Jose Avenue - Affordable Housing (138 units)				\$ 35,000			\$ 715,000	\$ 750,000	\$ 191,000
39	Contract 65 - Traffic Signals (Various locations)								\$ -	
40	1900 El Camino Real - Water Testing Equipment								\$ -	
41	Multiple Service Transfers								\$ -	
42	951 Antoinette Lane - Well Pump & Control Panel							\$ 173,000	\$ 173,000	
1	499 Seacliff Avenue - Pump Station and Force Main (Construction power)				\$ 5,000				\$ 5,000	\$ 19,000
2	100 Sea Cliff Avenue - Pump Station				\$ 27,000				\$ 27,000	\$ 147,000
3	970 47th Avenue - Golden Gate Park Clubhouse (Temporary trailer)				\$ 33,000				\$ 33,000	\$ 21,000
4	4200 Geary Boulevard - Affordable Housing (Construction power)				\$ 8,000				\$ 8,000	\$ 45,000
5	850 Turk Street - Affordable Housing (Construction power)				\$ 166,700				\$ 166,700	\$ 944,000
6	750 Golden Gate Ave - Affordable Housing (Construction power)				\$ 512,806				\$ 512,806	\$ 1,409,439
7	750 Golden Gate Ave - Affordable Housing				\$ 403,606				\$ 403,606	\$ 1,109,305
8	346 Post Street - SFPD Command Van				\$ 4,000				\$ 4,000	\$ 2,000
9	822 Geary Street - Overdose Prevention and Crisis Stabilization				\$ 81,000				\$ 81,000	\$ 78,000
10	Seawall Lots 323 & 324 - Hotel & Theater (Construction power)				\$ 4,000				\$ 4,000	\$ 132,000
11	2001 Embarcadero Street -Port SkyStar Observation Wheel (Temporary power)				\$ 228,000				\$ 228,000	\$ 737,000
12	2550 Irving Street - Affordable Housing (Construction power)				\$ 30,000				\$ 30,000	\$ 256,000
13	Sunset Boulevard & Lawton Street - Recycled Water Irrigation Pump				\$ 25,000				\$ 25,000	\$ 15,000
14	Sunset Boulevard & Taraval Street - Recycled Water Irrigation Pump				\$ 25,000				\$ 25,000	\$ 15,000
15	Sunset Boulevard & Yorba Street - Recycled Water Irrigation Pump				\$ 25,000				\$ 25,000	\$ 15,000
16	730 Stanyan Street - Affordable Housing (Construction power)				\$ 28,000				\$ 28,000	\$ 148,000
17	420 Terry A. Francois Boulevard - Pump Controller				\$ 800				\$ 800	\$ 9,000
18	16th Street & Harrison - Stormwater Project				\$ 12				\$ 12	\$ 1,000
19	202 Channel Street - Mission Bay Stormwater Pump Station				\$ 6,000				\$ 6,000	\$ 113,000
20	240 Van Ness Avenue - Affordable Housing (Construction power)				\$ 15,000				\$ 15,000	\$ 87,000
21	600 7th Street - Affordable Housing (Construction power)				\$ 28,000				\$ 28,000	\$ 191,000
22	233 Beale Street - New Park				\$ 19,000				\$ 19,000	\$ 12,000
23	160 Freelon Street - Affordable Housing (Construction power)				\$ 127,000				\$ 127,000	\$ 716,000
24	270 6th Street - Gene Friend (SOMA) Recreation Center (Temporary				\$ 176,000				\$ 176,000	\$ 187,000
25	967 Mission Street - Affordable Housing (Construction power)				\$ 317,151				\$ 317,151	\$ 871,684.13
26	499 John Muir Drive - Wastewater Pump				\$ 6,500				\$ 6,500	\$ 5,400

Attachment A2 Projects

Attachment C: Cost Impacts

	Project Location	Additional Costs to Project								Other Impacts to SF
		Redesign Costs	Primary or Low-side Metering Equipment Costs	Additional Construction Costs	Additional Costs to Project for PG&E retail service*	Additional Const./Project Mgmt Costs Due to Delay	Additional Staff Time Costs	Upgrades to PG&E's Distribution System	Total Additional Project Costs (B+C+D+E+F+G)	Lost gross revenue to SFPUC
27	1939 Market Street - Affordable Housing Development (Temporary power)				\$ 48,000				\$ 48,000	\$ 301,000
28	2530 18th Street - Homeless Prenatal Program Family Housing (Construction power)				\$ 93,000				\$ 93,000	\$ 246,000
29	1979 Mission Street - Tiny Homes Project				\$ 246,000				\$ 246,000	\$ 191,000
30	300 Bartlett Street - Mission Branch Library renovation (Temporary				\$ 93,000				\$ 93,000	\$ 72,000
31	1515 South Van Ness Avenue - Affordable Housing Development								\$ -	\$ 224,000
32	1236 Carroll Avenue - Temporary Lights and Cameras (for future SFFD				\$ 11,000				\$ 11,000	\$ 8,000
33	India Basin - 900 Innes (Construction power)								\$ -	\$ 18,000
34	India Basin - Wi-fi Pop-Up				\$ 24,000				\$ 24,000	\$ 15,000
35	1035 Gilman Avenue - Bret Harte Elementary (Temporary trailer)								\$ -	
36	500 Hunters Point - Temporary RV Parking for the Unhoused								\$ -	
37	2000 Marin Street - CDD Headquarters Application #1 (Construction Power)				\$ 727,176				\$ 727,176	\$ 2,434,287
38	2000 Marin Street - CDD Headquarters Application #2 (Construction Power)				\$ 161,437				\$ 161,437	\$ 534,152
39	200 San Andreas Valley Road - Fiber Optic Amplifier				\$ 25				\$ 25	\$ 700
40	Streetlights								\$ -	
41	Traffic Controllers								\$ -	
	TOTAL	\$ -	\$ 670,000	\$ 5,289,000	\$ 3,771,214	\$ -	\$ -	\$ 13,478,000	\$ 23,208,214	\$ 11,676,967
Total Additional Project Costs										\$ 23,208,214
Total Lost Gross Revenue to SFPUC										\$ 11,676,967
Total Cost Impact to SF (Project Costs + Lost Revenue)										\$ 34,885,181

Note: These represent estimates of the costs that the City is aware of at the moment. The projects may incur additional costs going forward.

The projects in **RED** are projects that are currently at a standstill and may face financial impacts that are TBD depending on how long they will be delayed and how they will move forward.

*When calculating "Additional Costs to Project for PG&E retail service", the estimated value is either an annual estimate or for the length of the project (for temporary projects).

**The costs for #11 Transbay Transit Center are still being verified. See Attachment A for more details.

*** These projects are moving forward under the Voltage Settlement.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation, \(BOS\)](#); [Young, Victor \(BOS\)](#)
Subject: FW: CY 2024 - Q2 Report on City-Funded 100% Affordable Housing Projects
Date: Tuesday, August 20, 2024 3:57:50 PM
Attachments: [AH Report-Q2 2024-FINAL.pdf](#)

Hello,

Please see below and attached for a Calendar Year 2024 – Q2 Report on City-Funded 100% Affordable Housing Projects, submitted by the Mayor's Office of Housing and Community Development pursuant to Ordinance No. 216-18.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Geithman, Kyra (MYR) <kyra.geithman@sfgov.org>
Sent: Thursday, August 8, 2024 1:07 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Cc: BOS Legislation, (BOS) <bos.legislation@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Nickolopoulos, Sheila (MYR) <sheila.nickolopoulos@sfgov.org>; Adams, Dan (MYR) <Dan.Adams@sfgov.org>
Subject: CY 2024 - Q2 Report on City-Funded 100% Affordable Housing Projects

Mayor Breed and Members of the Board of Supervisors,

Please find attached the quarterly report on MOHCD's 100% affordable housing projects, as required by City Ordinance 216-18 (File 180547) and as part of OEWD's Executive Directive 17-02, covering the second quarter of Calendar Year (CY) 2024, the period from April 1, 2024 through June 30, 2024. As always, you can also view this and all past quarterly reports on SF.gov [here](#).

Please feel free to reach out to us if you have any questions!

--

Kyra Geithman
 Associate Director, Policy and Community Affairs
 Mayor's Office of Housing and Community Development
 San Francisco Mayor London N. Breed
Pronouns: she/they

Please note: I am working at MOHCD part-time for the next four months and may be slow to respond to emails.

Mayor's Office of Housing and Community Development
City and County of San Francisco



London N. Breed
Mayor

Dan Adams
Director

August 8, 2024

To: Mayor London N. Breed
San Francisco Board of Supervisors

From: Dan Adams, Director, MOHCD

CC: Clerk of the Board of Supervisors

Re: **CY 2024 – Q2 Report on City-Funded 100% Affordable Housing Projects
(Ordinance 216-18; File #180547)**

To the Honorable Mayor Breed and Members of the Board of Supervisors,

Enclosed please find the quarterly report on MOHCD's 100% affordable housing projects, as required by City Ordinance 216-18 (File 180547) and as part of OEWD's Executive Directive 17-02, covering the second quarter of Calendar Year (CY) 2024, the period from April 1, 2024, through June 30, 2024.

Highlights from Q2 of 2024 include the completion and full lease-up of two projects: 921 Howard, a 203-unit project in SoMa; and 4840 Mission, a 137-unit project near Balboa Park BART Station. Additionally, Mayor Breed and the Board of Supervisors approved financing to complete key infrastructure work at Sunnydale HOPE SF, which will enable 170 units of affordable housing at Sunnydale Blocks 3A and 3B to move forward.

The report includes three documents, which meeting the reporting requirements of Administrative Code Section 109.3.

1. Financing updates that detail the funding sources for recently completed affordable developments, projects under construction, and in the pre-development/planning stage. Financing updates reflect progress made during the reporting periods.
2. Permitting updates include information about the permitting status of affordable projects that are completed and leasing, under construction, and in the pre-development/planning stage. Permitting updates reflect progress made during the reporting periods.

3. The Allocations Tool is a point-in-time snapshot as of April 1, 2024—the cutoff date for this report’s timeframe—for MOHCD’s funding projections for Fiscal Years 2023-24, 2024-25, and 2025-26. The amounts shown in this tool may not reflect the final amounts per each funding source, and this document is continually updated as funding sources, project costs, and project schedules change.

If you have questions regarding this report, please contact Sheila Nickolopoulos, Director of Policy and Legislative Affairs for MOHCD, at sheila.nickolopoulos@sfgov.org.

Thank you,

A handwritten signature in blue ink, appearing to read "Dan Adams", with a stylized flourish at the end.

Dan Adams
Director, Mayor’s Office of Housing and Community Development
San Francisco Mayor London N. Breed

HOUSING DELIVERY REPORT - 100% Affordable Housing

1) Financing Updates

Q2 CY 2024

April 1, 2024 - June 30, 2024

Project Information							MOHCD Funding									HCD or State Funding Applied For in 2024					HCD or State Program Funding Awarded To Date				TCAC/CDLAC Funding		Target or Actual TCO Awarded	Summary / Causes of Delay		
Status	Name	Street Number	Street	# Units	Sup. Dist.	Procurement Source	Most Recent Loan Committee Approval	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Type	Amount Applied For	Type	Amount Applied For	Status	Type	Amount Awarded	Type	Amount Awarded	Amount	Status			
COMPLETE / LEASED UP	921 Howard Street	921	Howard	203	6	2007 Family NOFA	Final Gap	39,148,960	192,852	Mar. 2021	25,383,290	125,041	Sep. 2020	5,000,000	-	Apr. 2020							CalHFA MIP (2020)	10,050,000			62,449,988	Committed	5/15/2023 (actual)	Lease up is completed. Permanent Conversion to be completed by the end of September
COMPLETE / LEASED UP	4840 Mission	4840	Mission	137	11	2016 GO Bond NOFA	Additional Gap	34,728,757	253,495	May 2023	28,751,450	209,865	May 2021	6,000,000	-	Apr. 2017											50,416,989	Committed	2/16/2024 (actual)	Lease up is completed this month. Permanent Conversion to be completed by the end of December.
COMPLETE / IN LEASE-UP	180 Jones	180	Jones Street	72	6	2019 RFQ	Final Gap	13,950,000	193,750	Mar. 2022	2,500,000	-	Nov. 2019										MHP (2020-21/ Rd. 3)	15,395,000	Accelerator (2022)	22,695,963	None Received	N/A	2/1/2024 (actual)	Lease up has started. Expect to be completed by end of 2024
COMPLETE / IN LEASE-UP	Star View Court (Treasure Island C3.1)	78	Johnson (new address)/ 6th Street at Avenue C (old)	138	6	Development Agreement	Preliminary Gap	33,452,317	242,408	May 2021	4,500,000	-	Feb. 2019										AHSC (2019/Rd. 4)	13,753,000	Accelerator (2022)	55,601,514	None Received	N/A	6/27/2024 (actual)	The project received TCO 6/27/2024. The project was also awarded AHP.
CONSTRUCTION	Sunnydale HOPE SF Phase 3 Infrastructure	Santos St. & Sunnydale Avenue	b/t Sunnydale and Velasco	N/A	10	Development Agreement	Infrastructure Gap	52,362,512	N/A	Apr. 2024																				
CONSTRUCTION	1633 Valencia	1633	Valencia	146	9	HSH SF Health & Recovery GO Bond Loan	Acquisition and Preliminary Gap	39,036,048	267,370	Apr. 2024		-			-															
CONSTRUCTION	78 Haight - Central Freeway Parcel U	72-78	Haight Street	63	5	2017 RFP	Additional Gap	30,525,994	484,540	Jan. 2024	26,746,467	424,547	Apr. 2022	2,600,250	-	Jan. 2020											27,047,994	Committed	12/1/2025	
CONSTRUCTION	4200 Geary Street	4200	Geary	98	1	2019 GO Bond NOFA	Final Gap	25,022,715	255,334	Dec. 2023	3,474,613	-	Apr. 2021										MHP (2022/Rd. 4)	20,000,000	Accelerator (2022)	32,284,809	None Received	N/A	2/1/2025	
CONSTRUCTION	Sunnydale HOPE SF Block 3A	1545	Sunnydale Ave	80	10	Development Agreement	Final Gap	26,397,647	329,971	May 2023	26,044,937	325,562	June 2022	6,577,660	-	June 2019							AHSC (2022/Rd. 6)	10,850,000			43,761,006	Committed	12/5/2024	
CONSTRUCTION	730 Stanyan	730	Stanyan	160	5	2019 RFQ	Final Gap	69,528,927	434,556	May 2023	4,500,000	-	Dec. 2020														81,104,569	Committed	9/1/2025	
CONSTRUCTION	Hunters View Blocks 14 & 17	1151	Fairfax	118	10	Development Agreement	Final Gap	49,200,000	416,949	Apr. 2023	25,000,000	211,864	Jan. 2021	9,455,027	-	Nov. 2016 (amended Oct. 2017)											61,999,922	Committed	6/1/2025	
CONSTRUCTION	The Kelsey	240	Van Ness	112	6	2017 RED C40 Reinventing Cities Competition	Final Gap	23,684,459	211,468	Mar. 2023	2,000,000	-	Oct. 2021										AHSC (2022/Rd. 6)	20,000,000	Accelerator (2022)	37,334,401	None Received	N/A	11/1/2024	Received AHP Award in 2024.

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Project Information							MOHCD Funding									HCD or State Funding Applied For in 2024					HCD or State Program Funding Awarded To Date				TCAC/CDLAC Funding		Target or Actual TCO Awarded	Summary / Causes of Delay		
Status	Name	Street Number	Street	# Units	Sup. Dist.	Procurement Source	Most Recent Loan Committee Approval	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Type	Amount Applied For	Type	Amount Applied For	Status	Type	Amount Awarded	Type	Amount Awarded	Amount	Status			
CONSTRUCTION	Sunnydale HOPE SF Block 3B	1555	Sunnydale Ave	90	10	Development Agreement	Final Gap	31,506,016	350,067	Feb. 2023	22,522,464	250,250	Mar. 2022	1,850,000	-	June 2019						Accelerator (2022)	47,814,455	IIG (2019)	6,500,000	None Received	N/A	6/1/2025		
CONSTRUCTION	Shirley Chisholm Village - Educator Housing	1360	43rd Avenue	135	4	2018 RFP	Final Gap	48,200,000	357,037	Aug. 2022	3,000,000	-	Dec. 2019													24,747,525	Committed	9/7/2024	TCO delayed 21 days due to PGE electrification	
CONSTRUCTION	600 7th (801 Brannan)	600	7th St	221	6	2019 RFQ	Final Gap	84,277,411	381,346	April 2022	3,500,000	-	Mar. 2020									Other	5,000,000	NPLH	17,500,000	51,575,000	Committed	10/15/2024		
CONSTRUCTION	Potrero Block B	1801	25th Street	157	10	Development Agreement	Final Gap	17,680,000	112,611	July 2022	13,557,404	86,353	Jan. 2021	2,206,907	-	Mar. 2017						Accelerator (2022)	94,836,486	AHSC (2020/Rd. 5) and IIG	31,699,000	None Received	N/A	5/1/2025	Shoring permit procurement and foundation design discrepancies have caused multi-month delays for the project team. Additionally, weather delays have exhausted all scheduled weather days, and unresolved soil settlement issues could lead to further multi-week delays, impacting the overall critical path.	
CONSTRUCTION	2550 Irving	2550	Irving	177	4	2019 GO Bond NOFA	Final Gap	16,956,650	95,800	March 2024	5,264,611	29,744	June 2022	14,277,516	80,664	April 2021						MHP (2022 SuperNOFA)	29,363,536	IIG (2022 SuperNOFA)	6,999,486	45,303,503	Committed	6/1/2026	Successful in MHP appliation and CDLAC/TCAC. Construction start in June 2024	
PREDEVELOPMENT	1515 South Van Ness	1515	South Van Ness	168	9	2020 Multi-site RFQ	Additional Predevelopment	7,180,991	-	June 2024	44,360,000	264,048	July 2023	4,000,000	-	June 2022						MHP (2023 SuperNOFA)	37,930,397			N/A	Application Submitted	1/1/2027	Approved for MHP. Submitted CDLAC/TCAC in March 2024. Closing construction financing in Jan 2025	
PREDEVELOPMENT	772 & 758 Pacific	772 & 758	Pacific	175	3	2020 Multi-site RFQ	Preliminary Gap	50,218,262	286,961	June 2024	7,167,731	-	Jan 2024	4,100,000	-	Oct 2021												6/1/2029	Parcel acquired in order to expand # of units. Need to complete EIR for high rise designation. Construction start wont be until 2027 earliest	
PREDEVELOPMENT	1979 Mission Family	1979	Mission	300	9	Project RFQ	Predevelopment	3,500,000	-	May 2024																		7/1/2028	Predevelopment loan approval; will need AHSC to move forward	
PREDEVELOPMENT	1979 Mission PSH	1979	Mission	150	9	Project RFQ	Predevelopment	2,500,000	-	May 2024																		7/1/2028	Predevelopment approval. Have NPLH assigned to the project	
PREDEVELOPMENT	Sunnydale HOPE SF Block 7 (Phase 4)		Sunnydale and Santos	69	10	Development Agreement	Preliminary Gap	15,350,000	222,464	Mar. 2024	2,820,000	-	May 2021				AHSC (2024/ Round 8)	18,500,000								N/A	Application Pending Submission	6/1/2027	Block 7 applied to HCD AHSC funding in Q2. We are awaiting the results.	
PREDEVELOPMENT	750 Golden Gate	750	Golden Gate	171	2	HCD Surplus Land Procurement	Predevelopment	3,000,000	-	Feb. 2024	20,000,000	116,959	Aug. 2023									LGMG (2023)	10,000,000	IIG	8,091,600	TBD (August)	Committed; Pending Final Award Amount	10/1/2028	The project applied for CDLAC and was awarded tax credit. Preliminary CDLAC staff recommendation is \$31.1M; official award amount will be determined in August.	
PREDEVELOPMENT	3300 Mission	3300	Mission	35	9	2023 Site Acquisition NOFA	Preliminary Gap	11,663,553	333,244	Feb. 2024	6,500,000	-	Aug. 2023																	Project was selected in 2023 Site Acquisition and and Predevelopment Financing for New Affordable Rental Housing NOFA (\$66.5M total awarded across 5 projects).

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Project Information							MOHCD Funding									HCD or State Funding Applied For in 2024					HCD or State Program Funding Awarded To Date				TCAC/CDLAC Funding		Target or Actual TCO Awarded	Summary / Causes of Delay	
Status	Name	Street Number	Street	# Units	Sup. Dist.	Procurement Source	Most Recent Loan Committee Approval	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Type	Amount Applied For	Type	Amount Applied For	Status	Type	Amount Awarded	Type	Amount Awarded	Amount	Status		
PREDEVELOPMENT	2205 Mission	2205	Mission	86	3	2023 Site Acquisition NOFA	Predevelopment and Acquisition	6,746,438	-	Feb. 2024																		TBD	Project was selected in the 2023 Acquisition, Predevelopment, and Construction Financing for New Affordable Educator Housing NOFA (\$32 million total for 2 projects). Project on hold as was not able to secure NMTC.
PREDEVELOPMENT	967 Mission	967	Mission	95	6	2020 Multi-site RFQ	Predevelopment	24,750,000	-	Jan. 2024																		7/1/2028	Will apply to HCD MHP once Super NOFA is released later in 2024
PREDEVELOPMENT	1234 Great Highway	1234	Great Highway	216	4	2023 Site Acquisition NOFA	Predevelopment and Acquisition	24,000,000	-	Nov. 2023																		7/1/2029	Project was selected in 2023 Site Acquisition and and Predevelopment Financing for New Affordable Rental Housing NOFA (\$66.5M total awarded across 5 projects).
PREDEVELOPMENT	650 Divisadero	650	Divisadero	95	5	2023 Site Acquisition NOFA	Predevelopment and Acquisition	15,000,000	-	Nov. 2023																		7/1/2029	Project was selected in 2023 Site Acquisition and and Predevelopment Financing for New Affordable Rental Housing NOFA (\$66.5M total awarded across 5 projects).
PREDEVELOPMENT	250 Laguna Honda	250	Laguna Honda	115	7	2023 Site Acquisition NOFA	Predevelopment and Acquisition	8,000,000	-	Nov. 2023																		7/1/2029	Project was selected in 2023 Site Acquisition and and Predevelopment Financing for New Affordable Rental Housing NOFA (\$66.5M total awarded across 5 projects).
PREDEVELOPMENT	249 Pennsylvania	249	Pennsylvania	120	10	2023 Site Acquisition NOFA	Predevelopment and Acquisition	13,000,000	-	Nov. 2023																		7/1/2029	Project was selected in 2023 Site Acquisition and and Predevelopment Financing for New Affordable Rental Housing NOFA (\$66.5M total awarded across 5 projects).
PREDEVELOPMENT	Treasure Island IC4.3		TBD	100	6	Development Agreement	Predevelopment	4,500,000	-	Nov. 2023																		5/1/2028	MOHCD loan committee approved predevelopment financing.
PREDEVELOPMENT	1939 Market	1939	Market	187	8	2020 Multi-site RFQ	Preliminary Gap	52,360,000	280,000	July 2023	4,000,000	N/A	Apr. 2022				AHSC (2024/ Round 8)	39,987,076										6/1/2027	Not competitive for 2023 HCD MHP round; applying for 2024 AHSC
PREDEVELOPMENT	MTA Potrero Yards	2500	Mariposa	96	9	MTA Procurement	Predevelopment	3,000,000	-	June 2023																		10/1/2027	The full project entitlements were approved.
PREDEVELOPMENT	160 Freelon	160	Freelon	85	6	2020 Multi-site RFQ	Predevelopment and Preliminary Gap	22,577,951	265,623	Mar. 2023	4,000,000	N/A	Aug. 2022				AHSC (2024/ Round 8)	29,000,000										6/1/2027	Applying for 2024 AHSC round 8
PREDEVELOPMENT	Balboa Reservoir - Building A		Lee Avenue	124	7	Development Agreement	Predevelopment and Preliminary Gap	3,000,000	-	Jan. 2023	14,000,000	112,903	Jan. 2023										AHSC (2023/Rd. 7)	33,000,000	IIG (2021/Rd. 7)	26,000,000		10/1/2027	Infrastructure is currently on hold. The project applied for and was awarded HCD AHSC funding. \$26m in IIG funding is for infrastructure costs for all of phase 1 which include Building E &A
PREDEVELOPMENT	Treasure Island E1.2 Senior		Avenue F and California Street	100	6	Development Agreement	Predevelopment and Preliminary Gap	3,000,000	-	Jan. 2023	14,722,000	147,220	Jan. 2023															10/1/2027	The project was awarded HUD 202 funding from the 2023 application.

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Project Information							MOHCD Funding									HCD or State Funding Applied For in 2024					HCD or State Program Funding Awarded To Date				TCAC/CDLAC Funding		Target or Actual TCO Awarded	Summary / Causes of Delay	
Status	Name	Street Number	Street	# Units	Sup. Dist.	Procurement Source	Most Recent Loan Committee Approval	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Type	Amount Applied For	Type	Amount Applied For	Status	Type	Amount Awarded	Type	Amount Awarded	Amount	Status		
PREDEVELOPMENT	Balboa Reservoir - Building E		Lee Avenue	126	7	Development Agreement	Predevelopment and Preliminary Gap	13,594,128	107,890	July 2022	1,000,000	-	April 2021									AHSC (2022/Rd. 6)	19,610,404	IIG (2021/Rd. 7)	26,000,000	N/A	Application Pending Submission	10/1/2026	The project will be applying for Tax credits and bonds in August.
PREDEVELOPMENT	2530 18th Street - Homeless Prenatal Program	2530	18th	73	9	2022 Homeless Family NOFA	Acquisition Payoff, Predevelopment and Preliminary Gap	9,846,900	134,889	Aug 2023	4,946,900	-	Aug. 2023															2/1/2026	Sponsor regrouping to understand financial competitiveness of HCD programs
PREDEVELOPMENT	Sunnydale HOPE SF Block 9 (Phase 4)		Sunnydale and Santos	100	10	Development Agreement	Predevelopment	3,500,000	-	May 2021																		6/1/2028	Block 9 plans to apply for HCD financing in 2025. The projects currently has no MOHCD gap financing which is needed
PREDEVELOPMENT	850 Turk	850	Turk	91	2	HCD Surplus Land Procurement	N/A															AHSC (2023/Rd. 7)	22,000,000	LGMG (2022): \$10,000,000	IIG: \$8,091.600	None Received	Application Submitted	10/1/2026	The sponsor unsuccessfully applied for LIHTC and state credits. The state credit was over-subscribed and resulted in the project not moving forward at this time. MidPen has applied to a City housing NOFA that would potentially fill a funding gap and allow the project to progress.
PREDEVELOPMENT	Balboa Reservoir - Block F - Educator Housing	11	Frida Kahlo Way	151	7	Development Agreement	N/A																	IIG (2021/Rd. 7)	26,000,000			5/1/2027	Infrastructure is currently on hold and the project is currently not feasible. The sponsor applied in April 2023 to the MOHCD Educator NOFA. If awarded, the project will have a path forward once the infrastructure construction starts. \$26m in IIG funding is for infrastructure costs for all of phase 1 which include Building E, A, & F.
PREDEVELOPMENT	Balboa Reservoir - Building B		Lee Avenue	90	7	Development Agreement	N/A																						Building B is part of the phase 2 development at Balboa Reservoir.
REHABILITATION	2425 Post	2425	Post	10	2	2021 Coop Living for Mental Health Program	Rehabilitation	3,326,000	332,600	Apr. 2024					-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024.
REHABILITATION	2198 Cayuga	168-2198	Cayuga	10	11	2019 Site Acquisition NOFA	Rehabilitation	3,525,000	352,500	Apr. 2024					-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024.
REHABILITATION	Granada Hotel	1000	Sutter	214	3	Homekey Acquisition and Rehabilitation	Permanent Gap	71,125,575	332,363	Apr. 2024					-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024.
REHABILITATION	Bernal Bundle	Var.	Var.	26	Var.	PASS	Rehabilitation, Loan Recast, and Interest Forgiveness	6,281,158	241,583	Apr. 2024					-														
REHABILITATION	375 14th Street	375	14th	16	9	PASS/SSP	Rehabilitation	7,700,000	481,250	Apr. 2024					-														
REHABILITATION	528 Natoma	528	Natoma	4	6	PASS/SSP	Acquisition and Rehabilitation	3,300,000	825,000	Mar. 2024					-														

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Project Information							MOHCD Funding									HCD or State Funding Applied For in 2024					HCD or State Program Funding Awarded To Date				TCAC/CDLAC Funding		Target or Actual TCO Awarded	Summary / Causes of Delay	
Status	Name	Street Number	Street	# Units	Sup. Dist.	Procurement Source	Most Recent Loan Committee Approval	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Amount	Per-Unit Subsidy Amt.	LC Approval Date	Type	Amount Applied For	Type	Amount Applied For	Status	Type	Amount Awarded	Type	Amount Awarded	Amount	Status		
REHABILITATION	The Rose	125	6th	76	6	2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA	Rehabilitation	4,000,000	52,632	Mar. 2024		-			-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites).
REHABILITATION	The Dudley	172-180	6th	75	6	2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA	Rehabilitation	2,942,275	39,230	Mar. 2024		-			-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024.
REHABILITATION	El Dorado Hotel	150	9th	57	6	2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA	Rehabilitation	6,090,000	106,842	Feb. 2024		-			-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024. Bundling amount with Hazel Betsey and 195 Woolsey.
REHABILITATION	936 Geary	936	Geary	33	3	PASS/SSP	Acquisition and Rehabilitation	11,800,000	357,576	Jan. 2024		-			-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024. Bundling amount with Positive Match and 195 Woolsey.
REHABILITATION	300 Ocean Avenue	300	Ocean	8	11	PASS/SSP	Acquisition and Rehabilitation	5,630,000	703,750	Jan. 2024		-			-														Project was selected in the 2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA (\$20M total across 8 sites). Scheduled for Loan Committee in early 2024. Bundling amount with Positive Match and Hazel Betsey.
REHABILITATION	3975 24th Street	3975	24th Street	5	8	PASS/SSP	Acquisition and Rehabilitation	3,055,000	611,000	Dec. 2023		-			-														Project is currently on hold due to ongoing efforts of DPH to recertify Laguna Honda Hospital with CMS
REHABILITATION	San Cristina	1000	Market	58	5	9% Credit Expression of Interest	Rehabilitation Gap	1,993,694	34,374	Dec. 2023		-			-														This project is on hold until the Alexandria Group determines if it will sell the site.
REHABILITATION	Larkin Pine Senior Housing	1303	Larkin	63	3	2023 Existing Nonprofit Owned Rental Housing Capital Repairs NOFA	Rehabilitation	2,494,853	39,601	Nov. 2023		-			-							AHSC (2020/Rd. 5)	20,113,667						Project to be cancelled due to engineering and insurance risk challenges observed by Sponsor; as well as a lack of a viable financing path.

TOTAL UNITS 5880
Under Construction 1557
Complete / Leasing up 550
Predevelopment 3118
Rehabilitation/Preservation 655

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2) Permitting Updates

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Status	Project Name	Street Number	Street Name	Number of Units	Supv. District	Start Date (Estimated or Actual)	Completion Date (Estimated or Actual)	TCO Issuance Date (Estimated or Actual)	Milestones/ Deliverables This Quarter	Milestones/ Deliverables Next Quarter	Risks / Challenges / Major Activities	Building Permit No.	Permit Type	DBI Arrival	Target Permit Issuance Date	Alternate Target Permit Issuance Date (if any)	Actual Issuance Date	Project Permit Status	Planning	DBI	SFFD	Public Works	SFPUC	Housing Coordination Team
COMPLETE / LEASED UP	921 Howard Street	921	Howard	203	6	7/10/2021 (actual)	5/10/2023 (actual)	5/30/2023 (actual)	CFC issued 10/17/2023.	No further permitting milestones.		202211015602	Site Permit (reissued from withdrawn permit 201912230270)	10/27/2022			1/3/2022	Issued; No Pending Addenda						
COMPLETE / LEASED UP	4840 Mission	4840	Mission	137	11	6/24/2021 (actual)	8/1/2024 (estimated)	2/16/2024 (actual)	TCO issued; resolved welfare tax exemption; public art completed	95% occupancy due July 2024; issue RFP ground floor commercial tenant; marketing and lease-up	Tenant improvement of the clinic is progressing.	201903195605	Site Permit	1/24/2022			7/6/2022	Issued; No Pending Addenda						
COMPLETE / IN LEASE-UP	180 Jones	180	Jones Street	72	6	5/17/2022 (actual)	5/1/2024 (estimated)	2/1/2024 (actual)	Lease up complete	Expect certificate of final completion; Had delays with air quality close-out with DPH;	Additional challenges with air quality close-out were resolved	202004307276	Site Permit	11/10/2020			5/31/2022	Issued; No Pending Addenda						
CONSTRUCTION	78 Haight - Central Freeway Parcel U	72-78	Haight Street	63	5	4/11/2022 (actual)	12/31/2025 (estimated)	12/31/2025 (estimated)	Foundation repairs to neighboring property completed with interior finishes nearing completion; 78 Haight receives Notice-To-Proceed authorization on 3/22/24 to restart construction. Basement Foundation	Construction progress to upper floors; PG&E/SFPUC utility trench for permanent power progressing at Gough and Haight Streets, revised Ground Floor Plan omitting Childcare to be submitted to SFD BI.	SFD BI Permit for revised Ground Floor Plan; ongoing Night Noise work for PG&E/SFPUC utility trench for permanent power.	201911147293	Site Permit	11/14/2019			7/21/2020	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 7: ERRCS	6/25/2024	8/1/2024	8/1/2024		Comments Issued						
CONSTRUCTION	Sunnydale Block 3A	1501	Sunnydale	80	10	6/12/2023 (actual)	12/27/2024 (estimated)	12/5/2024 (estimated)	Addenda 9, 11 & 12 issued	Addenda 5 Issuance	Receiving permanent power from PUC/PGE	202106031523	Site Permit	6/3/2021			8/10/2022	Issued	FYI: SFUSD fees to be collected at ADD 5 issuance.					
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 5: Fire Alarm	11/2/2023	5/15/2024			In Review			6/6/24: request SFFD review of REV3 Issued comments on 11/2/23, 3/8/24, and 4/15/24			6/6/24: team resubmitted, in SFFD's court for review 5/13/24: Prj team resubmitting.
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 10: Elevators	12/28/2023	2/15/2024			Comments Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD: Metal Framed Stairs	6/7/2024	8/1/2024	8/15/2024		In Review						6/20/24: through pre-check on 6/10. Request BLDG review
CONSTRUCTION	730 Stanyan	730	Stanyan	160	5	6/16/2023 (actual)	7/21/2025 (estimated)	9/1/2025 (estimated)	Construction progressing with topping out, roof installed and exterior GFRC (Glass Fiber Reinforced Concrete) facade nearing completion. Interior sheetrock work ongoing.	Construction progressing at upper floors with sheetrock, building infrastructure and interior finishes.	PG&E/SFPUC utility trenching along Haight Street to Shrader point-of-connection will require Night Noise Permit, coordination with Haight Ashbury Merchants Association, SFMTA, Public Works and Muni.	202103317637	Site Permit	3/31/2021			12/28/2022	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 5: Building Env/Unitized Glass Fiber Reinf. Conc. Panel	12/1/2023	3/1/2024		5/7/2024	Issued		4/18/24: Building issued comments on Rev. 2 on 4/9/24.	Approved by Kamal Andrawes on 1/3/2024			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 7: Sprinklers	3/8/2024	5/1/2024		6/26/2024	Issued			LT. Woo issued comments on 3/30/2024			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 8: Fire alarm, ERRCS, 2-way Comms	To Be Submitted										
CONSTRUCTION	Hunters View Block 14	1151	Fairfax (112 Middle Point Road)	42	10	6/1/2023 (actual)	2/28/2025 (estimated)	6/1/2025 (estimated)	Issuance of Addenda 2, 3, 5 & 9	Issuance of Add 4, 6, 8	Have had issues receiving the Bluebeam session IDs and comments/notification s from agencies - going to different points of contact.	201909121446	Site Permit	9/12/2019			7/16/2021	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 2: MOD, Arch, MEP	8/6/2021	7/14/2023	9/30/2023	4/17/2024	Issued						

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2) Permitting Updates

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Status	Project Name	Street Number	Street Name	Number of Units	Supv. District	Start Date (Estimated or Actual)	Completion Date (Estimated or Actual)	TCO Issuance Date (Estimated or Actual)	Milestones/ Deliverables This Quarter	Milestones/ Deliverables Next Quarter	Risks / Challenges / Major Activities	Building Permit No.	Permit Type	DBI Arrival	Target Permit Issuance Date	Alternate Target Permit Issuance Date (if any)	Actual Issuance Date	Project Permit Status	Planning	DBI	SFFD	Public Works	SFPUC	Housing Coordination Team
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 3: Fire Sprinkler (Design Build)	12/11/2023	2/15/2024	3/15/2024	4/24/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 4: Fire Alarm	5/1/2024	4/15/2024	8/1/2024		Comments Issued			FPE Berona start reviewing the plans on 5/2/2024 Review ongoing and in progress. 5/1/24: Assigned to SFFD to review			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 5: ERRSC (Design Build)	2/9/2024	4/15/2024	5/15/2024	7/18/24	Issued			5/13/24: In project's court to respond to SFFD Comments			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 6: Ext. Building Maintenance	1/10/2024	3/1/2024	3/15/2024	7/15/24	In Review			6/20/24: Request SFFD review of REV2			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 7: Shear Wall Tie Down System	12/27/2023	2/15/2024	3/15/2024	5/3/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 8: Metal Stairs	6/4/2024	8/1/2024	8/15/2024		In Review						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 9: Photovoltaic Array	4/23/2024	8/1/2024	8/15/2024		In Review						6/20/24: It looks like all agencies approved & PPC requested agency stamping on 6/4/24. Can it be issued?
CONSTRUCTION	Hunters View Block 17	1151	Fairfax (112 Middle Point Road)	76	10	6/1/2023 (actual)	3/1/2025 (estimated)	6/1/2025 (estimated)	Addenda 2, 3, 4, 6, 7, 9 issued	Addenda 5 & 8 issuance	Have had issues receiving the Bluebeam session IDs and comments/notification s from agencies - going to different points of contact.	201909121448	Site Permit	9/12/2019			4/7/2021	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 2: MOD, Arch, MEP	9/17/2021	8/1/2023		4/10/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 3: Fire Sprinkler (Design Build)	12/21/2023	2/15/2024	3/1/2024	5/1/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 4: Fire Alarm	3/11/2024	4/15/2024	5/15/2024	6/18/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 5: ERRCS	5/31/2024	8/1/2024	8/15/2024		In Review			6/6/24: Arrived at SFFD station			6/20/24: Request SFFD review.
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 6: Ext. Building Maintenance	1/10/2024	3/1/2024	3/15/2024	7/23/24	Issued		Approved 6/13/24	6/20/24: Request SFFD review of REV 3			6/20/24: Request SFFD final approval of REV 3 (previous revisions were approved)
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 7: Shear Wall Tie Down System	1/5/2024	3/15/2024	4/1/2024	5/3/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 8: Metal Stairs	4/30/2024	6/1/2024	6/15/2024		In Review		5/17/24: Calvin Hom issued comments	Kamal Andrawes start reviewing the plans on 5/15/2024			6/20/24: Request SFFD review.
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 9: Photovoltaic Array	4/19/2024	6/1/2024	6/15/2024	6/18/2024	Issued						
CONSTRUCTION	4200 Geary Street	4200	Geary	98	1	4/23/2023 (actual)	12/4/2024 (estimated)	1/22/2025 (estimated)	Art work completed.	Commercial space build-out; LOSP and other subsidies less than expected	Still working on PG&E contract and SFMTA updates	202009305561	Site Permit	9/30/2020			8/20/2021	Issued						
													ADD 10: Shear Wall Tie Down System	10/24/2023	12/1/2023	4/1/2024	4/8/2024	Issued						
													ADD 11: Elevator	2/14/2024	4/1/2024		5/14/2024	Issued						
CONSTRUCTION	The Kelsey	240	Van Ness	112	6	4/20/2023 (actual)	1/30/2025 (estimated)	1/2/2025 (estimated)	Framing is up to Level 8 and Roof; drywall and exterior is ongoing; windows nearing completion.	Completing exterior and ongoing interior buildout.	PG&E utility trenching for permanent power.	202101042034	Site Permit	1/4/2021			1/24/2022	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 7: Fire Protection	12/5/2023	3/1/2024	4/1/2024	4/10/2024	Issued			Approved by Kamal Andrawes by 4/9/2024			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 8: Fire Alarm System, Two-Way Emer. Comms. Sys	1/26/2024	3/1/2024	4/1/2024		In Review			FPE Berona issued comments on 3/15/2024			
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 9: Solar Photovoltaic System	4/17/2024	8/1/2024	8/15/2024		In Review						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 10: DPH-Maher/Article 22A	8/19/2022			2/9/2023	Issued						

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CONSTRUCTION	Sunnydale Block 3B	1501	Sunnydale	90	10	3/30/2023 (actual)	1/10/2025 (estimated)	6/1/2025 (estimated)	Addenda 7, 10, 13 & 14 Issued	Addenda 6 & 11 issued	None for now	202106031549	Site Permit	6/3/2021			5/12/2022	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 6: Fire Alarm	10/19/2023	4/1/2024	8/1/25		In Review						6/20/24: Team responded to comments. In SFFD's court 5/13/24: Proj team responding to SFFD again, then being elevated to MOHCD.
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 11: Mechanical Car Lifts	1/23/2024	2/15/2024			In Review						5/13/24: Prj to respond to BLDG comments
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 12: Elevators	1/18/2024	3/1/2024		4/8/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 13: Evac Signage	3/9/2024			4/22/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 14: Steel-Framed Stairs	6/4/2024	8/1/2024			In Review						6/20/24: passed Pre-check on 6/10. In DBI's court to review
CONSTRUCTION	Shirley Chisholm Village - Educator Housing	1360	43rd Avenue	135	4	8/24/2022 (actual)	10/14/2024 (estimated)	8/1/2024 (estimated)	All addenda approved. SIP permit received and hardscape/sidewalks in progress	TCO & permanent power	Significant delays for PG&E to provide permanent power. TCO delayed	201912099009	Site Permit	12/9/2019			1/11/2021	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD: Signage	2/5/2024	6/1/2024	6/15/2024	5/13/2024	Issued						
CONSTRUCTION	600 7th Street	600	7th St	221	6	8/8/2022 (actual)	10/31/2024 (estimated)	11/7/2024 (estimated)	Crane removed; rain days caused delays; allwry work complete; ceiling work progressing; perm power, weather barrier, water pipe rough in and backflashing complete	Finish building majority of exterior and interior work.	Unforeseen obstructions at excavation; change in shoring assumptions and new permitting; Union disputes may cause potential delay.	202010196871	Site Permit	10/19/2020			11/22/2021	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 10: Solar Photovoltaic	12/20/2023	3/1/2024	4/1/2024	4/16/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 11: Exterior Building Maintenance	3/6/2024	4/1/2024	4/15/2024	4/18/2024	Issued						
CONSTRUCTION	Potrero Block B	1801	25th St	157	9	8/22/2022 (actual)	5/2/2025 (estimated)	4/4/2025 (estimated)	All addenda approved. Addenda 7 issued	Completing concrete scope. Starting exterior installation	Still have significant construction delays from foundation issues and initial permitting. Having settlement issues which are being repaired.	202006108345	Site Permit	6/10/2020			9/29/2021	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD: Solar Photovoltaic	6/5/2024	7/15/24		7/18/2024	In Review	6/10/24: Invite sent to applicant to join BB session; HP 6/10/24: Bluebeam session created, invite sent to BLDG, MECH-E & SFFD to start electronic plan review; HP			6/28/24: Approved		
	"	"	"	"	"	"	"	"	"	"	"	202202248652	Site Permit: Commercial Space Only	2/24/2022				Approved but not issued		4/3/2024: Received long form, contractor statement, green halo tracking but need submittal date for green halo. Pending extension.				
CONSTRUCTION	180 Jones (duplicate)	180	Jones Street	72	6	5/17/2022 (actual)	5/1/2024 (estimated)	2/1/2024 (actual)	SIP closed	Lease up complete	Duplicate line item. See above in Lease-Up Section	202004307276	Site Permit	11/10/2020			5/31/2022	Issued; No Pending Addenda						

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CONSTRUCTION	Star View Court (Treasure Island C3.1)	78	Johnson	138	6	6/1/2022 (actual)	5/17/2024	5/21/2024 (actual)	Complete	Complete	Lease Up began June	201912139581	Site Permit	12/13/2019			4/13/2021	Issued; No Pending Addenda						
PREDEVELOPMENT	2550 Irving	2550	Irving	177	4	6/10/2024 (Actual)	2/16/2026 (estimated)	1/16/2026 (estimated)	Removed 27th Avenue's fence and planter that encroached onto 2550 Irving's property; ongoing shoring and site preparation.	Without access agreement with 27th Avenue neighbor, north wall has been redesigned as a CMU for "blind wall" construction as a revision to Addendum No. 04, ARCH/MEP; ongoing construction progress with rebar placement for concrete foundation pour.	Worked out Special Traffic Permits and Night Noise permit with SFMTA and SF Public Works for Saturday weekend pour of foundation in late September or early October 2024. Need Addendum No. 4 (ARCH/MEP) issued to facilitate preinspection meetings with City inspectors.	202205053630	Site Permit	5/5/2022			9/14/2023	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 1: Health	8/10/2023	3/1/2024	4/1/2024	6/11/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 2: Grading, Shoring, Underground, Joint Trench Found.	7/10/2023	3/1/2024	4/1/2024	6/11/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 3: Superstructure	7/10/2023	3/1/2024	4/1/2024	6/11/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 4: Architecture, MEP, Stormwater	7/10/2023	3/1/2024	4/1/2024		In Review						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 5: Shoring	3/15/2024				In Review						4/13/24: Project Team need to provide responses to BLDG and BSM.
PREDEVELOPMENT	Sunnydale HOPE SF Block 7 (Phase 4)		Sunnydale and Santos	69	10	6/1/2025 (estimated)	2/1/2027 (estimated)	3/1/2027 (Estimated)	Site permit approved and PSCP approved. Addenda 1 approved and ready for issuance	Receive Add 2 comments/review. Submit Add 3	No issue at this time.	202211297323	Site Permit	11/29/2022	8/1/2024	9/1/2024	6/11/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 1: Health	6/26/2024	11/26/2024		6/28/24	Approved but not issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 1: Excavation, grading, Civil, Foundation	7/18/24	11/26/2024	1/15/24		In Review						
PREDEVELOPMENT	750 Golden Gate	750	Golden Gate	171	2	11/1/2024 (estimated)	1/1/2027 (estimated)	2/1/2027 (estimated)	Site permit was submitted in Q1, and made substantial progress in Q2	Site Permit to be issued in early July. At least three addenda should be ready to submit by end of July, with a possibility that one or more might be approved by end of Q2	Timing risk with construction needing to start December 2024.	202401083599	Site Permit	1/29/2024	6/1/2024	7/1/2024		In Review						
	850 Turk	850	Turk	92	2	4/1/2025 (estimated)	2/1/27 (estimated)	2/1/27 (estimated)				202212087884	Site Permit	12/8/22			12/1/23	Issued						
	"	"	"	"	"	"	"	"	Submitted and approved, will be issued at start of construction			"	ADD 1: Health	5/24/24	4/1/24			Approved but not issued						
	"	"	"	"	"	"	"	"	Approved, will be issued at start of construction			"	ADD 2: Excavation, Shoring, and Ground Improvements	1/23/24	4/1/24			Approved but not issued						

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	"	"	"	"	"	"	"	"				"	ADD 3: Foundation and Superstructure	1/30/24	4/1/24			Approved but not issued						
	"	"	"	"	"	"	"	"	Substantial progress made, second round of comments from remaining station issued in May	Second round of revisions to be submitted in July, permit should be approved by end of Q3			ADD 4: Arch MEP	1/25/24	4/1/24			In Review						
PREDEVELOPMENT	3300 Mission	3300	Mission	35	9	1/11/2025 (estimated)	12/1/2026 (estimated)	9/1/2026 (estimated)	Site permit submitted; response and resubmittal posted; pending rev2 comments; Prelim gap loan approved; Application for 2024 Round 1 9% TCAC	Procurement of property manager; Finalize GC contract; Submit Addenda 1 and 2.	Site configuration, existing façade, and small project size contributing to significantly higher project costs	202310259516	Site Permit	2/14/2024	8/1/2024	8/15/2024		In Review		5/16/24: All station approved, CPB in progress of issuing thesite permit. Building approved on 4/3/24	Approved by Lt. Woo on 4/3/2024			
	"	"	"	"	"	"	"	"	"	"	"	Pending	Demo Permit					Pending Submission						
PREDEVELOPMENT	2205 Mission	2205	Mission	63	3	9/3/2025 (estimated)	9/1/2027 (estimated)	7/1/2027 (estimated)	Acquisition and predev loans approved by Loan Committee; reapplied for AHP; ongoing NMTC applications	Secure additional financing; demo permit	Did not receive AHP funding in 2023 round; need to reapply	202101042026	Site Permit	1/4/2021			10/2/2023	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 2: Structural / Foundation	10/4/2023			2/26/2024	Approved	2/26/24: Approved. All fees due at issuance of 1st addenda.			2/7/24: Approved		
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 3: Tower Crane	2/5/2024				Comments Issued		2/12/24: Comments issued			2/7/24: Approved	
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 4: Shoring/Grading	12/6/2023				In Review					1/10/24: Comments issued	
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 5: Architectural / Landscape	11/6/2023				In Review		3/1/24: In progress for BLDG 11/8/23: MECH issued comments	3/8/24: Comments issued	11/13/23: Comments issued	12/4/23: Comments issued	
PREDEVELOPMENT	1515 South Van Ness	1515	South Van Ness	168	9	1/15/2025 (estimated)	9/1/2026 (estimated)	8/15/2026 (estimated)	Site Permit issued 6/20/2024. Preparing demolition drawings for existng building.	Submit permits for demo of existing structure and complete demolition by last quarter of 2024.	SFDBI approval of demolition permit; Special Traffic Permits for demolition and new construction.		Site Permit	6/5/2023	6/1/2024	6/8/2024	6/20/2024	Issued						
PREDEVELOPMENT	1939 Market	1939	Market	187	8	4/1/2025 (estimated)	2/1/2027 (estimated)	3/1/2027 (estimated)	Applied for AHSC financing; received VASH commitment; temp & perm power design issued by PGE, street improvement plans in review; BART approvals	90% CD pricing; MTA approval of tower crane dismantle; SIP approval	Did not receive MHP financing in 2023 SuperNOFA, moving target start and completion dates back; need to identify additional financing resources.; negotiations with MTA	202211045959	Site Permit	11/4/2022	6/30/2023	8/15/2023	10/13/2023	Issued; No Pending Addenda						
PREDEVELOPMENT	MTA Potrero Yards	2500	Mariposa	120	9	12/11/2025 (estimated)	7/28/2027 (estimated)	6/28/2027 (estimated)	Selecting architect for the housing portion of the project.	Finalize architect selection and reach 100% SD design.	Coordination and management between the bus yard and the housing portion of the project.	202311060243	Site Permit	11/6/2023	N/A	N/A		Pending Resubmission						

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PREDEVELOPMENT	160 Freelon	160	Freelon (639 Bryant)	85	6	3/1/2025 (estimated)	3/1/2027 (estimated)	2/1/2027 (estimated)	Site permit issued 5/13/2024. Addendum for Foundation submitted.	Additional Addenda to be submitted for SFD BI plan-check.	Parcel map needs to be completed in order for Addendum issuance.	202209283327	Site Permit	9/28/2022	8/1/2024	9/1/2024	5/13/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	ADD 3: Foundation, Super & Underground Util.	6/27/2024				In Review						
PREDEVELOPMENT	Treasure Island E1.2 Behavioral Health Building		Avenue F and California Street	120	6	2/1/2026 (estimated)	9/1/2027 (estimated)	8/1/2027 (estimated)	Submitted initial site permit! 90% CD pricing complete	Conformed CD set and GMP negotiations	Possible delays with Island infrastructure/SIP and pads managed by master developer	202403258532	Site Permit	3/25/2024	9/1/2024	10/1/2025		In Review	4/3/24: Interagency agency completeness review. See completeness letter for complete list of issued comments.					
PREDEVELOPMENT	Balboa Reservoir - Building E	11	Frida Kahlo Way	128	7	12/1/2024 (estimated)	9/28/2026 (estimated)	8/29/2026 (estimated)	Site permit still pending, held for prelim SCP approval prior to vertical SCP. Revisions ongoing to address infrastructure plans as financing is available. SCP on hold due to additional infrastructure requests being made and lack of financial support for added infrastructure.	Need to submit critical addenda to meet construction schedule.	Infrastructure is currently on hold which is causing delays on the housing. Once infrastructure starts, Building E will be able to apply for LIHTC/CDLAC. \$26m in IIG funding is for infrastructure costs for all of phase 1 which include Building E, A, & F.	202207289451	Site Permit	7/28/2022	1/15/2023	2/15/2023		Approved						
PREDEVELOPMENT	2530 18th Street	2530	18th	73	9	4/15/2024 (estimated)	3/1/2026 (estimated)	2/1/2026 (estimated)	Current design is not penciling out financially. Potential of re-design requiring Site Permit resubmittal (TBD)	Application for additional financing to move project forward.	Did not receive HCD funding thru IIG application. Holding period costs of about \$6,400 per mo	202201105662	Site Permit	1/20/2022	8/15/2023			Approved						
PREDEVELOPMENT	Balboa Reservoir - Block F - Educator Housing	11	Frida Kahlo Way	151	7	12/1/2024 (estimated)	TBD	TBD	N/A	No deliverable - need infrastructure schedule resolved.	Infrastructure gap financing sources needed.	202212218827	Site Permit	12/21/2022	TBD	TBD		Pending	12/23/2022: Received SFPUC form, updated dwgs. Pending permit apps.					
PREDEVELOPMENT	967 Mission	967	Mission	92	6	10/1/2027 (estimated)	8/1/2027 (estimated)	7/1/2027 (estimated)	Recieved approval by all agencies for site permit.	Receive approved site permit. Submit Addenda 1 & 2	Had issues obtaining agreeable NSR that met OEWD and Planning requirements	202309227225	Site Permit	9/22/2023	5/1/2024	7/1/2024		In Review	4/16/24: No updates. 2/13/24: Approved. 10/16/23: routed to manager.					
PREDEVELOPMENT	Balboa Reservoir - Building A		Lee Avenue	159	7	12/1/2025 (estimated)	12/1/2027 (estimated)	11/1/2027 (estimated)	Selection of GC not started yet. 100% SD complete, rest of design on pause	Submit site permit for approval.	Broader Balboa Reservoir infrastructure needs still to be addressed.	N/A	N/A	N/A				Not Submitted						

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April 1, 2024 - June 30, 2024

Status	Project Name	Street Number	Street Name	Number of Units	Supv. District	Start Date (Estimated or Actual)	Completion Date (Estimated or Actual)	TCO Issuance Date (Estimated or Actual)	Milestones/ Deliverables This Quarter	Milestones/ Deliverables Next Quarter	Risks / Challenges / Major Activities	Building Permit No.	Permit Type	DBI Arrival	Target Permit Issuance Date	Alternate Target Permit Issuance Date (if any)	Actual Issuance Date	Project Permit Status	Planning	DBI	SFFD	Public Works	SFPUC	Housing Coordination Team
PREDEVELOPMENT	772 & 758 Pacific	772 & 758	Pacific	175	3	11/1/2027 (estimated)	11/1/2029 (estimated)	10/1/2029 (estimated)	PG&E/SFPUC provides preliminary approval of dedicated stairs for access to Basement with Primary Service; Conceptual Floor Plans being developed; Special Use District (SUD) process	Continue SUD process; develop conceptual design.	Final determination from PG&E/SFPUC on Primary Service at Basement.	N/A	N/A	N/A				Not Submitted						
PREDEVELOPMENT	1234 Great Highway	1234	Great Highway	216	4	12/1/2026 (estimated)	12/1/2028 (estimated)	11/15/2028 (estimated)	Acquisition and predev loan approved. Architect selected and GC RFP issued. Concept design in process.	Sponsor to work on design and submission of plans to SF Planning. Target date to submit site permit of Q4 2024.	Sponsor needs to seek funding source to subsidize senior units; interim use income is significantly less due to change in operator	N/A	N/A	N/A				Not Submitted						
PREDEVELOPMENT	650 Divisadero	650	Divisadero	216	4	2026 (estimated)	2028 (estimated)	2028 (estimated)	Architect selected. Owner's R	Sponsor to work on design and submission of plans to SF Planning.	Anticipating difficulties with traffic control as site is along a main traffic arterial (Divisadero).	N/A	N/A	N/A				Not Submitted						
	"	"	"	"	"	"	"	"	"	"	"	202109037810	Demo Permit	3/28/2024				Pending	6/18/24: Mail sent to applicant to convert existing in-house paper building permit application to a digital format					
PREDEVELOPMENT	250 Laguna Honda	250	Laguna Honda	115	7	2026 (estimated)	2028 (estimated)	2028 (estimated)	Acquisition and predev loan approved.	Sponsor to work on design and submission of plans to SF Planning.	Community support: previous project at this site faced significant opposition. Design around church structure TBD, anticipating difficulties.	N/A	N/A	N/A				Not Submitted						
PREDEVELOPMENT	249 Pennsylvania	249	Pennsylvania	120	10	2026 (estimated)	2028 (estimated)	2028 (estimated)	Acquisition and predev loan approved.	Waiting for HUD/CDBG updates. Issuing RFP for GC/Arch	Still determining financing. Interim use would require planning action.	N/A	N/A	N/A				Not Submitted						
REHABILITATION	629 Post	629	Post	65	3	6/1/2023 (actual)	12/31/2024 (estimated)	N/A	Resolved issues regarding HUD-VASH and code requirements for 20 units to be considered studios, clearing the way for HUD approval of VASH commitment. VASH contract still outstanding.	Submitting building permit.	Sponsor is determining whether the State will approve the elevator servicing the basement; otherwise, a lift will need to be installed between the basement and lobby floors.	N/A	N/A	N/A				Not Submitted						
REHABILITATION	The Rose	125	6th	76	6	9/1/2024 (estimated)	TBD	N/A	Permit Drawings almost complete for submission to SFDBI for Over-The-Counter (OTC) Permit and for GC pricing.	SFDBI OTC permit and GC pricing.	Need to determine relocation while elevator is out of service (approx. 3 months)	202406053758	Site Permit	6/5/2024	TBD	TBD		In Review	6/5/24: Interior work to reception area on ground floor for residential use. No exterior work.	6/5/24: Comments issued OTC	06-5-24 Approved OTC. Inspection required.To help desk. Pd	6/5/24: No alteration or reconstruction of City Right-of-Way under this permit.		
REHABILITATION	The Dudley	172-180	6th	75	6	9/1/2024 (estimated)	TBD	N/A	Permit Drawings almost complete for submission to SFDBI for Over-The-Counter (OTC) Permit and for GC pricing.	SFDBI OTC permit and GC pricing.	N/A	N/A	N/A	TBD	TBD		Not Submitted							
REHABILITATION	El Dorado Hotel	150	9th	57	6	5/8/2024 (actual)	11/31/2025 (estimated)	N/A	Approval of first addendum. Submitted perm power application. Applied for additional AHP financing.	Issuance of site permit. Submit and approval of addendum #2	Project must be in service by Dec. 31, 2025 as required by 9% tax credits.	202305026865	Site Permit	5/2/2023	4/1/2024		4/3/2024	Issued						
	"	"	"	"	"	"	"	"	"	"	"	"	Addenda 1: Foundation	2/26/2024	4/10/2024		5/7/2024	Issued						

HOUSING DELIVERY REPORT - 100% Affordable Housing

2) Permitting Updates

Q2 CY 2024

April 1, 2024 - June 30, 2024

Status	Project Name	Street Number	Street Name	Number of Units	Supv. District	Start Date (Estimated or Actual)	Completion Date (Estimated or Actual)	TCO Issuance Date (Estimated or Actual)	Milestones/ Deliverables This Quarter	Milestones/ Deliverables Next Quarter	Risks / Challenges / Major Activities	Building Permit No.	Permit Type	DBI Arrival	Target Permit Issuance Date	Alternate Target Permit Issuance Date (if any)	Actual Issuance Date	Project Permit Status	Planning	DBI	SFFD	Public Works	SFPUC	Housing Coordination Team
	"	"	"	"	"	"	"	"	"	"	"	"	Addenda 2: Arch, Structural, MEP, Fire Escapes	4/25/2024	5/15/2024			Comments Issued	5/7/24: Invite sent to applicant to join BB session; cm 5/7/24: Bluebeam session created, invite sent to BLDG, SFFD, MECH, Health, BSM, PUC, to start electronic plan review; cm	REVO 2024-05-23 - Comments issued in Bluebeam session. Review IP	5/23/2024 SFFD Comments submitted in Bluebeam Routed to Gauer bb 5/17/24. LP 5/20/24 assigned to FPE Andrawes-CG	5/8/24: Approve. EPR- PUBLIC WORKS/BSM sign off on Job Card required prior to DBI final. Subject to all conditions of PUBLIC WORKS/BSM: #24V-00005, 24IE-00144 24MSE-00137- RD	Addendum 2. Approved. No additional charges from previous assessment. jfong@swater.org. 05/08/24.	
	"	"	"	"	"	"	"	"	"	"	"	202406033514	Site Permit (Fire Sprinkler Retrofit Only)	6/3/2024			6/3/2024	In Review						
REHABILITATION	3975 24th Street	3975	24th Street	5	8	11/1/2024 (estimated)	10/1/2025 (estimated)	N/A	Ongoing work on a mold remediation plan	Selecting contractor for rehabilitation of existing units and ADU construction (pending confirmation of feasibility)	Concerns about ADU feasibility	N/A	N/A	N/A				Not Submitted						
REHABILITATION	San Cristina	1000	Market	58	5	10/10/2022 (actual)	7/1/2024 (estimated)	N/A	Received TCO for all work except power scope	Completing power work in September 2024	PGE delays due to crew availability	201912270786	Site Permit	12/27/2019	6/21/2022			Issued						
REHABILITATION	Larkin Pine Senior Housing	1303	Larkin	63	3	5/1/2024 (estimated)	2/1/2025 (estimated)	N/A	Loan agreement executed in time for HOME funds allocation requirements. Completed roof replacement, and generator removal.	Complete elevator modernization.		N/A	N/A	N/A				Not Submitted						

HOUSING DELIVERY REPORT - 100% Affordable Housing
3) Allocations Tool Snapshot
Q2 CY 2024
(as of July 1, 2024)

[illegible]

HOUSING DELIVERY REPORT: 100% Affordable Housing
3) Allocations Tool (Preservation)
Q2 CY 2024
(as of July 1, 2024)

(as of July 1, 2024)																						
						HTF Small Sites	Inclusionary Small Sites	JHL Small Sites	Central SOMA Small Sites	Condo Conv Small Sites	Housing Stability Fund	AAU	2019 GO Bond	EN Mission	EN SOMA	DNPF - 1 Mile of 50 1st St	ERAF	SOMA Stabilization	2024 GO Bond			
Fiscal Year 23-24						Existing Balances from 2022-23	5,800,000	3,800,000	851,305													
						Expected New Funds for 2023-24	3,000,000	149,679	0	0	1,500,000	35,638,127	14,235,550	19,839,095	1,900,000	5,400,000	4,280,000	2,021,344	5,000,000			
						Total Available	8,800,000	3,949,679	851,305	0	1,500,000	35,638,127	16,679,540	19,839,095	1,900,000	5,400,000	4,280,000	3,021,344	5,000,000			
Residential Units	Comm. Units	Project Type	Project Name	Fiscal Year	Total																	
10		Small Sites	2676 Folsom Street	2023-24	3,770,000																	
6		CLMHF	139 Dore Street	2023-24	6,016,341	370,000																
4		Small Sites	1130 Filbert	2023-24	2,139,714																	
0		Small Sites	2976 23rd (SFCLT Refi)	2023-24	1,418,000	480,000																
5		Small Sites	566 Natoma Street	2023-24	2,900,000																	
5		Small Sites	3975 24th Street	2023-24	3,055,000																	
11		Small Sites	300 Ocean Avenue	2023-24	3,697,000	697,000																
31	2	Big Sites	936 Geary Boulevard	2023-24	7,200,000	1,200,000																
64	3	Big Sites	1005 Powell Street	2023-24	20,900,000																	
136	5	TOTAL USES			51,096,055	-	-	2,747,000	0	0	0	0	11,415,174	16,679,540	10,052,997	0	0	4,280,000	3,021,344	2,900,000		
TOTAL SOURCES					106,859,090	-	-	8,800,000	3,949,679	851,305	0	1,500,000	35,638,127	16,679,540	19,839,095	1,900,000	5,400,000	4,280,000	3,021,344	5,000,000		
Balance of Funds Carried Forward					55,763,035	0	0	6,053,000	3,949,679	851,305	0	1,500,000	24,222,953	0	9,786,098	1,900,000	5,400,000	0	0	2,100,000		
						CDBG	CDBG Program Income	HTF Small Sites	Inclusionary Small Sites	JHL Small Sites	Central SOMA Small Sites	Condo Conv Small Sites	Housing Stability Fund	AAU	2019 GO Bond	EN Mission	EN SOMA	DNPF - 1 Mile of 50 1st St	ERAF	SOMA Stabilization	2024 GO Bond	
Fiscal Year 24-25						Existing Balances from 2023-24	7,000,000	3,000,000	8,800,000	1,202,679	851,305	0	1,500,000	24,222,953	0	9,786,098	1,900,000	5,400,000	0	0	2,100,000	0
						Expected New Funds for 2024-25	0	0	3,000,000	2,640,352	0	257,681	0	0	0	0	0	0	0	0	0	30,000,000
						Total Available	7,000,000	3,000,000	11,800,000	3,843,031	851,305	257,681	1,500,000	24,222,953	0	9,786,098	1,900,000	5,400,000	0	0	2,100,000	30,000,000
Residential Units	Comm. Units	Project Type	Project Name	Fiscal Year	Total																	
4		Small Sites	528 Natoma Street	2024-25	3,000,000																	
16		Small Sites	375 14th Street	2024-25	5,700,000																	
3	1	Small Sites *	2198 Cayuga	2024-25	3,525,000	1,310,000																
3		CLMHF	2425 Post	2024-25	3,326,000	300,000																
63	8	Big Sites	2901 16th Street	2024-25	30,000,000	8,390,218		851,305		1,500,000	17,358,477											
		Big Sites	757 Sutter	2024-25	9,000,000																	
5	-	Small Sites	514 Visatacion	2024-25	2,352,387	1,799,782		3,603,902			313,476											
108	-	Big Sites	1155 Ellis Street (The Normandy)	2024-25	29,252,928	7,000,000	3,000,000	239,129														
		Contingency		2024-25	700,000																	
202	9	TOTAL USES			76,856,315	7,000,000	3,000,000	11,800,000	3,843,031	851,305	0	1,500,000	24,222,953	0	9,786,098	1,900,000	3,000,000	0	0	0	19,952,928	
TOTAL SOURCES					91,661,068	7,000,000	3,000,000	11,800,000	3,843,031	851,305	257,681	1,500,000	24,222,953	0	9,786,098	1,900,000	5,400,000	0	0	2,100,000	30,000,000	
Balance of Funds Carried Forward					14,804,753	0	0	0	0	0	257,681	0	0	0	0	0	0	2,400,000	0	0	2,100,000	10,047,072
						HTF Small Sites	Inclusionary Small Sites	JHL Small Sites	Central SOMA Small Sites	Condo Conv Small Sites	Housing Stability Fund	AAU	2019 GO Bond	EN Mission	EN SOMA	DNPF - 1 Mile of 50 1st St	ERAF	SOMA Stabilization	2024 GO Bond			
Fiscal Year 25-26						Existing Balances from 2024-25	0	0	0	257,681	0	0	0	0	0	2,400,000	0	0	2,100,000	10,047,072		
						Expected New Funds for 2025-26	3,000,000	4,210,000	1,435,651	0	0	0	0	0	0	0	0	0	0	0		
						Total Available	3,000,000	4,210,000	1,435,651	257,681	0	0	0	0	0	2,400,000	0	0	2,100,000	10,047,072		
Residential Units	Comm. Units	Project Type	Project Name	Fiscal Year	Total																	
35	4	Big Sites	2509 Mission St (HAF)	2025-26	15,500,000	3,000,000	3,411,962	1,435,651												7,652,387		
		Small Sites	Contingency	2025-26	798,038		798,038															
35	4	TOTAL USES			16,298,038	3,000,000	4,210,000	1,435,651	0	0	0	0	0	0	0	0	0	0	0	7,652,387		
TOTAL SOURCES					23,450,404	3,000,000	4,210,000	1,435,651	257,681	0	0	0	0	0	0	2,400,000	0	0	2,100,000	10,047,072		
Balance of Funds Carried Forward					7,152,366	0	0	0	257,681	0	0	0	0	0	0	2,400,000	0	0	2,100,000	2,394,685		

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Letter of Inquiry from Supervisor Safai
Date: Friday, August 9, 2024 8:10:20 AM
Attachments: [Ocean View Letter of Inquiry Response - SFPL 8.7.24.pdf](#)
[Outlook-efnag21y.png](#)
[Outlook-square-fac.png](#)
[Outlook-Instagram-.png](#)
[Clerk's Memo.pdf](#)

Hello,

Please see below and attached for communication from the San Francisco Public Library in response to a Letter of Inquiry issued by Supervisor Safai at the July 30, 2024, Board of Supervisors meeting.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Lambert, Michael (LIB) <michael.lambert@sfpl.org>
Sent: Thursday, August 8, 2024 4:51 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Short, Carla (DPW) <Carla.Short@sfdpw.org>
Cc: Buckley, Jeff (BOS) <jeff.buckley@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Ng, Wilson (BOS) <wilson.l.ng@sfgov.org>; De Asis, Edward (BOS) <edward.deasis@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS-Operations <bos-operations@sfgov.org>; Perlstein, Michael (LIB) <mperlstein@sfpl.org>; Singleton, Maureen (LIB) <Maureen.Singleton@sfpl.org>; Shaub, Margot (LIB) <margot.shaub@sfpl.org>; Steinberg, David (DPW) <david.steinberg@sfdpw.org>; Schneider, Ian (DPW) <ian.schneider@sfdpw.org>; Thomas, John (DPW) <John.Thomas@sfdpw.org>; Liu, Lena (DPW) <lena.liu@sfdpw.org>
Subject: Re: Letter of Inquiry from Supervisor Safai

Dear Mr. Adkins,

Please find attached the San Francisco Public Library's response to the Letter of Inquiry issued by Supervisor Ahsha Safai at the Board of Supervisors meeting held on July 30, 2024.

Best regards,

Michael Lambert (He, Him)

City Librarian

San Francisco Public Library

100 Larkin Street | San Francisco, CA 94102-4733

415.557.4232 | michael.lambert@sfpl.org

We have a new [Strategic Plan](#)! Check out our new Vision, Mission, Values and Strategic Priorities.



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

Sent: Thursday, August 1, 2024 11:33 AM

To: Lambert, Michael (LIB) <michael.lambert@sfpl.org>; Short, Carla (DPW) <Carla.Short@sfdpw.org>

Cc: Buckley, Jeff (BOS) <jeff.buckley@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Ng, Wilson (BOS) <wilson.l.ng@sfgov.org>; De Asis, Edward (BOS) <edward.deasis@sfgov.org>; Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>; BOS-Operations <bos-operations@sfgov.org>; Perlstein, Michael (LIB) <mperlstein@sfpl.org>; Singleton, Maureen (LIB) <Maureen.Singleton@sfpl.org>; Shaub, Margot (LIB) <margot.shaub@sfpl.org>; Steinberg, David (DPW) <david.steinberg@sfdpw.org>; Schneider, Ian (DPW) <ian.schneider@sfdpw.org>; Thomas, John (DPW) <John.Thomas@sfdpw.org>; Liu, Lena (DPW) <lena.liu@sfdpw.org>

Subject: Letter of Inquiry from Supervisor Safai

Dear City Librarian Lambert and Director Short,

Please see the attached memo from the Clerk of the Board of Supervisors regarding a Letter of Inquiry issued by Supervisor Ahsha Safai at the July 30, 2024, Board of Supervisors meeting.

Sincerely,

Joe Adkins

**Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org**



San Francisco Public Library
100 Larkin Street, San Francisco, CA 94102 - 4733

August 7, 2024

Supervisor Safai
San Francisco Board of Supervisors
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, Ca. 94102-4689

Dear Supervisor Safai,

The San Francisco Public Library, in partnership with the Department of Public Works, presented Capital Project updates to the Library Commission on July 18, 2024. This report included updates and cost projections for a new branch library located on Brotherhood Way, 100 Orizaba. Details of the cost projection are as of July 10, 2024. We have attached a PDF of the projections to this letter and also linked them below.

These costs are updates to the original projections detailed in an October 2019 Feasibility Report, also attached as a PDF and linked below. The original projections estimated the cost of a new 20,000 square foot, two story facility to be between \$42,460,000 and \$46,970,000. These estimates assumed start of design in early 2020 with three years of design, environmental review, and bidding, with the mid-point of construction assumed to be December 2023. For further information about cost escalation please reach out to San Francisco Public Works.

July 2024 cost projections

[ITEM 3.2 Ocean View Library Cost Estimate: July 18, 2024 - SFPL.org](#)

October 2019 Feasibility Report

[Ocean View Branch Library Feasibility Report: October 2019 - SFPL.org](#)

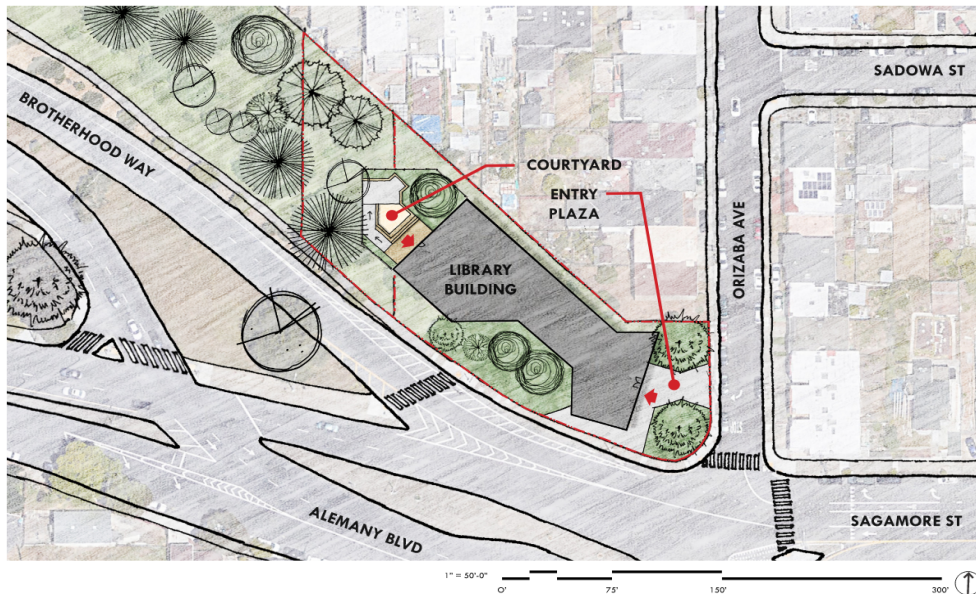
Best regards,

Michael Lambert
City Librarian

**NEW OCEAN VIEW BRANCH LIBRARY
BROTHERHOOD WAY, SAN FRANCISCO**

**ESTIMATE OF PROBABLE CONSTRUCTION COST
BASED ON
PRELIMINARY CONCEPTUAL DESIGN**

Date: 07/10/2024



OWNER:

San Francisco Public Library

PREPARED FOR:

Andrew Sohn, Architect

Bureau of Architecture, San Francisco Public Works, CCSF

49 South Van Ness, Ste 1100, San Francisco, CA 94103

M LEE CORPORATION

Construction Management Consulting
Estimating Scheduling
Since 1992

**NEW OCEAN VIEW BRANCH LIBRARY
BROTHERHOOD WAY, SAN FRANCISCO**

**ESTIMATE OF PROBABLE CONSTRUCTION COST
BASED ON
PRELIMINARY CONCEPTUAL DESIGN**

OWNER:

San Francisco Public Library

Prepared for:

Bureau of Architecture, San Francisco Public Works, CCSF

49 South van Ness, Ste 1100

San Francisco, CA 94103

Attention: Andrew Sohn

Architect

Phone: 628-271-2877

Email: andrew.sohn@sfdpw.org

Prepared by:

M LEE CORPORATION

Construction Management & Consulting

601 Montgomery Street, Suite 2040

San Francisco, CA 94111

Attention: Franklin Lee, PE, LEED AP, CEP, Estimating Manager

Certified Estimating Professional

Phone: 415-999-5629

Email: flee@MLEECORP.COM

Asia Kan, Sr. Estimator

Phone: 415-850-8488

Email: akan@MLEECORP.COM

Date: 07/10/2024

1674 Ocean View Library ROM Concept Estimate 20240710

**NEW OCEAN VIEW BRANCH LIBRARY
BROTHERHOOD WAY, SAN FRANCISCO**

**ESTIMATE OF PROBABLE CONSTRUCTION COST
BASED ON
PRELIMINARY CONCEPTUAL DESIGN**

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2.0 GRAND SUMMARY OF CONSTRUCTION COST	9
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Date: 07/10/2024

**NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
1.0 BASIS OF ESTIMATE**

Date: 07/10/2024

1 Purpose of the Estimate

This estimate has been prepared for the purpose of establishing a probable cost of construction at the preliminary conceptual design phase.

2 Basis Documents and Information Used for Estimate

The scope of estimate is based on the following:

- a Ocean View Public Library - Planning Department Preliminary Project Assessment Package dated February 2022, total 20 slides power point presentation
- b Ocean View Branch Library Preliminary Timeline dated 5/23/2024
- c New Ocean View Branch Library Space Summary, prepared by Bureau of Architecture, San Francisco Public Works, CCSF
- d Ocean View Library meeting notes - M Lee Corp, dated 7/3/2024
- e Verbal clarifications with designers.
- f Incorporation of relevant comments and discussion from team members.

3 Project Scope

The estimate includes the following general scope of work:

- a New Library Building, 2 story, total 20,000 GSF
- b Associated sitework of approximately 21,620 SF

4 Exclusions

The estimate specifically excludes the following items:

- a Furniture fitting and equipment (FFE) except that is an integrated part of the building
- b Hazmat abatement, if any
- c Legal fees and finance costs
- d Permit & plan check fees
- e Utility connection fees
- f Owner's administration costs
- g Design services
- h Survey services, materials lab
- i Project/Construction management
- j Change orders during construction

It is assumed that the above items, if needed, are included elsewhere in the owner's overall project budget.

6 Construction Schedule

Assumed construction period of 27 months from July 2028 to September 2030, with mid-point in August 2029.

The work will be constructed in single phases with a normal construction period.

All work to be performed during regular working hours. No overtime work allowed in the estimate.

7 Procurement Method

The estimate reflects probable construction costs obtainable in the project locality on the date of this estimate under competitive bidding for a lump sum contract with 4 to 6 responsible and responsive general bidders and a minimum of 4 bidders for every major portion of the construction work (a fair market condition).

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
1.0 BASIS OF ESTIMATE

Date: 07/10/2024

8 Bid Conditions

Experience shows fewer bidders may result in higher bids, and conversely more bidders may result in lower bids. Therefore it is important to obtain as many bids as possible.

The following table provides a general guideline for probable impacts due to number of bids:

Number of Bids	Impact on Estimated Cost
1	+20% to 50%
2-3	+10% to +20%
4-5	0% to 10%
6-7	0% to -10%
8 or more	-10% to -20%

9 Basis of Quantities

Wherever possible, this estimate has been based upon the actual measurement of different items of work. For the remaining items, parametric measurements were used in conjunction with references from other projects of a similar nature.

Due to the very early preliminary stage of the concept idea with limited design available to the estimating team, most all the cost items are based on cost data available for the similar building type as a reference.

10 Basis of Direct Cost Pricing

The unit prices used in the direct cost estimate section are composite unit prices which include costs for material, labor, equipment and subcontractor's/supplier's mark-ups and sales tax.

Subcontractor's overhead and profit is included in each line item unit cost.

Labor costs are based on State of California prevailing wages for City and County of San Francisco

In pricing the estimate, we have made references to the following sources for cost data:

- Historical cost data of similar projects
- 2024 RS Means Building Construction Cost Data by RS Means
- 2024 RS Means Heavy Construction Cost Data by RS Means
- 2024 National Construction Estimator by Craftsman
- Construction Economics in Engineering-News-Record (ENR)
- Walker's Building Estimator's Reference Book by Frank R. Walker Company
- Prevailing wage rates for constructions workers for City and County of San Francisco.

Based on the above cost sources, our analysis of the project specific requirements and judgment of the current market conditions, we have determined the unit costs specifically for this project.

11 Indirect Costs

Indirect Costs (Markups) are added in the Summary to cover the following needed costs:

- General Contractor's general conditions and general requirements
- General contractor's overhead and profit, bonds and insurance
- Allowance for LEED Gold Premium
- Design phase contingency
- Cost escalation
- Other indirect costs which may be needed to complete the project.

**NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
1.0 BASIS OF ESTIMATE**

Date: 07/10/2024

12 Cost Escalation

Based on current market conditions, we have included a cost escalation allowance at 5% per year compounded annually from today to the mid-point of construction.

13 Items Impacting Costs

The following is a list of some items that may affect the cost estimate:

- a Modifications to the scope of work or assumptions included in this estimate
- b Unforeseen sub-surface conditions such rock and hazardous material
- c Special phasing requirements
- d Restrictive technical specifications or excessive contract conditions
- e Any specified item of equipment, material, or product that cannot be obtained from at least three different sources
- f Any other non-competitive bid situations.

14 Limitation/Disclaimer

- a Our estimating service is consistent with and limited to the standard of care applicable to such services, which is that we provide our services consistent with the professional skill and care ordinarily provided by consultants practicing in the same or similar locality under the same or similar circumstances. Since we have no control over market conditions, costs of labor, materials, equipment and other factors which may affect the bid prices, we cannot and do not warrant or guarantee that bids or ultimate construction costs will not vary from the cost estimate. We make no other warranties, either expressed or implied, and are not responsible for the interpretation by others of the contents herein the cost estimate. As such this estimate deliverable is based on normal market conditions, defined by stable resource supply/demand relationships, and does not account for extreme inflationary or deflationary market cycles.
- b This cost estimate is a "snapshot in time" and that the reliability of this estimate will inherently degrade over time. The estimate should be updated as design progresses or when market condition has been changed.
- c Please note that the estimate has been prepared based on preliminary information and design assumptions which are subject to verifications and changes as the design progresses. An updated estimate should be prepared when more specific and detailed design information is available.

15 Abbreviations used in the estimate:

CY = cubic yard
EA= each
GSF = gross square foot
LB = pound
LF = linear foot
LOC=location
LS = lump sum
SF = square foot

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
1.1 PROJECT KEY QUANTITIES & DESCRIPTION

Date: 07/10/2024

The following key quantities have been used for estimating purposes:

Building Footprint	10,000	GSF
Building Area (2 stories)	20,000	GSF
Building Perimeter	540	LF
Building Height	28 to 30	LF
Sitework Area (does not include building footprint)	21,620	GSF
Substructure:	0	SF
Shell:	17,550	SF
Finish Exterior Wall (allow 65%)	11,410	SF
Storefront and Glazing (allow 35%)	6,150	SF
Interiors:	20,000	SF
Vertical Circulation:		
Elevators	2	EA
Stairs	3	EA
Fire Suppression:	20,000	SF
HVAC:	20,000	SF
Plumbing:	20,000	SF
Electrical:	20,000	SF
Equipment & Furnishings:	20,000	SF

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
1.2 ESCALATION CALCULATION

Date: 07/10/2024

Estimate Pricing Date	7/15/2024
Construction Start	7/1/2028
Construction End	9/30/2030
Construction Duration	821 days 27 months
Construction Mid-Point	8/15/2029
Estimate Pricing Date to Construction Mid-Point	1857.5 days 62 months
Annual Escalation	5.0%
Total Escalation to Construction Mid-Point	28.70%

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
 PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
 2.0 GRAND SUMMARY OF CONSTRUCTION COST

Date: 07/10/2024

Element		Total Construction Cost \$ (in 2024 Dollars)	Total Construction Cost \$ (Escalated to Mid-Point of Construction)	GSF	\$/GSF (escalated)
Building		36,300,000	46,700,000	20,000	2,335
Sitework		4,600,000	5,900,000	21,620	273
Total Construction Cost		40,900,000	52,600,000	20,000	2,630
Low range		-20% \$33,000,000	\$42,000,000	20,000	2,100
High range		16% \$47,000,000	\$61,000,000	20,000	3,050

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
3.1 BUILDING ESTIMATE SUMMARY

Date: 07/10/2024

20,000 GSF				
Code	Element	Estimated Cost \$	\$/GSF	%
A	SUBSTRUCTURE	1,360,000	68.00	6%
A10	Foundations	1,360,000	68.00	6%
	A1010 Standard Foundations	480,000	24.00	2%
	A1020 Special Foundations	100,000	5.00	0%
	A1030 Slab on Grade	780,000	39.00	4%
A20	Basement Construction	0	0.00	0%
	A2010 Basement Excavation	0	0.00	0%
	A2020 Basement Walls	0	0.00	0%
B	SHELL	8,007,600	400.38	37%
B10	Superstructure	3,110,000	155.50	14%
	B1010 Floor Construction	1,600,000	80.00	7%
	B1020 Roof Construction	1,510,000	75.50	7%
B20	Exterior Enclosure	4,168,600	208.43	19%
	B2010 Exterior Walls	3,001,100	150.06	14%
	B2020 Exterior Windows	1,077,500	53.88	5%
	B2030 Exterior Doors	90,000	4.50	0%
B30	Roofing	729,000	36.45	3%
	B3010 Roof Coverings	635,000	31.75	3%
	B3020 Roof Openings	94,000	4.70	0%
C	INTERIORS	5,650,000	282.50	26%
C10	Interior Construction	2,840,000	142.00	13%
	C1010 Partitions	810,000	40.50	4%
	C1020 Interior Doors	205,000	10.25	1%
	C1030 Fittings	1,825,000	91.25	8%
C20	Stairs	490,000	24.50	2%
	C2010 Stair Construction	490,000	24.50	2%
	C2020 Stair Finishes	0	0.00	0%
C30	Interior Finishes	2,320,000	116.00	11%
	C3010 Wall Finishes	640,000	32.00	3%
	C3020 Floor Finishes	900,000	45.00	4%
	C3030 Ceiling Finishes	780,000	39.00	4%

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
3.1 BUILDING ESTIMATE SUMMARY

Date: 07/10/2024

20,000 GSF				
Code	Element	Estimated Cost \$	\$/GSF	%
D	SERVICES	5,470,000	273.50	25%
D10	Conveying	580,000	29.00	3%
	D1010 Elevators & Lifts	580,000	29.00	3%
	D1020 Escalators & Moving Walks	0	0.00	0%
	D1090 Other Conveying Systems	0	0.00	0%
D20	Plumbing	480,000	24.00	2%
	D2010 Plumbing Fixtures	90,000	4.50	0%
	D2020 Domestic Water Distribution	140,000	7.00	1%
	D2030 Sanitary Waste	170,000	8.50	1%
	D2040 Rain Water Drainage	80,000	4.00	0%
D30	HVAC	1,990,000	99.50	9%
	D3010 Energy Supply	120,000	6.00	1%
	D3020 Heat Generating Systems	400,000	20.00	2%
	D3030 Cooling Generating Systems	360,000	18.00	2%
	D3040 Distribution Systems	640,000	32.00	3%
	D3050 Terminal & Package Units	100,000	5.00	0%
	D3060 Controls & Instrumentation	220,000	11.00	1%
	D3070 Systems Testing & Balancing	50,000	2.50	0%
	D3090 Other HVAC Systems & Equipment	100,000	5.00	0%
D40	Fire Protection	260,000	13.00	1%
	D4010 Sprinklers	230,000	11.50	1%
	D4020 Standpipes	15,000	0.75	0%
	D4030 Fire Protection Specialties	15,000	0.75	0%
	D4090 Other Fire Protection Systems	0	0.00	0%
D50	Electrical	2,160,000	108.00	10%
	D5010 Electrical Service & Distribution	300,000	15.00	1%
	D5020 Lighting & Branch Wiring	960,000	48.00	4%
	D5030 Communications & Security	640,000	32.00	3%
	D5090 Other Electrical Systems	260,000	13.00	1%

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
3.1 BUILDING ESTIMATE SUMMARY

Date: 07/10/2024

20,000 GSF					
Code	Element	Estimated Cost \$	\$/GSF	%	
E	EQUIPMENT & FURNISHINGS	1,019,500	50.98	5%	
E10	Equipment	435,000	21.75	2%	
	E1010 Commercial Equipment	0	0.00	0%	
	E1020 Institutional Equipment	0	0.00	0%	
	E1030 Vehicular Equipment	0	0.00	0%	
	E1090 Other Equipment	435,000	21.75	2%	
E20	Furnishings	584,500	29.23	3%	
	E2010 Fixed Furnishings	584,500	29.23	3%	
	E2020 Movable Furnishings	0	0.00	0%	
F	SPECIAL CONSTRUCTION & BUILDING DEMOLITION	0	0.00	0%	
F10	Special Construction	0	0.00	0%	
	F1010 Special Structures	0	0.00	0%	
	F1020 Integrated Construction	0	0.00	0%	
	F1030 Special Construction Systems	0	0.00	0%	
	F1040 Special Facilities	0	0.00	0%	
	F1050 Special Controls & Instrumentation	0	0.00	0%	
F20	Selective Building Demolition	0	0.00	0%	
	F2010 Building Elements Demolition	0	0.00	0%	
	F2020 Hazardous Components Abatement	0	0.00	0%	
A to F	Total Direct Cost	21,507,100	1,075.36	100%	
Indirect Costs (Markups)					
	Applied Cumulatively				
Z10	General Conditions & Requirements	15.0%	3,226,065	161.30	15%
Z20	Bonds and Insurance	2.5%	618,329	30.92	3%
Z30	Overhead and Profit	8.0%	2,028,120	101.41	9%
Z35	Allow for LEED Gold Standard Premium	2.0%	547,592	27.38	3%
Z40	Total Construction Cost Prior to Contingency		27,927,206	1,396.36	130%
Z50	Design Phase Estimating Contingency	30.0%	8,378,162	418.91	39%
Z60	Total Construction Cost with Contingency 2024 \$		36,305,368	1,815.27	169%
Z70	Escalation to Construction Midpoint	28.7%	10,419,641	520.98	48%
	Construction Cost with Contingency Escalated to Construction Midpoint		46,725,009	2,336.25	217%

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
3.2 SITEWORK ESTIMATE SUMMARY

Date: 07/10/2024

21,620 GSF				
Code	Element	Total Cost \$	\$/GSF	%
G	SITEWORK	2,707,040	125.21	
G10	Site Preparation	524,940	24.28	19.39%
	G1010 Site Clearing	112,860	5.22	4.17%
	G1020 Site Demolition and Relocation	158,100	7.31	5.84%
	G1030 Site Earthwork	253,980	11.75	9.38%
	G1040 Hazardous Waste Remediation	0	0.00	0.00%
G20	Site Improvements	1,131,500	52.34	41.80%
	G2010 Roadways	150,000	6.94	5.54%
	G2020 Parking Lots	0	0.00	0.00%
	G2030 Pedestrian Paving	140,000	6.48	5.17%
	G2040 Site Development	685,000	31.68	25.30%
	G2050 Landscaping	156,500	7.24	5.78%
G30	Site Mechanical Utilities	710,000	32.84	26.23%
	G3010 Water Supply	230,000	10.64	8.50%
	G3020 Sanitary Sewer	180,000	8.33	6.65%
	G3030 Storm Sewer	300,000	13.88	11.08%
	G3040 Heating Distribution	0	0.00	0.00%
	G3050 Cooling Distribution	0	0.00	0.00%
	G3060 Fuel Distribution	0	0.00	0.00%
	G3090 Other Site Mechanical Utilities	0	0.00	0.00%
G40	Site Electrical Utilities	340,600	15.75	12.58%
	G4010 Electrical Distribution	250,000	11.56	9.24%
	G4020 Site Lighting	65,600	3.03	2.42%
	G4030 Site Communications & Security	25,000	1.16	0.92%
	G4090 Other Site Electrical Utilities	0	0.00	0.00%
G90	Other Site Construction	0	0.00	0.00%
	G9010 Service and Pedestrian Tunnels	0	0.00	0.00%
	G090 Other Site Systems & Equipment	0	0.00	0.00%
G10 to G90	Total Direct Cost	2,707,040	125.21	100.00%

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
3.2 SITEWORK ESTIMATE SUMMARY

Date: 07/10/2024

			21,620 GSF		
Code	Element		Total Cost \$	\$/GSF	%
G	SITEWORK		2,707,040	125.21	
Markups (Cumulative)					
Z10	General Conditions & Requirements	15.0%	406,056	18.78	15.00%
Z20	Bonds and Insurance	2.5%	77,827	3.60	2.87%
Z30	Overhead and Profit	8.0%	255,274	11.81	9.43%
Z35	Allow for LEED Gold Standard Premium	2.0%	68,924	3.19	#DIV/0!
Z40	Total Construction Cost Prior to Contingency		3,515,121	162.59	129.85%
Z50	Design Phase Estimating Contingency	30.0%	1,054,536	48.78	38.96%
Z60	Total Construction Cost with Contingency 2024 \$		4,569,657	211.36	168.81%
Z70	Escalation to Construction Midpoint	28.7%	1,311,492	60.66	48.45%
Construction Cost with Contingency Escalated to Construction Midpoint			5,881,149	272.02	217.25%

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.1 BUILDING ESTIMATE DETAILS

Date: 07/10/2024
GSF: 20,000

Elem	Description	Quantity	Unit	Unit Cost \$	Estimated Cost \$
A10	Foundations			68.00	1,360,000
	A1010 Standard Foundations				
	Allow for drilled piers, pile caps etc.	10,000	SF	20.00	200,000
	Grade beams, isolated footings	1	LS	150,000.00	150,000
	Elevator pits	2	EA	50,000.00	100,000
	Misc. concrete footing for canopy support	1	LS	30,000.00	30,000
	A1010 Standard Foundations Total				480,000
	A1020 Special Foundations				
	Allowance for special foundation / soil treatment etc.	1	LS	100,000.00	100,000
	A1020 Special Foundations Total				100,000
	A1030 Slab on Grade	10,000	SF		
	Fine grading with compaction	10,000	SF	5.00	50,000
	Mat slab construction, assume 12" thick	10,000	SF	65.00	650,000
	Misc. concrete curb, pad and depressed slab etc.	10,000	SF	8.00	80,000
	A1030 Slab on Grade Total				780,000
A20	Basement Construction			0.00	0
	A2010 Basement Excavation				
	No work this Section				0
	A2010 Basement Excavation Total		NA		0
	A2020 Basement Walls				
	No work this Section				0
	A2020 Basement Walls Total		NA		0
B10	Superstructure			155.50	3,110,000
	B1010 Floor Construction				
	Structural steel frame / metal deck concrete fill slab, 2/F	10,000	SF	120.00	1,200,000
	Fire proofing steel frame and metal deck	10,000	SF	15.00	150,000
	Misc. rough carpentry	10,000	SF	15.00	150,000
	Elevator shaft	2	EA	50,000.00	100,000
	B1010 Floor Construction Total				1,600,000
	B1020 Roof Construction				
	Structural steel frame / metal deck concrete fill slab, roof	10,000	SF	105.00	1,050,000
	Fire proofing steel frame and metal deck	10,000	SF	15.00	150,000
	Misc. concrete pad for mechanical equipment	1	LS	60,000.00	60,000
	Elevator penthouse	2	EA	45,000.00	90,000
	Roof parapet framing and misc. roof safety anchors	1	EA	80,000.00	80,000
	Allowance for misc. entry canopy structure	1	LS	80,000.00	80,000
	B1020 Roof Construction Total				1,510,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.1 BUILDING ESTIMATE DETAILS

Date: 07/10/2024
GSF: 20,000

Elem	Description	Quantity	Unit	Unit Cost \$	Estimated Cost \$
B20	Exterior Enclosure			208.43	4,168,600
	B2010 Exterior Walls				
	Exterior wall finishes, high end rain-screen stone cladding	11,410	SF	180.00	2,053,800
	Inside of exterior wall finishes	11,410	SF	50.00	570,500
	Back of parapet exterior wall finishes	1,890	SF	120.00	226,800
	Allowance for sun shade	1	LS	70,000.00	70,000
	Allowance for exterior ceiling/soffits finishes	1	LS	80,000.00	80,000
	B2010 Exterior Walls Total				3,001,100
	B2020 Exterior Windows				
	Storefront glazing, windows	6,150	SF	150.00	922,500
	Front entrance door system	1	AL	80,000.00	80,000
	Misc. window trims and molding	1	LS	75,000.00	75,000
	B2020 Exterior Windows Total				1,077,500
	B2030 Exterior Doors				
	Allow for exterior exit doors and hardware	6	EA	15,000.00	90,000
	B2030 Exterior Doors Total				90,000
B30	Roofing			36.45	729,000
	B3010 Roof Coverings				
	TPO roofing system with roof insulation	10,000	SF	45.00	450,000
	Galvanized metal flashings	10,000	SF	15.00	150,000
	Roof accessories	1	AL	35,000.00	35,000
	B3010 Roof Coverings Total				635,000
	B3020 Roof Openings				
	Allowance for skylights	300	SF	300.00	90,000
	Sheetmetal flashing for skylights	80	LF	50.00	4,000
	B3020 Roof Openings Total				94,000
C10	Interior Construction			142.00	2,840,000
	C1010 Partitions				
	Interior partitions, metal stud framing, gypsum board both side with sound insulation	20,000	SF	18.00	360,000
	Allow for acoustical treatment	1	AL	100,000.00	100,000
	Allow for operable partition	1	AL	250,000.00	250,000
	Interior storefront, glazing	1	AL	100,000.00	100,000
	C1010 Partitions Total				810,000
	C1020 Interior Doors				
	Allow for interior doors, single and double	20,000	SF	7.00	140,000
	Special door hardware, ADA compliance	1	AL	50,000.00	50,000
	Misc. access doors	1	LS	15,000.00	15,000
	C1020 Interior Doors Total				205,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.1 BUILDING ESTIMATE DETAILS

Date: 07/10/2024
GSF: 20,000

Elem	Description	Quantity	Unit	Unit Cost \$	Estimated Cost \$
C1030 Fittings					
	Special interior feathers, children section	5,000	SF	45.00	225,000
	Building specialties, toilet room partitions and specialties	20,000	SF	20.00	400,000
	Chalkboards, insignia and graphics	20,000	SF	25.00	500,000
	Cabinetry, millworks and shelving	20,000	SF	35.00	700,000
C1030 Fittings Total					1,825,000
C20	Stairs			24.50	490,000
C2010 Stair Construction					
	Library grand stairs construction including finishes	1	EA	250,000.00	250,000
	Fire exit stairs	2	EA	120,000.00	240,000
C2010 Stair Construction Total					490,000
C2020 Stair Finishes					
	Included with above				0
C2020 Stair Finishes Total					0
C30	Interior Finishes			116.00	2,320,000
C3010 Wall Finishes					
	Interior wall finishes, tiles at restroom, acoustical panels, special wall panels	20,000	SF	32.00	640,000
C3010 Wall Finishes Total					640,000
C3020 Floor Finishes					
	Library floor finishes including carpet tile, walk-off carpet tile, porcelain tile at restroom, resilient flooring, entrance floor mat and bases	20,000	SF	45.00	900,000
C3020 Floor Finishes Total					900,000
C3030 Ceiling Finishes					
	Library ceiling finishes including acoustical tile ceiling, interior ceiling soffit, gypsum board ceiling and soffits	20,000	SF	35.00	700,000
	Other custom ceiling feathers	1	LS	80,000.00	80,000
C3030 Ceiling Finishes Total					780,000
D10	Conveying			29.00	580,000
D1010 Elevators & Lifts					
	Electric traction elevators, 2 stops	2	EA	250,000.00	500,000
	Smoke fire curtain, at each stops	4	EA	20,000.00	80,000
D1010 Elevators & Lifts Total					580,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.1 BUILDING ESTIMATE DETAILS

Date: 07/10/2024
GSF: 20,000

Elem	Description	Quantity	Unit	Unit Cost \$	Estimated Cost \$
D20	Plumbing			24.00	480,000
	D2010 Plumbing Fixtures				
	Allowance for plumbing fixtures	20,000	SF	4.50	90,000
	D2010 Plumbing Fixtures Total				90,000
	D2020 Domestic Water Distribution				
	Domestic water distribution system	20,000	SF	7.00	140,000
	D2020 Domestic Water Distribution Total				140,000
	D2030 Sanitary Waste				
	Sanitary waste system, general \$/SF allowance	20,000	SF	8.50	170,000
	D2030 Sanitary Waste Total				170,000
	D2040 Rain Water Drainage				
	Allow for rain water drainage system	20,000	SF	4.00	80,000
	D2040 Rain Water Drainage Total				80,000
D30	HVAC			99.50	1,990,000
	D3010 Energy Supply				
	Energy supply system	20,000	SF	6.00	120,000
	D3010 Energy Supply Total				120,000
	D3020 Heat Generating Systems				
	HVAC equipment heating	20,000	SF	20.00	400,000
	D3020 Heat Generating Systems Total				400,000
	D3030 Cooling Generating Systems				
	HVAC equipment cooling	20,000	SF	18.00	360,000
	D3030 Cooling Generating Systems Total				360,000
	D3040 Distribution Systems				
	Galvanized sheet metal ductwork, dampers, duct insulation etc.	20,000	SF	32.00	640,000
	D3040 Distribution Systems Total				640,000
	D3050 Terminal & Package Units				
	Terminal & package units	20,000	SF	5.00	100,000
	D3050 Terminal & Package Units Total				100,000
	D3060 Controls & Instrumentation				
	Controls and instrumentation	20,000	SF	11.00	220,000
	D3060 Controls & Instrumentation Total				220,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.1 BUILDING ESTIMATE DETAILS

Date: 07/10/2024
GSF: 20,000

Elem	Description	Quantity	Unit	Unit Cost \$	Estimated Cost \$
	D3070 Systems Testing & Balancing				
	System testing and balancing	20,000	SF	2.50	50,000
	D3070 Systems Testing & Balancing Total				50,000
	D3090 Other HVAC Systems & Equipment				
	Miscellaneous HVAC system & equipment	20,000	SF	5.00	100,000
	D3090 Other HVAC Systems & Equipment Total				100,000
D40	Fire Protection			13.00	260,000
	D4010 Sprinklers				
	Wet sprinkler system	20,000	SF	11.50	230,000
	D4010 Sprinklers Total				230,000
	D4020 Standpipes				
	Standpipe distribution pipework	20,000	SF	0.75	15,000
	D4020 Standpipes Total				15,000
	D4030 Fire Protection Specialties				
	Fire protection specialties	20,000	SF	0.75	15,000
	D4030 Fire Protection Specialties Total				15,000
D50	Electrical			108.00	2,160,000
	D5010 Electrical Service & Distribution				
	Electrical services and distribution	20,000	SF	15.00	300,000
	D5010 Electrical Service & Distribution Total				300,000
	D5020 Lighting & Branch Wiring				
	Lighting and branch wiring	20,000	SF	48.00	960,000
	D5020 Lighting & Branch Wiring Total				960,000
	D5030 Communications & Security				
	Communications and security	20,000	SF	32.00	640,000
	D5030 Communications & Security Total				640,000
	D5090 Other Electrical Systems				
	Other electrical systems	20,000	SF	13.00	260,000
	D5090 Other Electrical Systems Total				260,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.1 BUILDING ESTIMATE DETAILS

Date: 07/10/2024
GSF: 20,000

Elem	Description	Quantity	Unit	Unit Cost \$	Estimated Cost \$
E10	Equipment			21.75	435,000
	E1090 Other Equipment				
	Kitchen and breakroom appliance	1	LS	25,000.00	25,000
	Audio-Visual equipment	1	LS	350,000.00	350,000
	Allow for library and office equipment	20,000	SF	3.00	60,000
	E1090 Other Equipment Total				435,000
E20	Furnishings			29.23	584,500
	E2010 Fixed Furnishings				
	Library stacks system	20,000	SF	20.00	400,000
	Window treatments, roller shade etc.	6,150	SF	30.00	184,500
	E2010 Fixed Furnishings Total				584,500
	E2020 Movable Furnishings				
	Movable furnishing - Excluded, see FF&E Budget by owner		NA		0
	E2020 Movable Furnishings Total				0
F10	Special Construction			0.00	0
	F1010 Special Structures				
	No work anticipated		NA		0
	F1010 Special Structures Total				0
F20	Selective Building Demolition			0.00	0
	F2010 Building Elements Demolition				
	No work anticipated		NA		0
	F2010 Building Elements Demolition Total				0
	F2020 Hazardous Components Abatement				
	Excluded in this estimate		NA		0
	F2020 Hazardous Components Abatement Total				0

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.2 ESTIMATE DETAILS - SITE

Date: 07/10/2024

Total Site Area 31,620
Finished Site Area 21,620

Elem	Description	Quantity	Unit	Unit Cost \$	Total Cost \$
G10	Site Preparation			24.28	524,940
	G1010 Site Clearing				
	General site clearing	31,620	SF	3.00	94,860
	Cut and remove existing trees	15	EA	1,200.00	18,000
	G1010 Site Clearing Total				112,860
	G1020 Site Demolition and Relocation				
	Site utility relocation, allowance	31,620	SF	5.00	158,100
	G1020 Site Demolition and Relocation Total				158,100
	G1030 Site Earthwork				
	General site grading, remove existing vegetation on site	31,620	SF	4.00	126,480
	Haul away dirt, allow	600	CY	150.00	90,000
	Remove existing concrete paving	2500	SF	15.00	37,500
	G1030 Site Earthwork Total				253,980
	G1040 Hazardous Waste Remediation				
	Hazardous waste remediation - Excluded		NA		0
	G1040 Hazardous Waste Remediation Total				0
G20	Site Improvements				150,000
	G2010 Roadways				
	Roadway paving around new entrance	1	LS	120,000.00	120,000
	Misc. patch and repair concrete curbs and gutter	1	LS	30,000.00	30,000
	G2010 Roadways Total				150,000
	G2020 Parking Lots				
	No parking lot on site		NA		0
	G2020 Parking Lots Total				0
	G2030 Pedestrian Paving				
	Patch and repair existing pedestrian paving	4,000	SF	35.00	140,000
	G2030 Pedestrian Paving Total				140,000
	G2040 Site Development				
	Fencing and gates	800	LF	300.00	240,000
	Library entry plaza	4,500	SF	40.00	180,000
	Trash enclosure	1	LS	85,000.00	85,000
	Children play area including site furniture	1	LS	150,000.00	150,000
	Exterior Building signage	1	EA	30,000.00	30,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.2 ESTIMATE DETAILS - SITE

Date: 07/10/2024

Total Site Area 31,620
 Finished Site Area 21,620

Elem	Description	Quantity	Unit	Unit Cost \$	Total Cost \$
	G2040 Site Development Total				685,000
	G2050 Landscaping				
	Allowance for landscape around new library, including soil mix, shrubs	14,000	SF	5.00	70,000
	New trees	15	EA	2,500.00	37,500
	Irrigation system	14,000	SF	3.50	49,000
	G2050 Landscaping Total				156,500
G30	Site Mechanical Utilities			18.96	410,000
	G3010 Water Supply				
	Trade demo existing site utilities	1	LS	80,000.00	80,000
	New water supply to library building, domestic and fire water	1	LS	150,000.00	150,000
	G3010 Water Supply Total				230,000
	G3020 Sanitary Sewer				
	New sewer line including connection to existing system including patch and repair roadway for new sewer work	1	LS	180,000.00	180,000
	G3020 Sanitary Sewer Total				180,000
	G3030 Storm Sewer				
	New storm sewer piping and connection to existing sewer system nearby	1	LS	300,000.00	300,000
	G3030 Storm Sewer Total				300,000
G40	Site Electrical Utilities			15.75	340,600
	G4010 Electrical Distribution				
	Trade demo existing site electrical system	1	LS	80,000.00	80,000
	Electrical distribution to new building including transformer, pad, pull boxes, conduits	1	LS	170,000.00	170,000
	G4010 Electrical Distribution Total				250,000
	G4020 Site Lighting				
	Allow for site lighting	13,120	SF	5.00	65,600
	G4020 Site Lighting Total				65,600
	G4030 Site Communications & Security				
	Misc. site communications system	1	LS	25,000.00	25,000
	G4030 Site Communications & Security Total				25,000

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
4.2 ESTIMATE DETAILS - SITE

Date: 07/10/2024

Total Site Area 31,620
Finished Site Area 21,620

Elem	Description	Quantity	Unit	Unit Cost \$	Total Cost \$
	G4090 Other Site Electrical Utilities				
	No work anticipated				0
	G4090 Other Site Electrical Utilities Total				0
G90	Other Site Construction			0.00	0
	G9010 Service and Pedestrian Tunnels				
	No work anticipated				0
	G9010 Service and Pedestrian Tunnels Total				0
	G090 Other Site Systems & Equipment				
	No work anticipated				0
	G090 Other Site Systems & Equipment Total				0

NEW OCEAN VIEW LIBRARY, SAN FRANCISCO
PRELIMINARY CONCEPTUAL DESIGN COST ESTIMATE
5.0 LAYOUT PLANS

Date: 07/10/2024

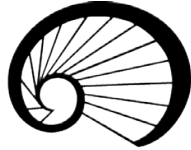


A light gray background map of San Francisco, showing the city's grid, hills, and coastline. The map is oriented with the city center at the top and the coast on the left.

Ocean View Branch Library **FEASIBILITY REPORT**

San Francisco Public Library
October, 2019





San Francisco Public Library



Bureau of Architecture

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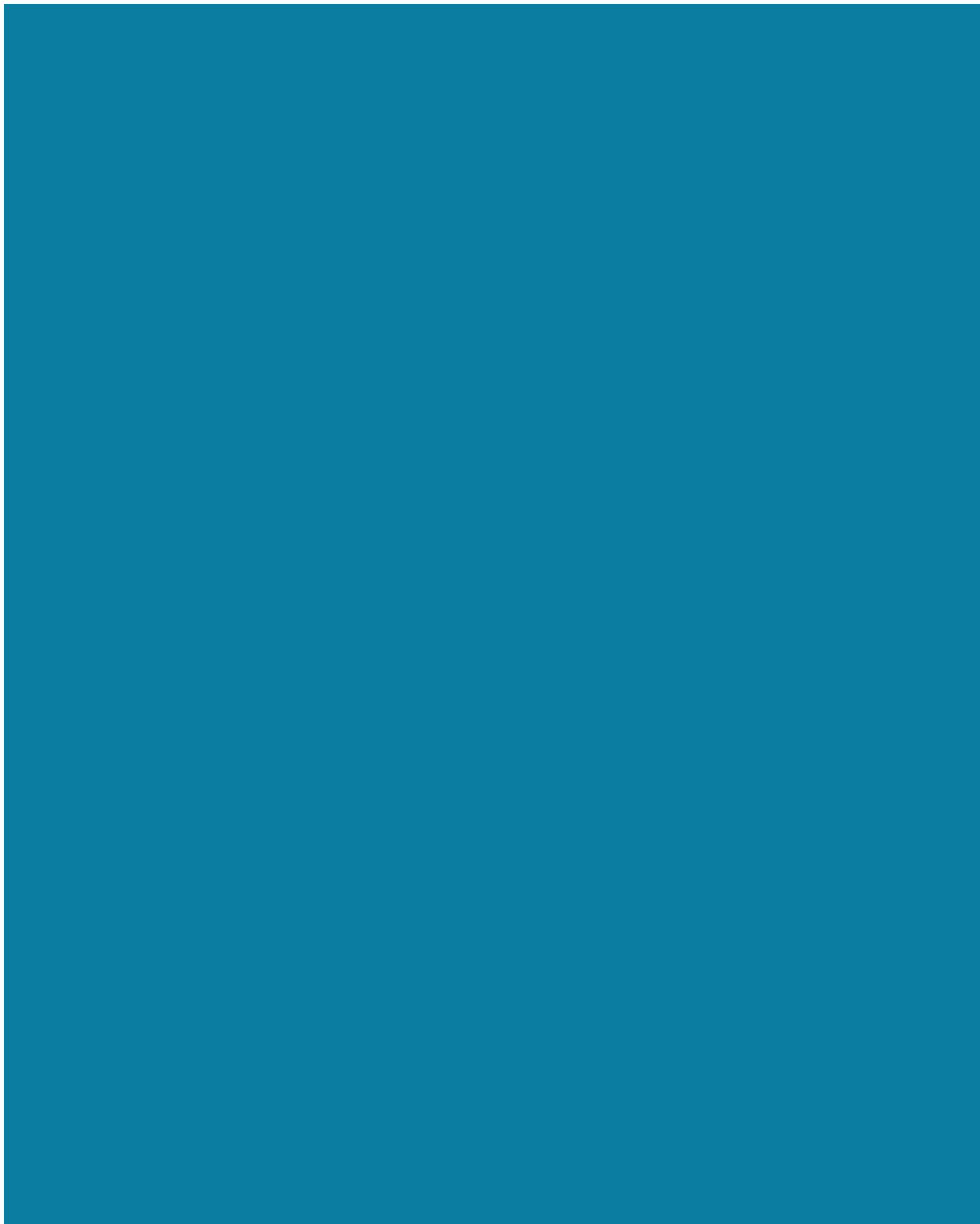
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FEASIBILITY STUDY [I]

INTRODUCTION:

A series of public presentations in the spring of 2019 revealed significant community interest in the renovation of the Ocean View Branch Library. The smallest branch in the San Francisco library system, many believe that the existing building is too small to accommodate the program required for a 21st century library and that a major renovation, while an improvement, will not satisfy the current or future needs of the community. The 2018 Branch Library Feasibility Study highlighted the size limitations of the existing branch but did not propose replacement. Given the community's concerns, and with the support of District 11 Supervisor Ahsha Safai, the San Francisco Public Library then committed to exploring the possibilities for a new branch library within the Ocean View/Merced Heights/Ingleside (OMI) neighborhood. The library initially commissioned Public Works to create a site feasibility study for a proposed building site at the current Brotherhood and Head Street Mini-Park. Then in September 2019, per community feedback, additional sites were added to the study and ultimately a total of nine possible sites are evaluated in this study.

SITE FEASIBILITY STUDY GOALS:

- Document the need for a new expanded branch library to replace the existing Ocean View Branch Library based on community input, census data, city and library data sources.
- Identify a new location within the Ocean View, Merced Heights and Ingleside (OMI) neighborhood upon which to create a new state of the art branch library.
- Explore the architectural and landscape design opportunities and challenges of the nine city owned building sites in the proposed study areas along Brotherhood Way and Alemany Boulevard.
- Establish desirable site evaluation criteria for the proposed building locations in the study.
- Utilizing the site evaluation criteria, select a recommended site design option which will serve as a basis of design to create a reliable budget range.
- Create a representative building program summary based on community feedback, library input, and state-of-the-art library design concepts. The representative program is to be used as a basis of design for cost estimating.
- Provide engineering assessments of existing site utility systems:
 - Access to domestic and fire water utility piping
 - Location of nearby fire hydrants
 - Location and size of adjacent storm and sanitary sewer systems
 - Location of overhead power lines
- Perform an initial evaluation of building sites and their proximity to neighboring side streets and high-speed roadways with regards to accessibility, walkability, public transit, parking, loading, travel distances, and hazards.
- Utilizing the above information, establish an estimated project budget range.
- Make recommendations for next steps.

PROGRAMMATIC NEEDS ASSESSMENT

Ocean View Branch Feasibility Study

9/27/19

The current Ocean View Branch Library, at 345 Randolph Street, opened on June 7, 2000. The new building was a vast improvement over the community's prior library space, a rented storefront. While it was an innovative branch library at the time, providing a designated computer lab for the community, the building's small footprint (4,794 sq. ft.), two-floor layout, and fixed furnishings limit its flexibility. Staff struggle to provide the community with 21st Century library services, with a focus on community engagement and programming, within the confines of this space.

The Library hosted three community meetings in February and March 2019¹ to hear feedback from neighborhood residents about the prospect of renovating the Ocean View Branch Library. Community members shared their feelings that the existing building has the following programmatic deficiencies:

- Has very limited space for physical collections for adults, children, and teens in languages spoken by the community
- does not provide adequate seating and study tables for adults, teens, and children
- lacks a defined area for teen collections and seating
- lacks a designated area for group study
- has limited capacity in the meeting room to accommodate attendees
- lacks space for quiet study

Additionally, community members shared that the existing building does not look like they would expect a public library to look. As a result, they shared that there may be limited awareness of the services and programs provided by the San Francisco Public Library at Ocean View Branch. The community members expressed their feeling that making improvements to the exterior of the building would draw more visitors and expand the community's access to Library resources. The community's feedback echoes input provided by Ocean View Branch staff who participated in charrettes hosted through Public Works' 2018 Feasibility Study ². Feedback from the public and branch staff reflects the following programmatic needs for the Ocean View Branch Library:

- Increase physical collections including
 - Chinese-language materials
 - Spanish-language materials
 - Materials for teens
- Increase lounge and study seating for adults, teens, and children
- Provide a designated area for teens
- Increase meeting/program room capacity
- Enable after-hours access to meeting/program for community meetings
- Provide an area for quiet study
- Improve community awareness of the branch through exterior design improvements

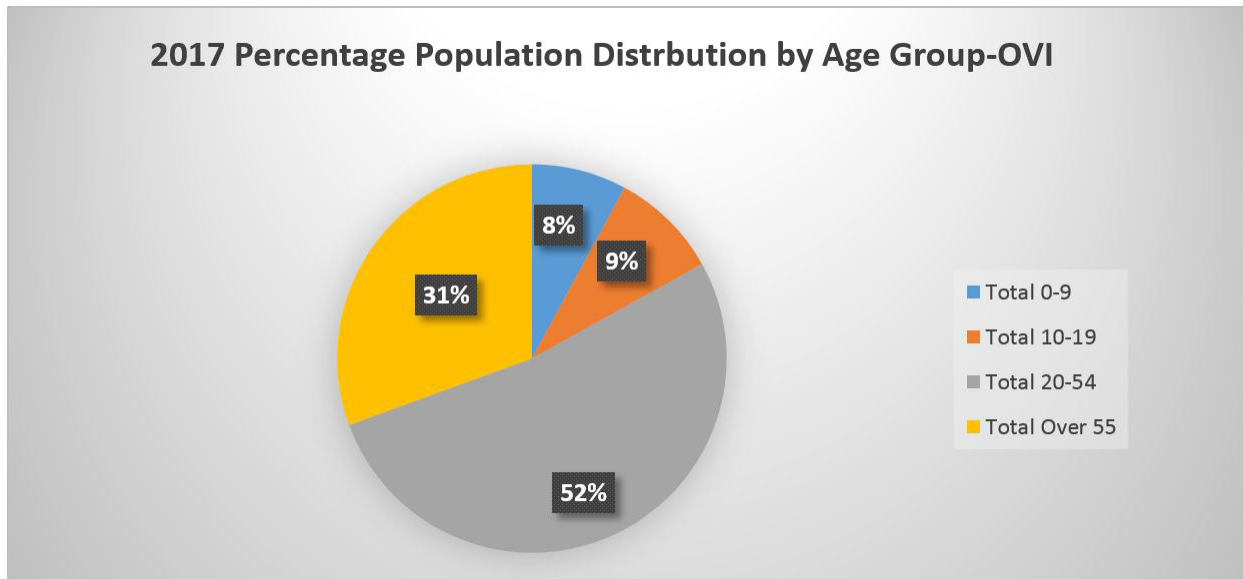
1 Minutes of Ocean View community meetings posted here: <https://sfpl.org/index.php?pg=2001129901>

2 Source: <https://sfpl.org/pdf/about/commission/Feasibility-Study-dpw020118.pdf>

Community Growth

When it opened in 2000, the Ocean View Branch Library served 22,748³ community members as defined by the San Francisco Public Library service areas. The population living in that same service area increased 15%, to 26,240⁴ residents, in 2017. The community served by the Ocean View Branch will likely continue to increase in size over the next twenty years, as the City of San Francisco's population is expected to grow another 16.5% by 2040⁵.

Figure 1: 2017 Percentage of each age group's population in Ocean View Branch Service Area



Note: Population Distribution data from United States Census Bureau (2017)

That said, it is important to look beyond the Ocean View neighborhood service area when considering the community Ocean View Branch could serve if it were improved. During the community meetings, it became apparent that the Ocean View is not isolated but identifies as belonging to the broader Ocean View, Merced, and Ingleside (OMI) neighborhoods.

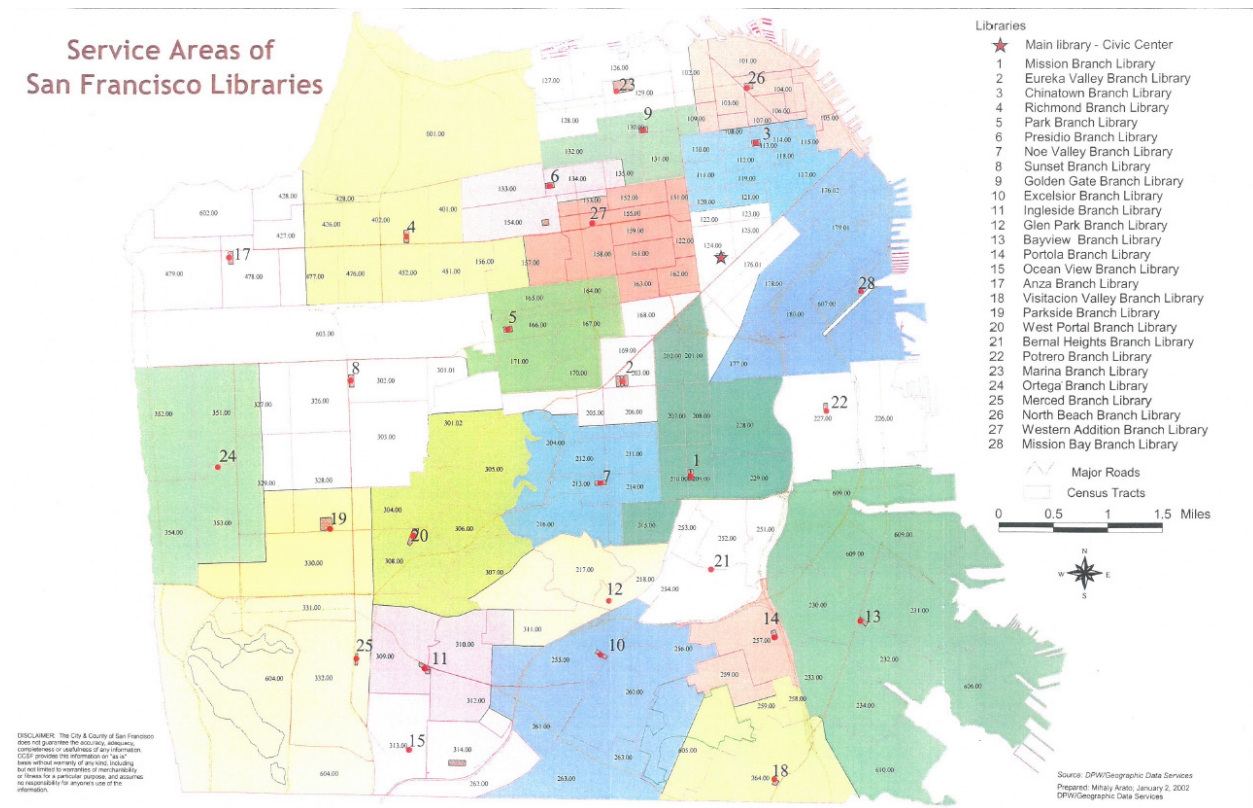
When considering services for a future Ocean View Branch, it is important to look at the demographic make-up of both the blocks within the Library's traditional Ocean View Branch service area, but also at the broader needs for library service within the OMI neighborhood.

3 US Census Bureau (2000). *Profile of General Population and Housing Characteristics, 2000 American Community Survey*.

4 US Census Bureau (2017). *Demographic and Housing Estimates, 2013-2017 American Community Survey 5-Year estimates*

5 Source: <http://www.dof.ca.gov/Forecasting/Demographics/Projections/>

Figure 2: Service Area Boundaries for San Francisco Branch Libraries

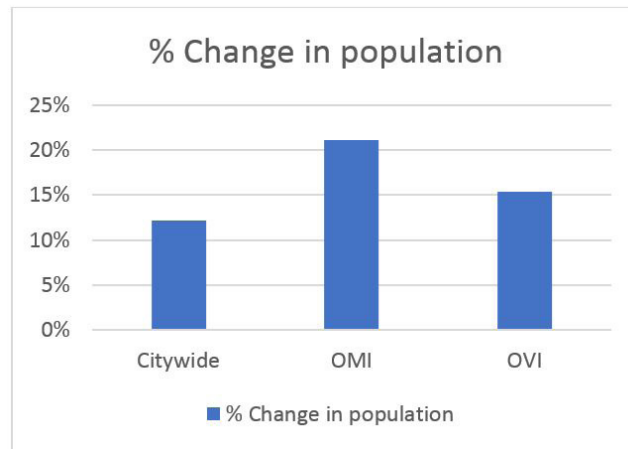


Note: From SFPL Branch Facilities Plan (2000)

Between 2000 and 2017, the OMI neighborhood's population has grown by 21%. This is a faster growth rate than both the Ocean View neighborhood, which grew at 15%, and San Francisco, which grew by 12%. (Figure 3)

The OMI neighborhood will continue to grow as San Francisco's population grows. Plans for further development in the area around Lake Merced and Brotherhood Way will be particularly impactful on the provision of services to the broader community.

Figure 3: Estimated Percentage Change in Population from 2000 to 2017 for entire city, OMI neighborhood and Ocean View Branch service area



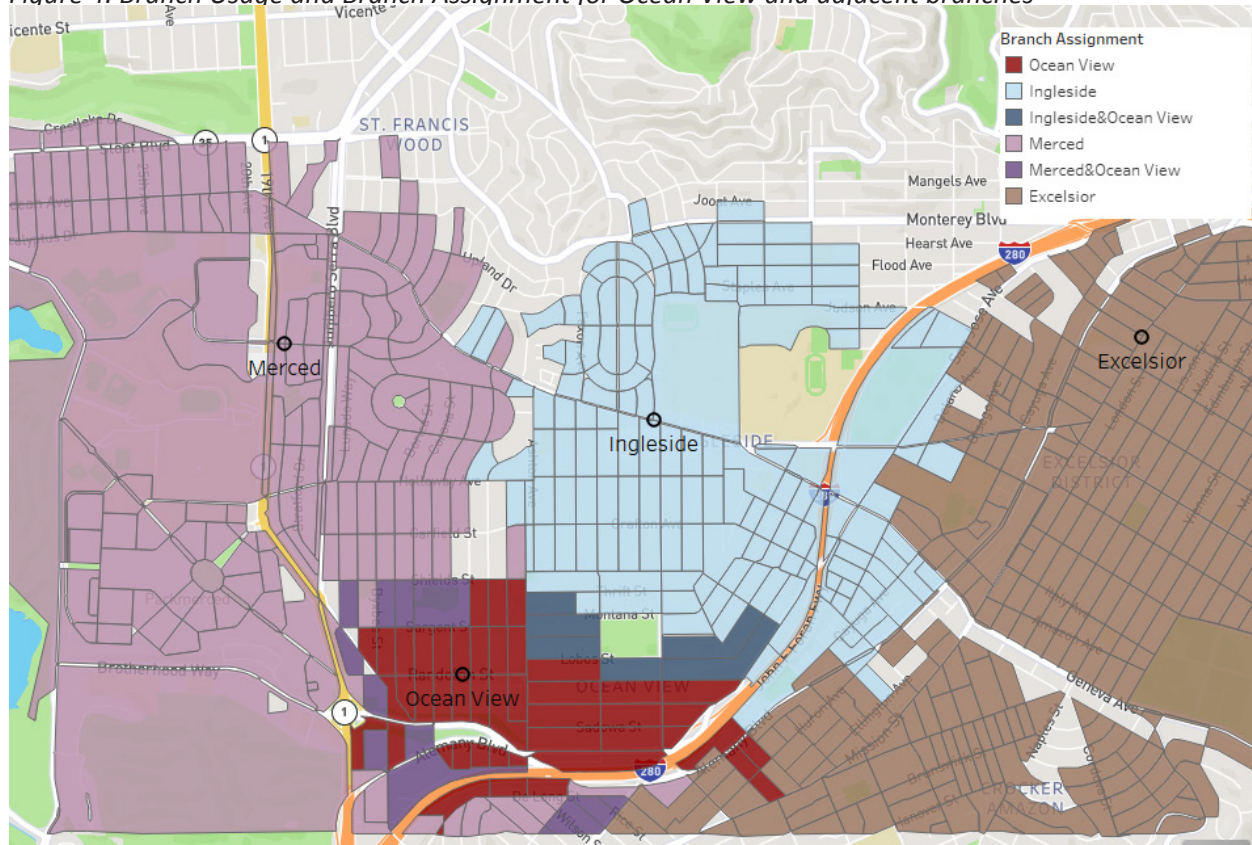
Note: Population Distribution data from United States Census Bureau (2000), United States Census Bureau (2017)

Gaps in Service

Analysis of patrons' actual use of the Ocean View Branch reflects that the branch serves those who live in its immediate vicinity well. About 42% of total households in Ocean View's usage defined service area use physical or e-resources. The branch is used by the community that lives in the blocks closest to the branch most heavily, which reflects the branch's focus on serving the needs of residents in its immediate vicinity.

That said, some community members within the Ocean View Branch's traditional service area elect to visit the Ingleside, Merced, and Excelsior Branches. When analyzing utilization patterns at the census block level, it becomes clear that some residents within Ocean View Branch's service area are opting to visit other locations. The blocks served by the Ocean View Branch are represented in dark red below. Blocks shared between Ocean View and a neighboring branch are a darker shade of the same color as that neighboring branch. Ocean View shares blocks with both Merced and Ingleside branches, which are displayed below in dark purple and dark blue, respectively. This again shows that Ocean View Branch service is utilized most heavily within the highway cradle of Interstate 280 and CA 1/19th Ave.

Figure 4: Branch Usage and Branch Assignment for Ocean View and adjacent branches



Note: Branch Assignment data from RSA

While it is not entirely possible to know why individuals or families are choosing to visit other branches, it is likely that several factors may influence their decisions. Traffic patterns and public transportation are one likely factor, as many households west of Rt. 1 opt to utilize the Merced Branch and many households south of I-280 opt to visit the Excelsior Branch. The Ocean View Branch Library is easily accessible by streetcar MUNI line however, access to Randolph Street from Brotherhood Way and from the west of Rt. 1 is limited. Moving the Ocean View Branch to a more prominent and accessible location could help the branch to draw from a wider number of households in its own service area and the broader OMI neighborhood.

Another likely factor that helps individuals and families choose between visiting branch libraries is the overall seating capacity and collection size of the branch. The more generously sized Merced and Ingleside Branches are likely drawing some community members away from the Ocean View Branch simply because people have a better chance of finding an available seat and materials to checkout from the larger browsing collections.

Branch libraries that are located along or close to busy retail corridors frequently benefit from those adjacencies, as is reflected in their high annual visitor counts. In its current location, the Ocean View Branch is not located in a commercial corridor. It is likely that the relatively isolated location of the branch contributes to its relatively lower annual visitor count.

When selecting which of Ocean View Branch's weekly Storytimes to attend, one element that goes into the choice for some community members is the adjacency to a playground. Staff report that patrons regularly remark that they prefer attending the weekly outreach Storytime led by Ocean View Branch's Librarians at the Minnie and Lovie Ward Recreation Center because of the proximity of that event to playground equipment for children.

Building Size, Footprint, and Layout

Increasing the size of the Ocean View Branch Library will position the branch to better meet the needs of Ocean View residents and serve as a regional draw for the greater OMI community. At 4,794 square feet, the Ocean View Library is the smallest of San Francisco Public Library's twenty-seven branches. The Ocean View Branch is 44% smaller than the average size of San Francisco Public Library's branches (8,503 sq. ft.).

The small size of the existing branch significantly hampers public service provided to the Ocean View community. The branch's limited square footage results in public services areas of smaller scale than elsewhere within SFPL's branches. Limited space within the building directly impacts the Library's ability to offer access to robust selections of library materials, and sufficient reader seats for community members of all ages and linguistic backgrounds.

The square footage of the Ocean View Branch is spread over two floors on an extremely small footprint with no room for expansion. The two-floor layout of the branch poses challenges for service delivery and oversight of public areas by staff. The majority of public service is located on the first floor of the branch, where all reader seats and collections are located. The existing service desk area has a good line of site of the first floor. The second floor of the branch has the branch's one public restroom and one staff restroom, a computer lab for the public, a small meeting room, and a staff workroom. The stairwell connecting the two floors of the Ocean View Branch is enclosed and does not allow for staff to easily monitor activities on the upper level.

When considering the broader OMI community it is apparent the Ocean View, Merced, and Ingleside Branches constitute three of the four smallest branches in the SFPL system. The Merced Branch, renovated in 2011, is a 5,832 square foot facility with no meeting room. The newly constructed Ingleside Branch, opened in 2009, is 6,100 square feet in size. Staff report that public seats are frequently in use during peak afternoon service hours at the Merced and Ingleside Branches. Having completed recent building projects as part of the Branch Library Improvement Program (BLIP), the Ingleside and Merced Branches are unlikely to undergo significant renovation in the immediate future. As both Ingleside and Merced Branches have limitations to any prospective expansion of their buildings' footprints, the construction of a new regional destination library represents the best opportunity for increasing capacity to serve the OMI community. By building a new Ocean View Branch Library, a longstanding inequity in the level of branch library services to the underserved OMI community would be addressed.

Public Service Areas

Currently, seating options at the Ocean View Branch are extremely limited. Excluding seats dedicated to public computing, there are only 20 available chairs for members of the public at the Ocean View Branch. By comparison, the average number of seats in SFPL branches is 63. A new, much larger Ocean View Branch Library would necessarily accommodate more seating for the community and alleviate existing seating limitations in other nearby branches.

Community members reported feeling that the layout of the children's area did not seem well-defined and expressed concerns that children could easily run out onto the sidewalk or the street. A newly designed branch would have a distinct, spacious zone for children and families to relax and enjoy their library visit.

While every San Francisco Public Library incorporates a robust *Play to Learn* area, at the Ocean View Branch access to these engaging pieces is limited to just one seating cube and two end panels. A newly designed children's space could accommodate an interactive *Play to Learn* wall or other larger-scale elements that would engage children to explore and learn while clearly signaling to families with young children that the Ocean View Branch is their space. San Francisco Public Library's other branches have, on average, 24 seats in the children's area. A well-designed children's area with expanded seating would provide a more gracious space for youth ages birth through twelve, their families, and caregivers to share stories, research, play, and learn together.

The OMI community includes thirty-nine childcare sites that serve children birth through age five. The Jose Ortega and Sheridan Elementary Schools are both located very close to the current Ocean View Branch Library, and jointly have 665 youth under 12 enrolled. The broader OMI community includes another three elementary schools in its service area: Lakeshore Alternative, Commodore Sloat, and Sunnyside Elementary Schools and have 1,337 youth under 12 enrolled. The three branches in the OMI have limited capacity to welcome class visits due to the size of their children's areas. In other branches staff can welcome classes into the children's area and be close to library materials relevant to their schoolwork. Currently, the Ocean View Library hosts class visits in the second-floor meeting room because space in the children's area is unable to accommodate large groups.

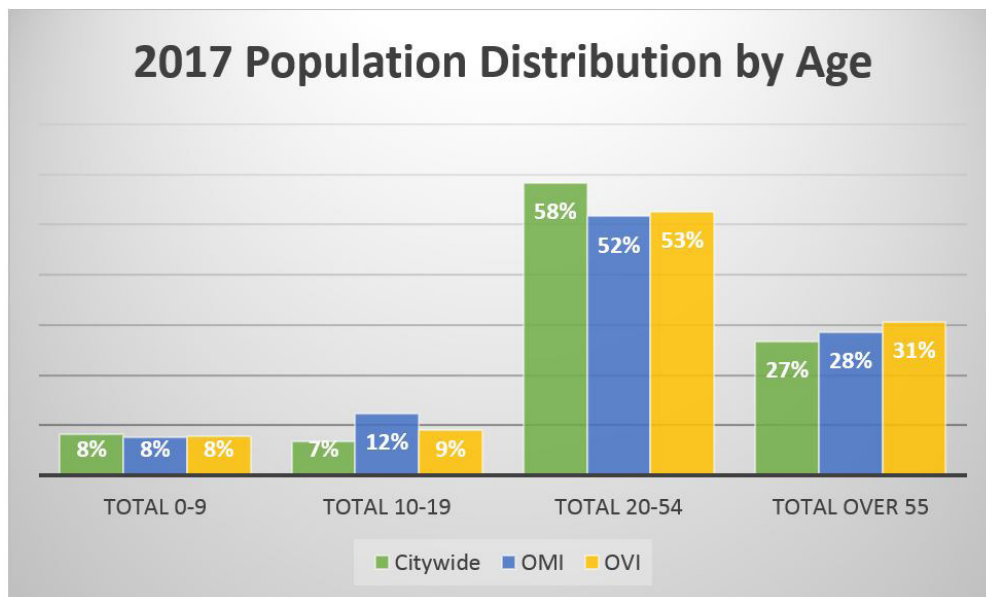
Concerns about the adequacy of the teen space were also raised by community members and by staff.

The teen area of the Ocean View Branch comprises a small wall of shelving, a table with two chairs, and one dedicated public access computer. The teen area abuts the children's area and the media collections. The area is poorly defined and is used by community members of all ages – so it does not constitute a dedicated area for youth commensurate with teen spaces in other branch libraries.

Creating a larger, more inviting, and more distinct teen area would prioritize access to library collections and services for these key stakeholders and improve teens' feeling that they are welcome in the library. In the Ocean View Branch's service area, the population of teens is slightly larger than the children's population, warranting a robust, modern teen zone within a newly constructed Ocean View Branch. A well-designed teen area would feature a spacious and welcoming space with expanded seating so that teens truly have a space of their own in the new library.

Community members shared that the lack of available seating for adults makes the branch feel unwelcoming, loud, and crowded. Similar to the City-wide population of adults (85%), in the Ocean View, adults ages twenty and older make up 83% of the population and are significant stakeholders in the community. Community members indicated that they do not feel there is sufficient space in the branch to sit and read or to work on projects. They also expressed that there is no area for quiet study within the branch and that noise from one zone travels easily to other zones (e.g. from children's area to adult area). Seniors make up 31% percent of the community served by the Ocean View Branch (as compared with 27% City-wide) (Figure 5) and it is important to consider their needs when planning library services. By increasing the number of seats in the library and by designing a meeting room that could be opened as a community living room when not in use for library programs and community meetings, the branch could accommodate more adults seniors on a daily basis and help support seniors by decreasing isolation and increasing their sense of connection with their community.

Figure 5 : 2017 Percentage of each age group's population for OVI, OMI and Citywide



Note: Population Distribution data from United States Census Bureau (2017)

The establishment of a new, larger Ocean View Branch Library could also provide additional capacity for visitors to the branch from the broader OMI community, which will see continued population growth in coming years. There is currently 133 reader chairs in the Ocean View, Merced, and Ingleside Branches, an average of 44 chairs per building, as compared with the system wide average of 63 chairs per branch.

With its current footprint and layout, there is limited space to add much needed seating capacity at the Ocean View Branch. By building a new, larger Ocean View Branch Library, the Library could address significant deficiencies of the existing Ocean View Branch Library. The addition of quiet study rooms or small meeting spaces within the new Ocean View Branch would benefit those who visit the branch to focus on individual study or group work.

Collections

The community's feedback related to the Ocean View Library is that the collections are insufficient to support the information needs of residents. Community members shared that they are often forced to place reserves on materials from other SFPL locations because the titles they are looking for are not available at the Ocean View Branch. Community members voiced that due to the limited collections at the Ocean View Branch, they frequently went to larger branches in the OMI community or to the nearby Excelsior Branch.

This feedback from the community is supported by the Library's data about the size of the circulating collection at the Ocean View Branch, which, at roughly 16,000 items, ranks 27th in size among the Libraries twenty-seven branches. With a service population of 26,240 residents, the Ocean View Branch Library's collection is not equipped to meet the needs of the branch's service area. It would be appropriate for a community the size of the Ocean View neighborhood to have a collection comparable to the collections at the Bernal Heights, West Portal, or Parkside Branches, with an average collection size of 47,388 items. Increasing access to a robust collection of library materials in this neighborhood and the broader OMI community would be a top priority for this capital project.

The Ocean View Branch's collection of circulating materials comprises primarily English language materials (81%), a modest Chinese language collection (11%), and a very minimal Spanish language collection (1%). The current collection is significantly hampered by available shelving space and does not mirror the linguistic diversity of the community ages five and older, which includes a significant population of Chinese-speaking (35.23%), Spanish-speaking (12.66%), and Tagalog-speaking (8.43%) individuals.

Importantly, the Ocean View service area includes a large number of individuals with limited English proficiency among those who speak Chinese (Cantonese and Mandarin). In the Ocean View neighborhood, 23.98% of individuals ages five and older speak English less than "very well". The linguistic isolation among Chinese-speaking residents of the Ocean View service area is significantly higher than the City-wide average (11.71%). The Ocean View Branch ranks fourth of among branches by this metric, with a similar rate of Limited English Proficiency to the communities in the service areas of the Chinatown (24.89%), Visitacion Valley (24.88%), and Portola (24.43%) Branches.⁶

The Ocean View Branch's Chinese-language collections do not support existing services to the community. The branch has approximately twenty-five shelves of Chinese language books for adults, four shelves of Chinese-language books for children, and no dedicated shelving for Chinese-language teen materials. Staff report that they routinely assist Chinese-speaking patrons in accessing Chinese-language books and media by placing holds on items because the Ocean Library Branch does not have a large browsing collection of Chinese materials. Staff shared that an expanded collection of Chinese-language materials would help even the playing field for seniors with limited English proficiency who are not very technologically savvy, and for whom browsing collections are very important. Staff report that younger Chinese-speaking adults, some of whom are linguistically isolated but more tech savvy, also raise concerns about the limited number of Chinese-language materials at the branch and make comments that they will go to other libraries in the future.

⁶ US Census Bureau (2017) *Language Spoken at Home for the Population 5 Years and Over, 2013-2017 American Community Survey 5-Year estimates*.

Expanding the size of the branch so it could house a much larger collection of Chinese-language materials for all ages would provide more immediate response to the needs of Chinese-speaking community members who are seeking to browse and check out physical materials in Chinese.

The Ocean View Community also includes a large number of Spanish-speaking individuals who speak English less than “very well”. The linguistic isolation among Spanish-speaking residents of the Ocean View service area is slightly higher than the City-wide average (4.2%). The Ocean View Branch ranks fifth of SFPL branches in Limited English Proficiency among Spanish-speakers ages five and older (5.2%).⁷

Research shows that “children can learn to read well in a new language only if they have a strong foundation of literacy in their first language because of the “transfer” of skills from one language to another”⁸. For children in the Ocean View community who are being raised by Chinese-speaking and Spanish-speaking adults with limited English proficiency, it is vitally important that their families have access to children’s books in the language their families speak at home. Without Spanish and Chinese-language children’s materials, children will not have opportunities to be read to and to learn to read from fluent adults in their lives, which could negatively impact their reading readiness. For this reason, it is essential that a new, larger Ocean View Branch have a more robust collection of Chinese-language and Spanish print materials for the children including board books, picture stories, and juvenile fiction.

The census data pertaining to languages spoken by the community members reflects a need for larger Chinese-language and Spanish-language collections at the Ocean View Branch. The limited resources for community members in each of these languages may inform decisions to frequent other branches further from home by community members who reside in the Ocean View branch’s traditional service area. Making space for collections that reflect the neighborhood’s diversity would likely increase patronage of the Ocean View Branch by a wider group of community members. A new, larger Ocean View Branch Library with space for increased Chinese and Spanish language collections would be a significant benefit to the community.

Community members voiced their desire for a more robust collection of resources for teens at the Ocean View Branch to support their pleasure reading and learning. Providing more physical collections for teens is another area for improvement to the collections of the Ocean View Branch Library. Community members within the Ocean View Branch’s service area ages 10-19 make up 9% of the population. The percentage of youth in the Ocean View community is slightly higher than the City-wide demographics in this age group (7%) (Figure 5). Currently, 7% of materials at the Ocean View Branch are geared toward teens. The teen collection at the Ocean View Branch is made up primarily of fiction materials. Increasing the branch’s overall collection size while keeping a target of roughly 10-12% of items geared toward teens would have a significant impact on providing high interest reading materials to this key stakeholder group.

Many teens gravitate more heavily toward non-fiction materials for adults as they move through their studies, and the perception that there are insufficient materials for teens is likely a reflection of the limited non-fiction resources for adults at the branch. By expanding the square footage of the Ocean View Branch, the Library could expand the overall size of the non-fiction collection to better support the

⁷ US Census Bureau (2017) *Language Spoken at Home for the Population 5 Years and Over, 2013-2017 American Community Survey 5-Year estimates*.

⁸ Nakamura, Pojo Reddy (2015). *Language in Learning and Literacy: Native Tongues First*.

homework needs of teens. This programmatic shift could increase access of materials to serve the pleasure reading and academic needs of teens and adults in the community who are engaged in obtaining their GED, high school diploma, associate's degree, or bachelor's degree. Expanded materials of interest to young adults and students could also support public library usage by San Francisco State's roughly 30,000 students – many of whom live in the vicinity of the branch.

Programs & Services

The Ocean View Branch currently has a room on its upper level that is dedicated to public computing. While the space was innovative when the branch first opened in 2000, it soon became apparent that the layout of the space was more conducive to individual computer use than to group instruction.

During the Community Meetings, people spoke of their desire to expand access to computer instruction including classes that would promote job readiness and expansion of job skills for adult residents of the community. Census data supports the need to expand this type of instructional offering. The community ages 25 and older served by the Ocean View Branch has a lower percentage of educational attainment than the OMI average and City-wide average according to most measures of educational attainment collected through the 2017 American Community Survey.

Providing enhanced programs and services at the Ocean View Branch similar to those provided at the Main Library, such as Career Online High School, could help to bridge some of the educational attainment gaps among community members. Through the provision of focused educational and employment skills workshops and classes in the community, the Library will augment workforce development offerings in the community as well as support life-long learning among residents of the Ocean View neighborhood.

Community Meeting Room

While the Ocean View Branch Library does have a dedicated room for library programs and community meetings, that room accommodates only twenty-three individuals. The limitations of the existing meeting room were noted by community members at each of the three community meetings. Community members expressed their desire for the Library to serve as a community hub where neighbors could gather for conversation, meetings, and to share cultural experiences. The existing meeting room is so small that it is challenging for staff to accommodate the audience that comes for weekly Storytimes and for crafts, STEM programs, conversation groups, and lectures. Ocean View residents have competing needs for community meeting space and often rely on other neighborhood resources, such as the IT Bookman Center, when they anticipate crowds larger than twenty people.

Staff share that the location of the meeting room the second floor can lead to a lack of community awareness of the many engaging activities staff plan and host for library patrons. This lack of awareness as well as the small size of the dedicated room can lead to limited attendance at library programs.

The meeting room at the branch is heavily used for Library programs. The Ocean View Branch presented 342 programs in fiscal year 2019. The small capacity of the meeting room limits some community member's ability to enjoy programs. Community members report that the room feels very full with even twenty people in it – and more so when it is set up with tables and chairs for a craft program or when caregivers bring strollers to programs for the youngest library patrons.

The existing meeting room is only available for use by community members during the branch's open hours. Community members' feedback reflects that they wish to be able to utilize this meeting room space after hours as community members can at ten other San Francisco Public Library branches. To support community engagement and cement the Ocean View Branch as a pillar of the community, the Library should provide the community with after-hours access to the meeting room.

To support 21st Century library service, the Ocean View Branch Library requires a large, flexible space that can be utilized for library-sponsored programs on a variety of topics for all ages. The space should accommodate 100 people so that community can truly convene at their branch library. It requires updated audiovisual equipment and flexible furnishings. Such a space could accommodate instructional and educational programs for adults in support of educational or occupational attainment. It could also support community-building around learning and literacy for youth, or technology based programs for people of all ages. An adaptable, well-outfitted space with the flexibility to be leveraged for a variety of uses would benefit the lifelong learning of the community served by the Ocean View Branch Library.

When not in use for library programs or community meetings, a new, larger program room could be utilized as additional seating for community members visiting the Ocean View Branch. This community space could be activated as a quiet conversation area, a homework help zone, or a quiet study area depending on community needs.

Staff Workspace

The location of the combined workroom and breakroom on the second floor is less than ideal when considering work-flow. Daily delivery of materials to the branch are made to the first floor. These materials are stacked in bins in the public service area. Circulation staff process delivered materials at the public service desk, then sort them onto carts to be shelved within the branch. Ideally, the branch would have a workroom on the same floor as the collections where staff could store and process materials without cluttering the public service area of the library and potentially impacting patrons.

In the current branch, the staff workroom is not adjacent to the public service area. Consequently, staff's ability to step into a workspace to focus on completing tasks while still being able to respond quickly to public service needs in the branch is restricted.

For these reasons, staff of the Ocean View Branch complete most of their work while staffing the public service desk. While the community reported that the staff are friendly and helpful, and are one of the things they appreciate the most about visiting the Ocean View Branch Library, staff are surely challenged in their ability to complete detailed tasks in the public service area while also providing friendly, welcoming public service.

A more easily accessed and larger dedicated staff work area would enable staff to focus on report writing and other tasks that require focus. Locating such a workspace adjacent to the public service area would enable staff to dedicate focused time to some tasks while still being near at hand to support their colleagues in providing prompt service to community members as needed.

Resilience

The existing Ocean View Library, built in 2000, met all applicable building codes at that time. That said, there have been significant improvements in our understanding of the needs communities may face through climate change in the coming years. In the Bay Area, we can expect an increased number of high heat days and days when air quality is impacted by particulate matter from wildfire smoke or other pollutants. A new Ocean View Branch would be outfitted with HVAC systems to ensure that the branch could open to the public as scheduled despite heat or air quality events that might impact the City. A new branch would serve as a clean air and heat respite center for community members whose homes do not have a high level of filtration or cooling.

A new branch built to the most modern seismic standard could likely resume service to the community after a seismic event. In such a facility, community members could connect with family and resources. The Ocean View Branch could help neighbors maintain a sense of normalcy following a seismic event by serving as a convening point for families and groups, by continuing to provide access to library materials and services, and by serving as a respite center.

Conclusion

The San Francisco Public Library recommends the construction of a new Ocean View Branch Library that will serve as a preferred destination for neighborhood residents and the broader OMI community to access library programs and services. This direction responds to residents' input and feedback from community meetings in 2019, which echo feedback Library staff provided as part of the 2018 Branch Capital Projects Feasibility Study. This feedback is supported by an analysis of available data about the community and the Ocean View Branch's current usage, as provided in this report.

While a renovation of the existing branch could potentially capture underutilized space for more effective use, the community voiced their desire to relocate the Ocean View Branch on another parcel in the Ocean View neighborhood that would accommodate a larger facility. The residents of the Ocean View community strongly conveyed the need for a new branch library to serve their growing population and community needs for library services. Community members have expressed serious reservations about the efficacy of renovating the existing space as a means to address the community's existing service needs.

In response, the Library commissioned the Site Feasibility Report through the Department of Public Works to explore options for constructing a new branch on city owned property identified by the Office of Supervisor Safai. The San Francisco Public Library aspires to greatly improve library services and access to information resources for the residents of the Ocean View neighborhood and OMI community. This capital project represents a once-in-a-generation opportunity to create a regional library hub serving the southwest region of San Francisco.

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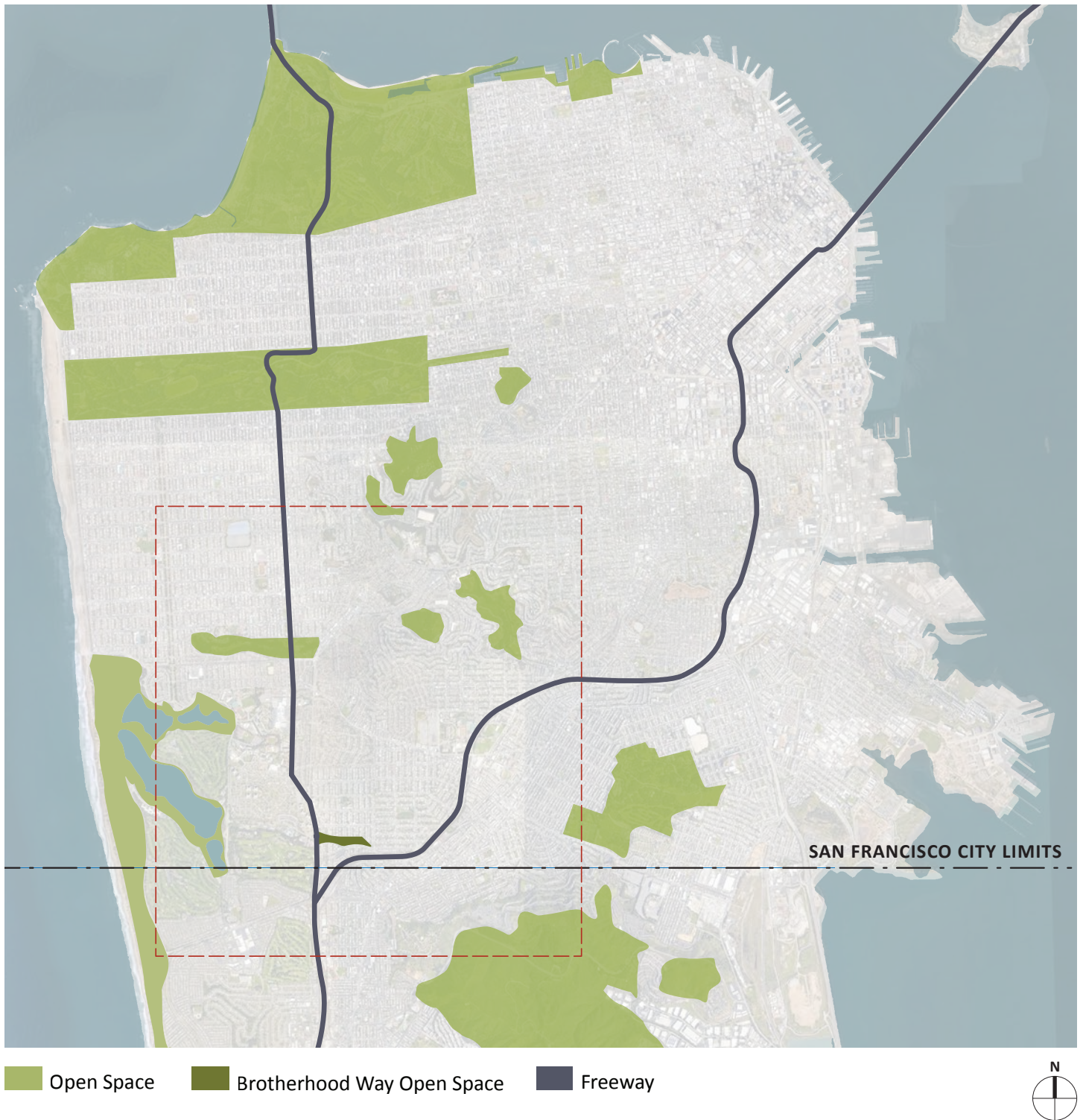
US Census Bureau (2017). *Language Spoken at Home for the Population 5 Years and Over, 2013-2017 American Community Survey 5-Year estimates*. Retrieved from https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_C16001&prodType=table

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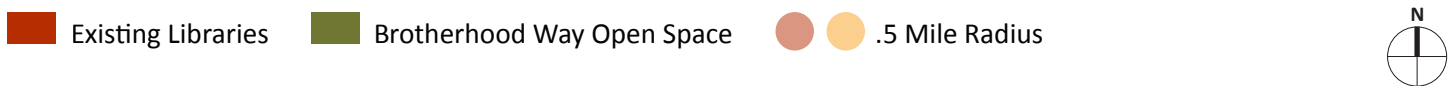
US Census Bureau (2017). *Educational Attainment, 2013-2017 American Community Survey 5-Year Estimates* https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_17_5YR_S1501&prodType=table

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SITE LOCATION



SITE CONTEXT - BRANCH SERVICE AREAS



NEIGHBORHOOD AND SITE CONNECTIVITY



Brotherhood Way Open Space Freeway Primary pedestrian Route Transit Stop



POTENTIAL BUILDING SITES



Potential Site Areas

SITE VIABILITY ANALYSIS



Walkable, transit connected streets



Steep side streets
(some exceed ADA code for ramps)



High speed roadways form site boundaries





Transit lines & stops



Steep site areas

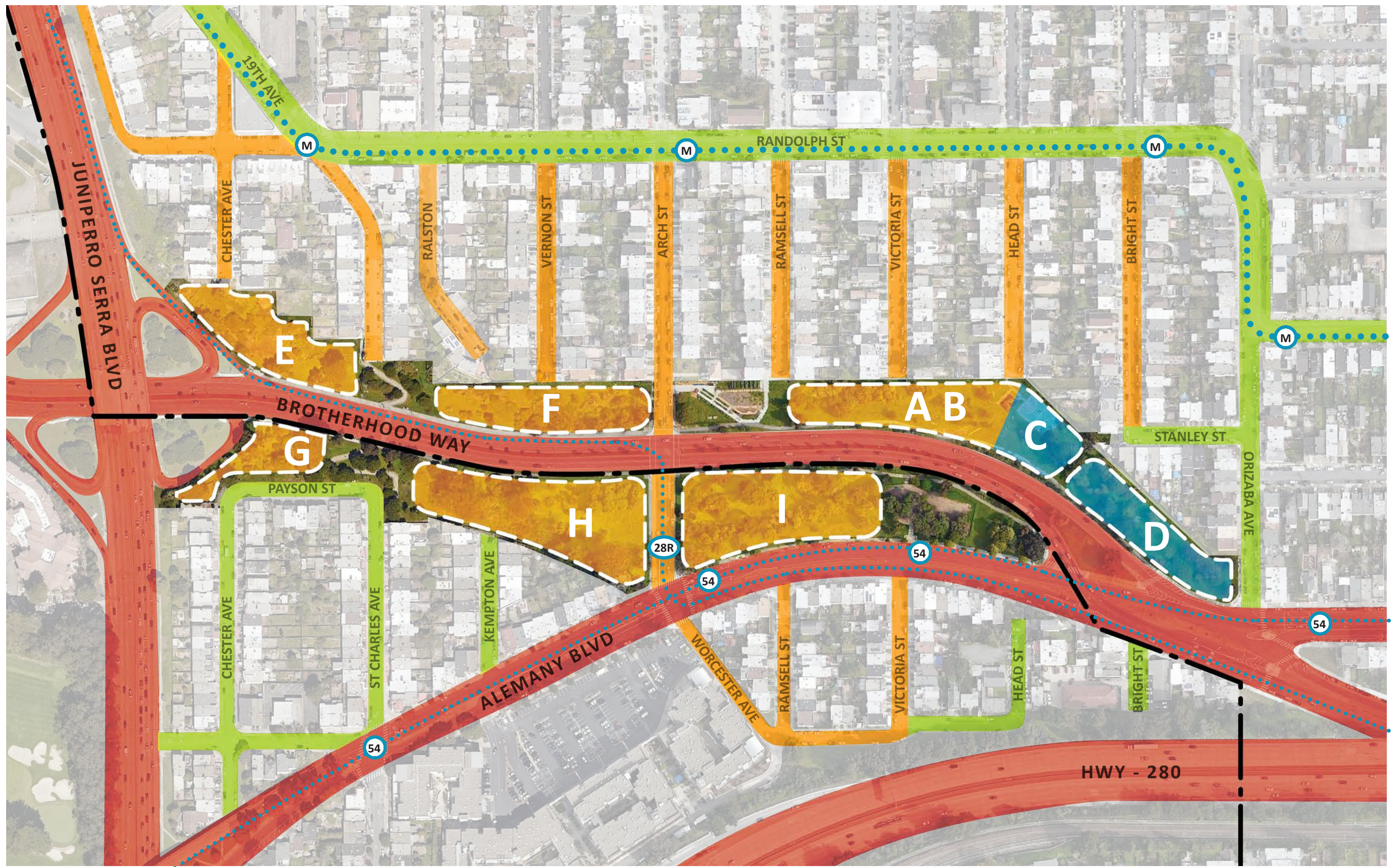


OMI Neighborhood focus
(District Limits)

SITE VIABILITY ANALYSIS SUMMARY

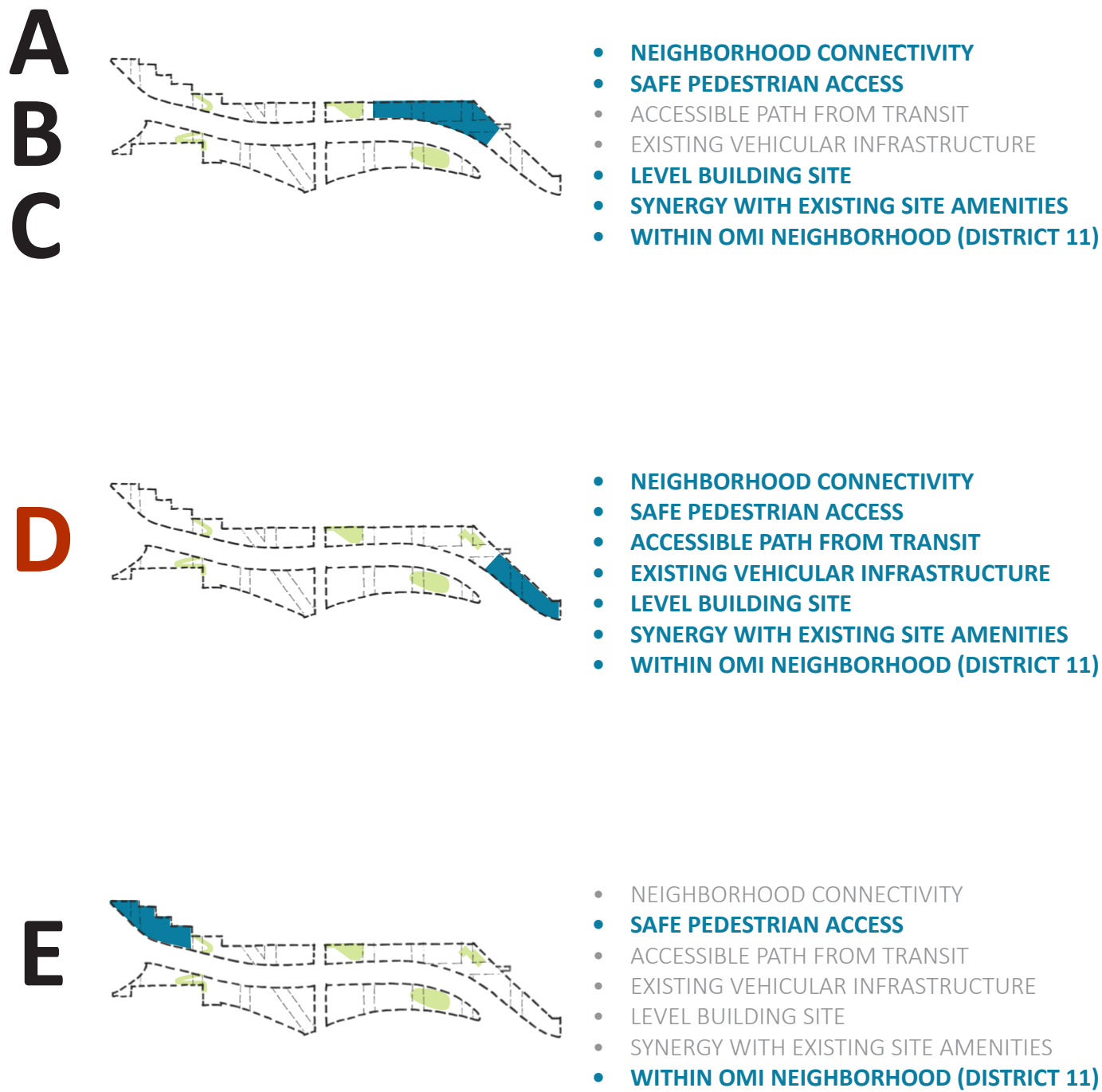
SITE VIABILITY CRITERIA

- NEIGHBORHOOD CONNECTIVITY
- SAFE PEDESTRIAN ACCESS
- ACCESSIBLE PATH FROM TRANSIT
- EXISTING VEHICULAR INFRASTRUCTURE
- LEVEL BUILDING SITE
- SYNERGY WITH EXISTING SITE AMENITIES
- WITHIN OMI NEIGHBORHOOD (DISTRICT 11)

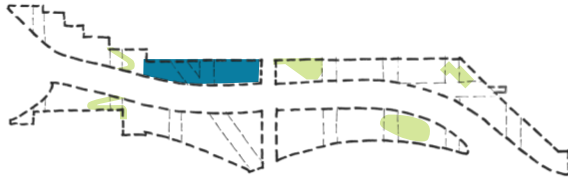


POTENTIAL SITES EVALUATION

BLUE - Meets site viability criteria
GREY - Does not meet criteria

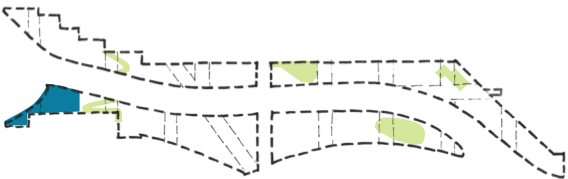


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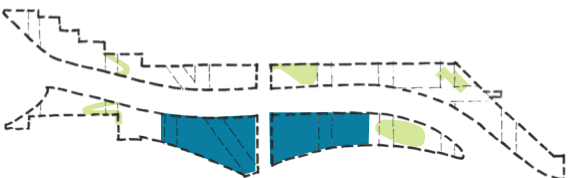
- **NEIGHBORHOOD CONNECTIVITY**
- **SAFE PEDESTRIAN ACCESS**
- ACCESSIBLE PATH FROM TRANSIT
- **EXISTING VEHICULAR INFRASTRUCTURE**
- LEVEL BUILDING SITE
- SYNERGY WITH EXISTING SITE AMENITIES
- **WITHIN OMI NEIGHBORHOOD (DISTRICT 11)**

G



- NEIGHBORHOOD CONNECTIVITY
- SAFE PEDESTRIAN ACCESS
- ACCESSIBLE PATH FROM TRANSIT
- EXISTING VEHICULAR INFRASTRUCTURE
- LEVEL BUILDING SITE
- SYNERGY WITH EXISTING SITE AMENITIES
- WITHIN OMI NEIGHBORHOOD (DISTRICT 11)

H
I



- NEIGHBORHOOD CONNECTIVITY
- SAFE PEDESTRIAN ACCESS
- ACCESSIBLE PATH FROM TRANSIT
- **EXISTING VEHICULAR INFRASTRUCTURE**
- LEVEL BUILDING SITE
- SYNERGY WITH EXISTING SITE AMENITIES
- WITHIN OMI NEIGHBORHOOD (DISTRICT 11)

SITE OPTIONS



- **NEIGHBORHOOD CONNECTIVITY**
- **SAFE PEDESTRIAN ACCESS**
- ACCESSIBLE PATH FROM TRANSIT
- EXISTING VEHICULAR INFRASTRUCTURE
- LEVEL BUILDING SITE
- **SYNERGY WITH EXISTING SITE AMENITIES**
- **WITHIN OMI NEIGHBORHOOD (DISTRICT 11)**



- **NEIGHBORHOOD CONNECTIVITY**
- **SAFE PEDESTRIAN ACCESS**
- ACCESSIBLE PATH FROM TRANSIT
- EXISTING VEHICULAR INFRASTRUCTURE
- LEVEL BUILDING SITE
- **SYNERGY WITH EXISTING SITE AMENITIES**
- **WITHIN OMI NEIGHBORHOOD (DISTRICT 11)**





- **NEIGHBORHOOD CONNECTIVITY**
- **SAFE PEDESTRIAN ACCESS**
- ACCESSIBLE PATH FROM TRANSIT
- EXISTING VEHICULAR INFRASTRUCTURE

- LEVEL BUILDING SITE
- **SYNERGY WITH EXISTING SITE AMENITIES**
- **WITHIN OMI NEIGHBORHOOD (DISTRICT 11)**



- **NEIGHBORHOOD CONNECTIVITY**
- **SAFE PEDESTRIAN ACCESS**
- **ACCESSIBLE PATH FROM TRANSIT**
- **EXISTING VEHICULAR INFRASTRUCTURE**

- **LEVEL BUILDING SITE**
- **SYNERGY WITH EXISTING SITE AMENITIES**
- **WITHIN OMI NEIGHBORHOOD (DISTRICT 11)**

RECOMMENDED SITE

SATISFIES ALL SITE VIABILITY CRITERIA

- NEIGHBORHOOD CONNECTIVITY
- SAFE PEDESTRIAN ACCESS
- ACCESSIBLE PATH FROM TRANSIT
- EXISTING VEHICULAR INFRASTRUCTURE
- LEVEL BUILDING SITE
- WITHIN DISTRICT 11
- SYNERGY WITH EXISTING SITE AMENITIES



--- Vehicular Access - - - - Pedestrian Access

BUDGET & SUMMARY [II]

BUDGET ASSUMPTIONS:

This project budget was prepared for the new Ocean View Branch Library and is based on the assumptions in this site feasibility study. Site feasibility is the first phase of project development and is created to gain an understanding of the opportunities and challenges of the site by testing the initial programmatic assumptions at each of the proposed locations. The criteria established in this study determines whether the site has the capacity for the proposed building. The building at this stage will not be designed and is only a diagrammatic representation of initial assumptions of size, number of stories and location on site. Detailed design will come in later phases of the project.

The cost model of the project is intended to create a budget which is sufficient to build a modern, resilient, accessible, state-of-the-art library meeting the needs of this community and adaptable to future change. The costs are based on numerous factors but start with assumed building size and cost per square foot. The cost per square foot data is based on a survey of recent bay area library costs escalated to current market conditions, as well as recent data gathered by our cost estimators for projects of a similar type and level of quality. The budget is intended to comprehensively represent the project and includes direct construction costs, construction mark-ups, soft costs, furnishings, and contingency funds. The project costs are depicted as a range of potential cost as the number of variables are great and include decision of exact site location, project schedule, final project design and building program, cost escalation and economic climate at time of bidding.

Cost models are typically broken down into two major categories of cost: hard and soft costs, per the following general rules of thumb:

HARD COSTS

- Direct building and site construction costs
- Construction contingency
- Contractor costs: general conditions, profit and overhead
- Market factor escalations

SOFT COSTS

- Professional services fees for architecture and engineering design
- Construction management fees
- Testing, inspections, planning and permit fees
- Local commission reviews

OTHER COSTS

- Furniture, fixtures and equipment cost (FF&E)
- Temporary facilities, relocation
- Project contingency

ESTIMATED PROJECT BUDGET: **

Cost Category		Potential Cost Range	
HARD COSTS			
Building and Site Construction		\$20,000,000	\$22,000,000
Construction Mark-up	19%	\$3,800,000	\$4,200,000
Escalation to construction mid-point (Dec 2023)	6% year	\$4,800,000	\$5,300,000
Total Construction Cost (TCC)		\$28,600,000	\$31,500,000
SOFT COSTS			
Project Controls and Services		\$8,200,000	\$9,200,000
Subtotal Project Cost		\$36,800,000	\$40,700,000
OTHER COSTS			
Furniture, Fixtures & Equipment (FF&E)		\$1,800,000	\$2,000,000
Owner’s Contingency	10%	\$3,860,000	\$4,270,000
Subtotal Other Costs		\$5,660,000	\$6,270,000
PROJECTED TOTAL COST		\$42,460,000	\$46,970,000

Estimate Assumptions **:

Building size 20,000 Gross Square Feet per representative building program in appendix.

Building to be built on two stories.

Landscaping of the greater open space adjacent to recommended library site is not included.

Schedule assumes start of design in early 2020 with three years of design, environmental review, and bidding. Mid-point of construction assumed to be December 2023.

SITE STUDY SUMMARY AND RECOMMENDATIONS:

This study evaluated potential building sites against a set of seven criteria that focused on neighborhood connectivity, accessibility to transit, walkability and safety. Of the nine building sites studied four met the majority of the criteria and received further study. These four detailed sketch studies (Options A, B, C & D) depict potential landscape design opportunities, pedestrian access paths, recreation, relationship to the open space site, access for parking, deliveries and fire trucks. Only one site option, Option D (corner of Orizaba Avenue and Brotherhood Way), meets all of the site viability criteria and is the site recommended for further study. It is the only site studied with neighborhood roadway frontage which minimizes the site disruption required for paved vehicular access to the site, is the most accessible from transit being a short and level walk to the M line train and 54 bus, is located on level ground making for a less disruptive building project, and is the most walkable from neighborhood schools and parks. The site is also closely adjacent to existing site utilities which will help control site construction costs of a future building. The location at the end of the open space will serve as a bookend to Sisterhood Gardens at the west end of the site and allow the potential for a future connected landscape of park and open space which maximizes the potential of the green space. Architecturally, the Orizaba Avenue location is visible to passing pedestrian and vehicular traffic and offers the potential of a new library being a beacon gateway for the neighborhood.

Attributes of recommended Site Option D:

- Library as a beacon gateway to the neighborhood
- Roadway frontage (no onsite parking or turnarounds proposed)
- Close to transit
- Walkable and connected to the neighborhood
- Level building site and proximity to site utilities

NEXT STEPS:

- Community Engagement Meetings
- Research planning and environmental issues
- Architectural and Landscape planning concepts



APPENDIX [III]

BUILDING PROGRAM SUMMARY

PUBLIC SERVICE

Public Entry & Service Area

Entry Vestibule	1	50	50
Lobby open area			400
Information Desk	1	110	110
Holds/reserves	12	15	180
Express Checkout Machine	3	15	45
Café			140
Café seating			60
Art Exhibit Hall/ Wall			120

Public Restrooms

Women's Multi-Occupant	1	144	144
Men's Multi-Occupant	1	144	144
All-Gender	2	80	160
Water fountain/bottle fill	1	13	13

Stairs and Elevators

Monumental Stair	2	180	360
Elevator	1	90	90
Elevator Machine	1	40	40

2,056 SF

CHILDREN'S LIBRARY

Children's Reading	1	900	900
Children's Collections	1	750	750
Storytime Space	1	450	450
Stroller Parking	1	180	180
Staff Desk	1	120	120
Children's Staff Office	1	380	380
Storage	1	100	100
Family Restroom	1	80	80

2,960 SF

TEEN AREA

Teen Reading Room	1	500	500
Lounge	1	400	400
Teen Collection	1	300	300
Collaboration Alcoves	3	60	180

1,380
SF

ADULT COLLECTIONS

New Books & Media			240
Fiction			420
Non-fiction			540
Newspapers & Magazines			210
Reference			150
Media [DVD's]			180
Spanish Language Collection			240
Chinese Language Collection			240
Public Technology			
Public Laptop Dispenser Kiosk	1	25	25
Public Printer Copier	2	23	46
Public Catalog (OPAC)	8	13	104

2,395 SF

	#	Program Category	QTY	NET SF	TOTAL SF
1,796 SF		SEATING			
		Reader Tables [4 person]	12	50	600
		Reader Carrels [1 person]	8	13	104
		Reader Seating	40	15	600
		Public Computers	24	13	312
		Newspapers & Magazines Seating	12	15	180
1,340 SF		STUDY ROOMS			
		Quiet Reading	1	300	300
		Small Study Room	4	90	360
		Group Study Room	2	140	280
		Maker Lab	1	400	400
3,000 SF		COMMUNITY ROOMS			
		Community Meeting Room	2	1,400	2,800
		Meeting Room Storage	1	200	200
1,558 SF		OPERATIONS			
		Circulation Work Room	1	150	150
		Deliveries	1	120	120
		Staff Open Office	6	50	300
		Staff Office	2	140	280
		Staff Meeting Room	1	120	120
		Storage	1	200	200
		Staff Break Area			
		Seating	1	160	160
		Kitchenette	1	40	40
		Staff Restroom	1	80	80
		Custodial - Main Floor	1	72	72
		Custodial - Upper Floor	1	36	36
		Telcommunications Room			in GSF
		Mechanical Room			in GSF
		Electrical Room			in GSF
		Egress Stair			in GSF
Net Total					16,485
Efficiency Factor					1.33
Gross Square Footage					21,925
Efficiency Ratio					75.19%

CIVIL ENGINEERING MAPS - WATER, SEWER, FIRE, & HYDRANTS



Potable Water Valve Locations

AWSS VALVES ARE NOT LISTED HERE. PLEASE REFER TO AWSS AS BUILT FILES TO LOCATE AWSS VALVES

How to Interpret:

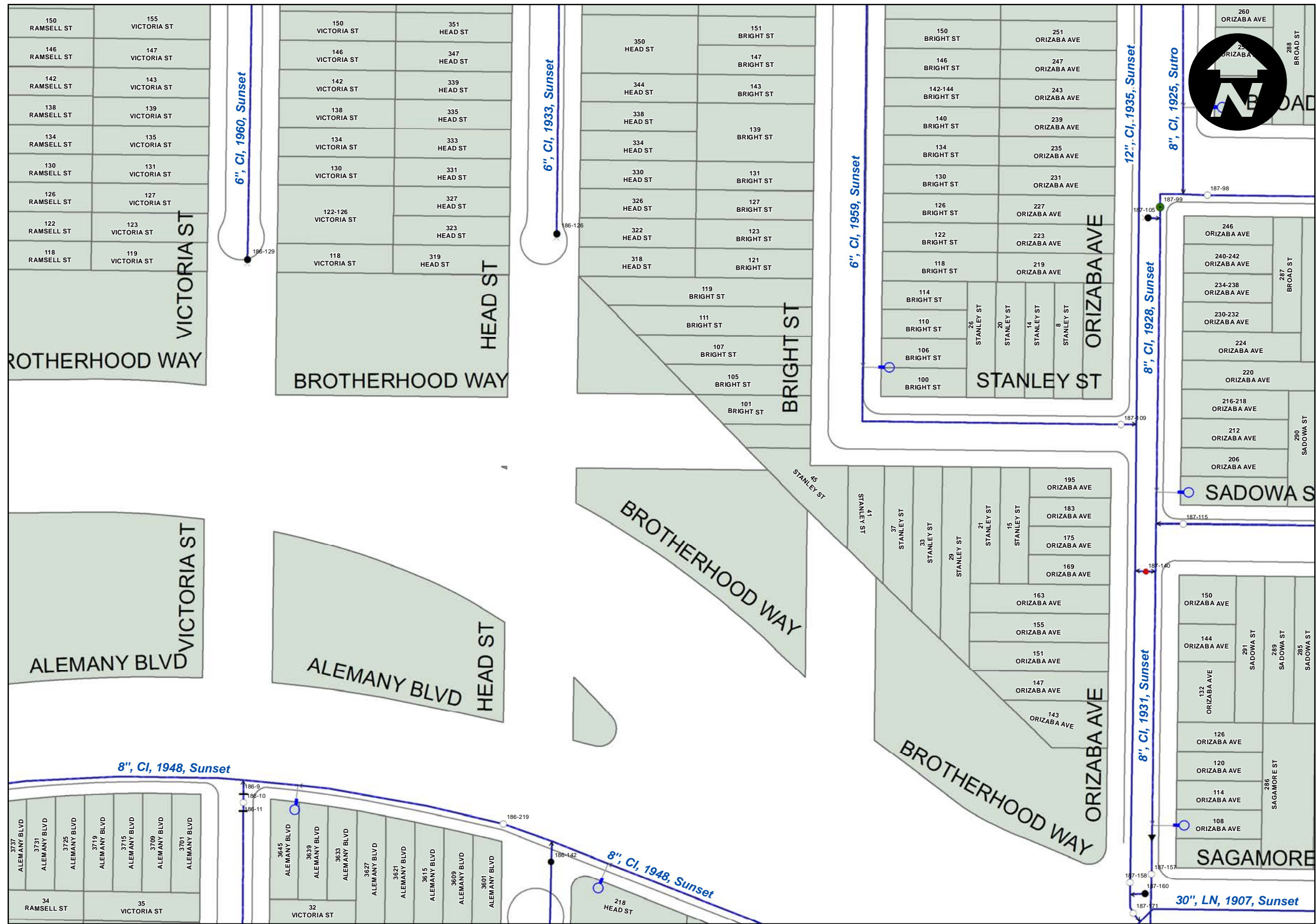
25 FT NS BUSH ST. is read as: "25 FT" "N"orth of the "S"outh property line of "Bush St."

20 FT WEC BAKER ST. is read as: "20 FT" "W"est of the "E"ast "C"urb line of "Baker St."

On EL BUSH ST. is read as: "On" or in line with the "E"ast property "L"ine of "Bush St."

For additional reference, refer to Standard Plan CDD-LP-501

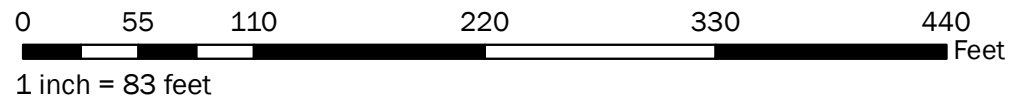
CDD Valve ID	Valve Size	Valve Type	On Street			Cross Street		
186-10	8	GV	20.5	WE	VICTORIA ST.	<null>	SL	ALEMANY BLVD.
186-11	2	AV	20.5	WE	VICTORIA ST.	1.5	SS	ALEMANY BLVD.
186-126	3	BO	18	WE	HEAD ST.	455	SS	RANDOLPH ST.
186-128	4	BO	21	WE	RAMSELL ST.	460	SS	RANDOLPH ST.
186-129	4	BO	8	WEC	VICTORIA ST.	464.5	SS	RANDOLPH ST.
186-135	8	GV	5	SSC	ALEMANY BLVD.	<null>	EL	RAMSELL ST.
186-139	6	GV	15.5	WE	RAMSELL ST.	1	SS	ALEMANY BLVD.
186-142	2	SC	16.5	WE	HEAD ST.	4	NS	ALEMANY BLVD.
186-219	8	GV	5	SSC	ALEMANY BLVD.	<null>	WL	HEAD ST.
186-9	2	AV	20.5	WE	VICTORIA ST.	1.5	NS	ALEMANY BLVD.
187-105	4	BO	22	WE	ORIZABA AVE.	1	SS	BROAD ST.
187-109	6	GV	7	SNC	STANLEY ST.	19	EW	ORIZABA AVE.
187-115	6	GV	17	SN	SADOWA ST.	<null>	EL	ORIZABA AVE.
187-140	8	BP	7	EW	ORIZABA AVE.	1	NS	SADOWA ST.
187-157	6	GV	23	WE	ORIZABA AVE.	6	SN	SAGAMORE ST.
187-158	12	GV	20	EW	ORIZABA AVE.	26	SN	SAGAMORE ST.
187-160	6	BO	22	EW	ORIZABA AVE.	30	SN	SAGAMORE ST.
187-171	12	GV	21	EW	ORIZABA AVE.	47	SN	SAGAMORE ST.
187-98	8	GV	18.5	NS	BROAD ST.	16.5	EE	ORIZABA AVE.
187-99	8	DIV	20	WE	ORIZABA AVE.	1	NS	BROAD ST.



Services of the San Francisco Public Utilities Commission

Potable Water Distribution System

- PW Hydrants
- PW Valves - Active
 - Air Valve
 - Blow-Off Valve
 - Bypass Valve
 - Divide Gate Valve
 - Gate Valve
 - Stop Cock
- PW Fittings - Active
 - Tee
 - Hydrant Tee
 - Reducer
- Potable Water System



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The City is not responsible for any damages arising from the use of information on this map.

Creation Date: 7/23/2019

CIVIL ENGINEERING MAPS - POWER & UNDERGROUNDING



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Mayor

Mohammed Nuru
Director

Patrick Rivera
Manager


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MEMORANDUM

Date: October 8, 2019

To: Andrew Sohn, AIA
Project Lead, Bureau of Architecture

Thru: Lesley Wong, P.E. 
Section Manager, Hydraulic Engineering, Bureau of Engineering

From: Satnam Kaur, P.E. 
Assistant Engineer, Hydraulic Engineering, Bureau of Engineering

Subject: Oceanview Branch Library Site Selection
Brotherhood Way Site 2 – Head & Brotherhood Mini Park
San Francisco, California
Review of Site Feasibility and Possible Sewer Points of Connection

BACKGROUND

San Francisco Public Works (Public Works) Hydraulic Engineering received a request on June 18, 2019, from Public Works Bureau of Architecture to research existing sewer information, identify possible new sewer lateral connections and any potential site restrictions with the construction of a new library branch. The proposed Oceanview Branch Library (library) will be located on Brotherhood Way, bounded by Victoria Street to the West, Bright Street to the East, Head Street to the North, and Brotherhood Way to the South.

The project is proposing a new two story building, approximately 5,400-sqaure feet of surface parking, and reconstructing a mini park playground. Existing on site are many mature trees and a basketball court to remain.

EXSITING SEWER MAINS & POSSIBLE POINTS OF CONNECTION

The Hydraulic Engineering Section researched record sewer information for the vicinity of the project location. An overall sewer map with aerial is provided as an attachment to this memorandum (Attachment A).

There is an existing 15-inch diameter vitrified clay pipe (VCP) sewer located approximately at the centerline of Victoria St right-of-way extending to Brotherhood Way. There is an existing 12-inch diameter iron stone pipe (ISP) sewer main located in the extension of Head St right-of-way connecting to the 2-ft x 3-ft reinforced concrete (RC) sewer at the intersection of Head St and Stanley St (paper street). There are also two main sewers located to the South within the Stanley St right-of-way: an existing 2-ft x 3-ft RC egg-shaped sewer main and a 33-inch auxiliary VCP sewer main. The 2-ft x 3-ft RC egg-shaped sewer main conveys both dry weather and wet weather flow, whereas the 33-inch auxiliary VCP sewer main is designed to convey wet weather or storm flow only. There is an existing 20-ft wide sewer easement located to the East of the proposed project site between the dead-end of Stanley St and Bright St – see Attachment B for grade map.

The proposed library project can connect storm and sanitary outflow from the new building and parking area to either the 15-inch VCP sewer on Victoria St, the 12-inch ISP sewer on Head St, or the 2-ft x 3-ft RC egg-shaped sewer on Stanley St.

SITE RESTRICTIONS

The San Francisco Public Utilities Commission (SFPUC) has detailed specific protections and restrictions when building, staging, or performing construction activities in the vicinity of their sewer assets. Many of these protections and restrictions are detailed in the SFPUC Asset Protection Standards published in May 2017.

Based on the pre-planning conceptual drawings provided by the Bureau of Architecture, the proposed design may be in conflict with SFPUC's asset protection standards. Some restrictions to keep in mind are as follows:

- Sidewalk extensions, bulbouts and curbs, and gutters shall not be built over an existing manhole. The lip of any new gutter shall be horizontally offset from the outside edge of any manhole frame by a minimum of 18-inches
- Bioretention planters and permeable pavement edge treatments are not permitted above or within three (3) horizontal feet of the outside diameter of a sewer main or manhole frame cover
- New trees shall not be located with five (5) horizontal feet of a wastewater asset, from centerline of the tree to the outside edge of the asset, however non-tree vegetation is permitted above or adjacent to wastewater assets

- Permanent structures shall not be located above or within the equipment staging envelope (15-ft horizontal clearance on one side, 10-ft horizontal clearance on opposite side from centerline of wastewater asset, and 20-ft vertical clearance above grade) – see Attachments C and D for SFPUC details. However, permanent structures with a dimension of five (5) feet or smaller as measured parallel to a wastewater asset are permitted with the staging envelope
 - Permanent structures may include, but are not limited to: fences, raised planters, trees, various structures with foundations, etc.
- Temporary Structures above wastewater assets shall not exceed loads defined in H-20 design criteria

CONCLUSION & RECOMMENDATIONS

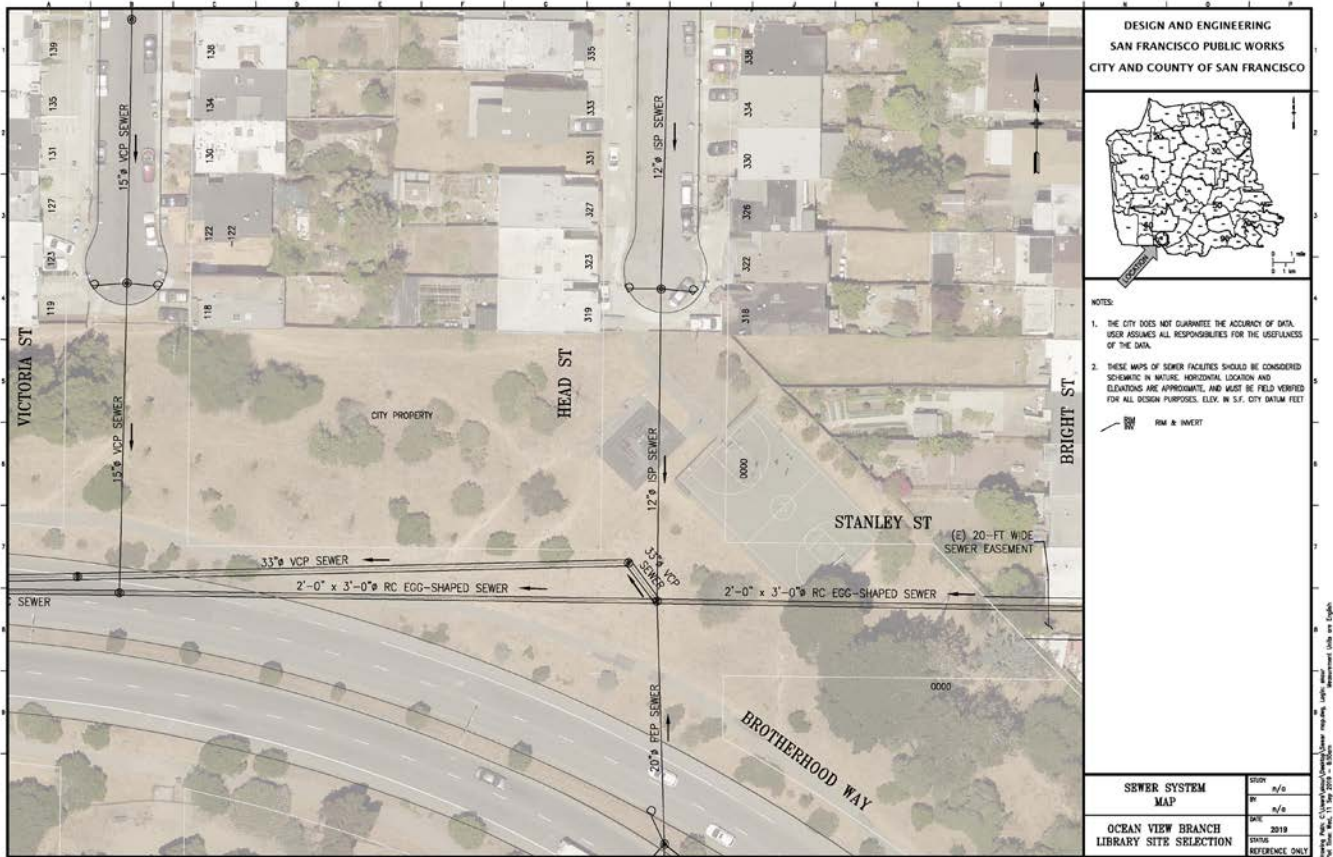
There are several existing sewer facilities in the vicinity of the proposed project for the building and parking lot's dry and wet weather flow connections. During the design phase, project civil engineer shall calculate projected sanitary and storm outflow and submit to Public Works – Hydraulic Engineering Section for main sewer capacity analysis. Proposed points of connection to main sewer facilities shall be reviewed and approved by Hydraulic Engineering Section and SFPUC – Collection Systems Division.

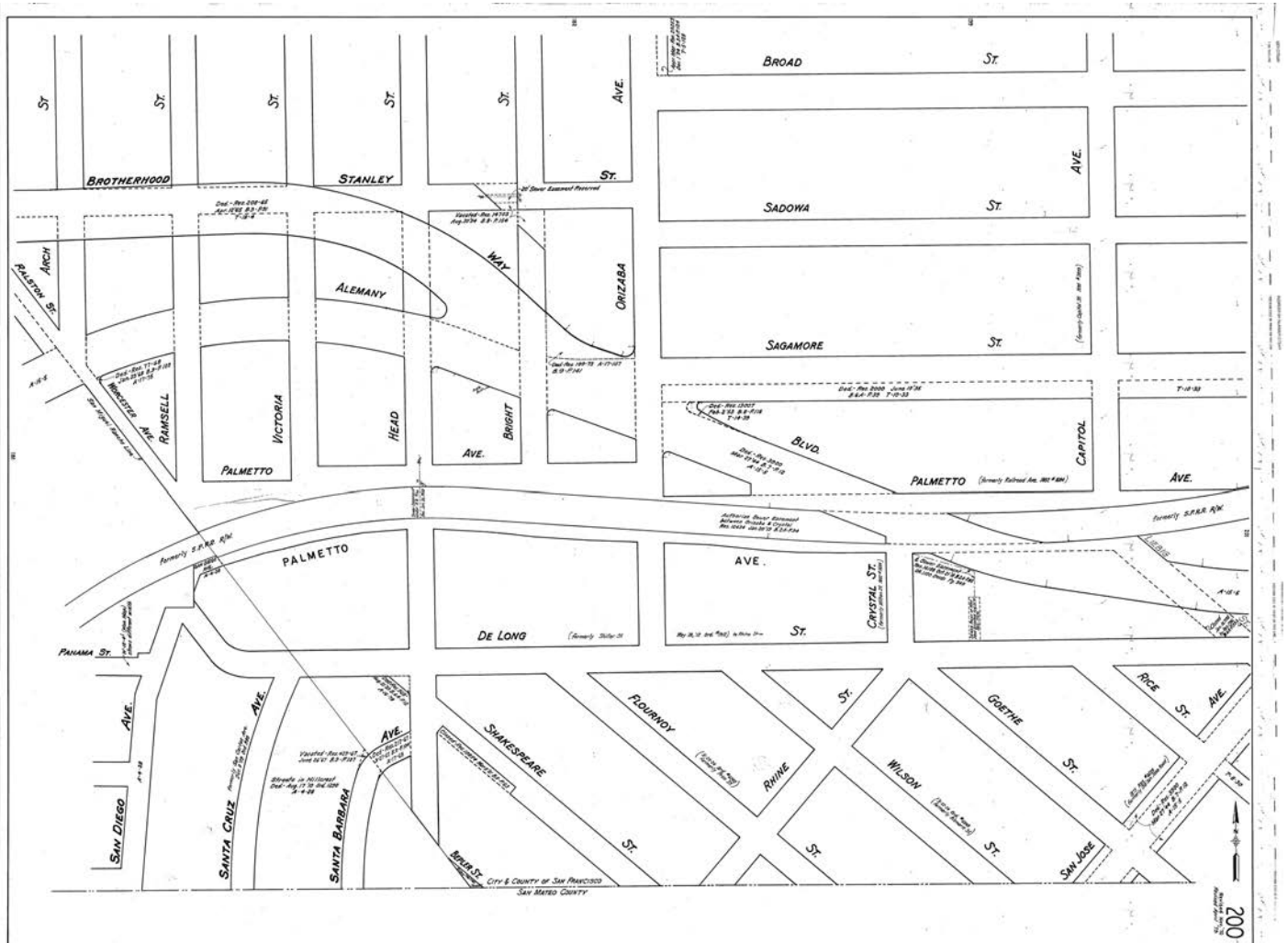
The project shall refer to and follow the SFPUC Asset Protection Standards when finalizing site layout and construction staging. Any construction of structures or staging of equipment with the staging envelope or within the existing sewer easement will require consent from SFPUC Real Estate.

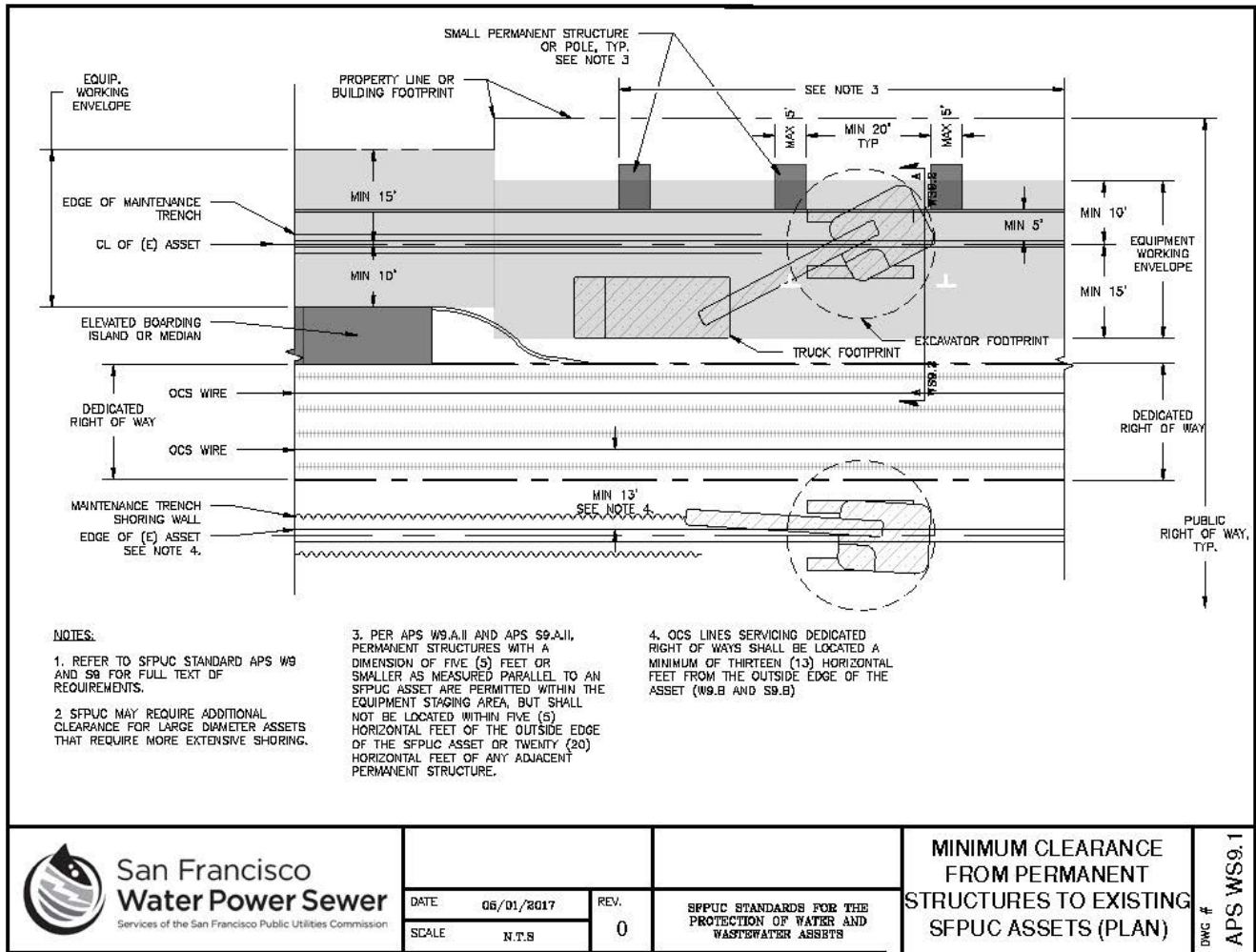
Lastly, if the project is proposing to create or replace 5,000 square-feet or more of impervious surface, project will be required to submit a Stormwater Control Plan (SCP) in compliance with the San Francisco Stormwater Management Ordinance (<https://sfwater.org/index.aspx?page=1000>).

Attachments:

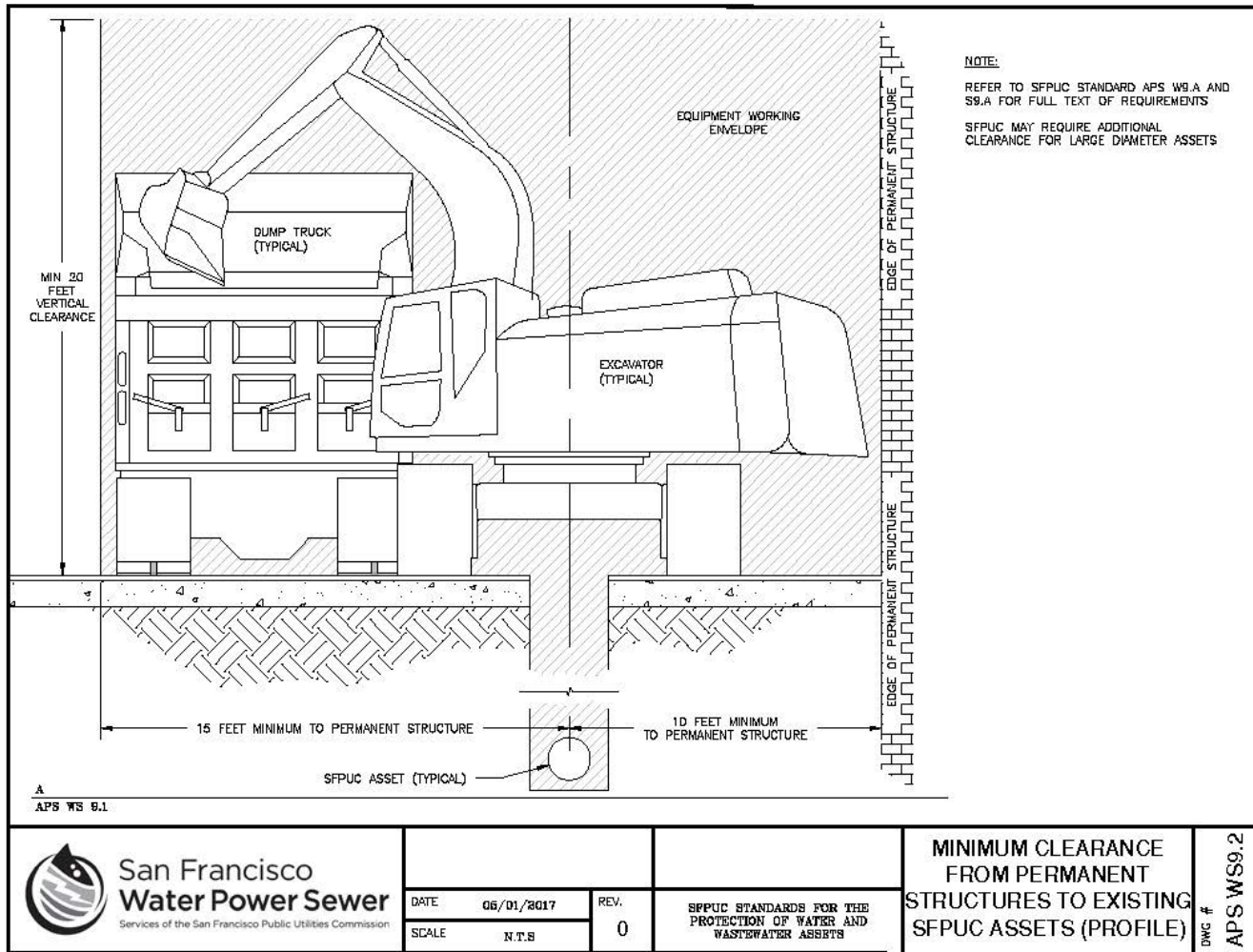
- *Attachment A: Sewer Map of Vicinity with Aerial*
- *Attachment B: Grade Map 200*
- *Attachment C: APS WS9.1 – Minimum Clearance from Permanent Structures to Existing SFPUC Assets Detail Sheet*
- *Attachment D: APS WS9.2 – Minimum Clearance from Permanent Structures to Existing SFPUC Assets Detail Sheet*
- *Attachment E: Sewer Record Information*

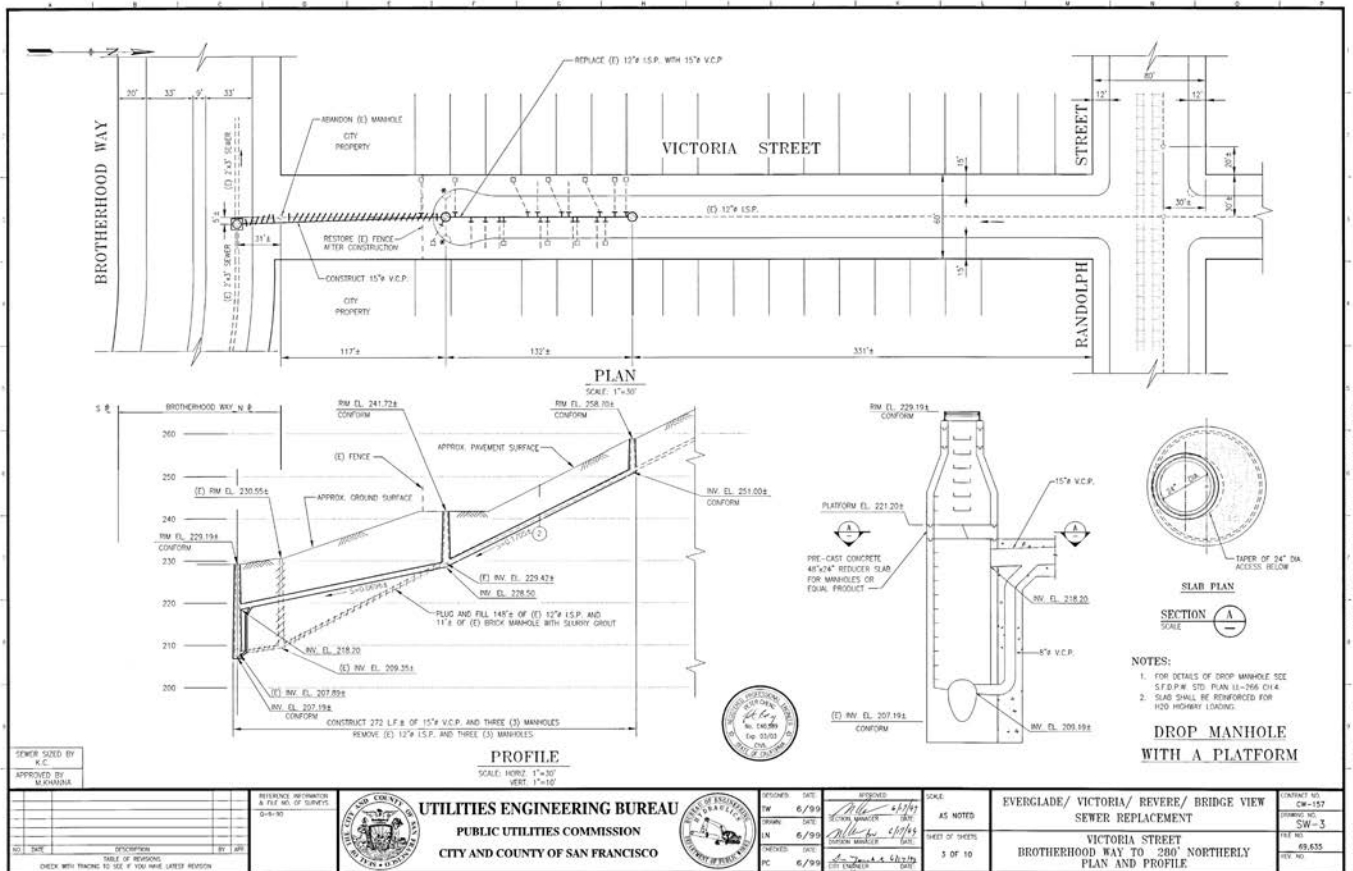


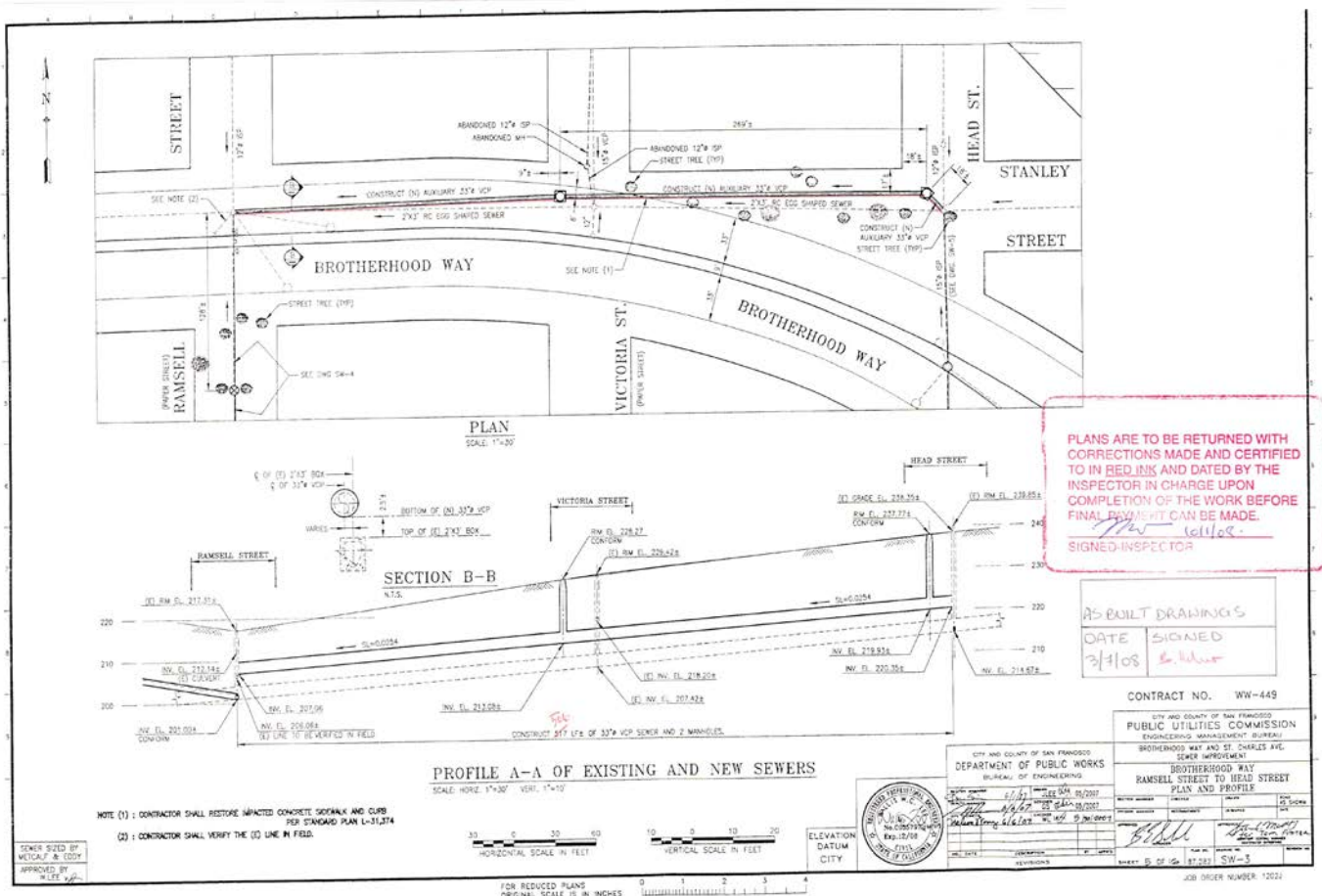


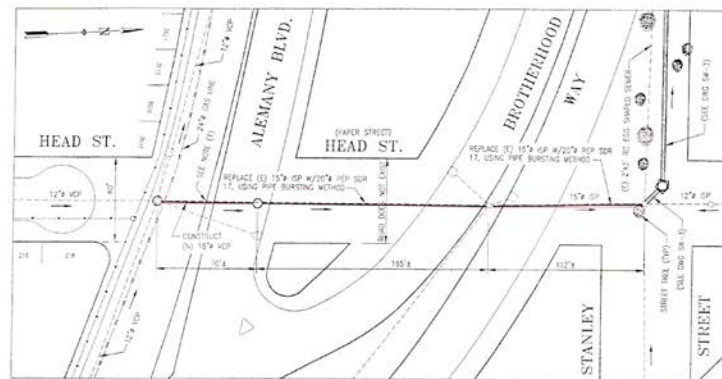


S:\SFPUC APS\15_APS VERSION 19\OLD\DRAWING FILES\ASSET PROTECTION DETAILS\ASSET PROTECTION DETAILS R3.DWG
ANSI FULL BLEED A (11.00 X 8.50 INCHES)



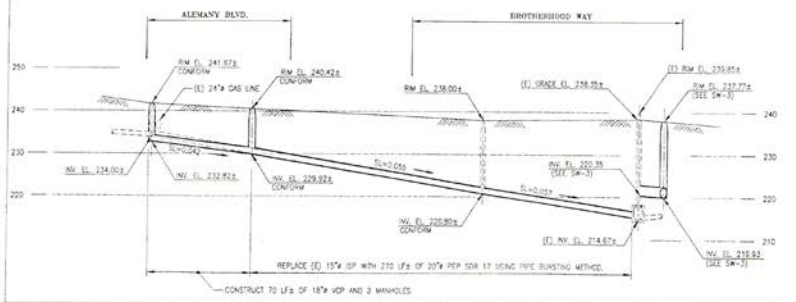






PLAN

SCALE 1"=30'



PROFILE

SCALE HORIZ. 1"=30'

VERT. 1"=10'



FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

NOTE (1): CONTRACTOR SHALL RESTORE SPACED CONCRETE SIDEWALK AND CURB PER STANDARD PLAN L-31.374

SEWER SIZES BY
METCALF & EDDY
APPROVED BY
WILL TUCKER



CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

CONTRACT NO. WY-449

CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION
ENGINEERING MANAGEMENT BUREAU
BROTHERHOOD WAY AND ST. CHARLES AVE.
SEWER IMPROVEMENT

HEAD (PAPER) STREET
ALEMANY BLVD. TO BROTHERHOOD WAY
PLAN AND PROFILE

REVISION	DATE	BY	CHKD.
1	10/10/09	WILL TUCKER	WILL TUCKER

NO. 7 OF 10 SW-5

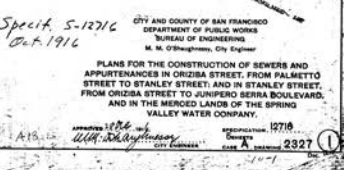
JOB ORDER NUMBER 12021

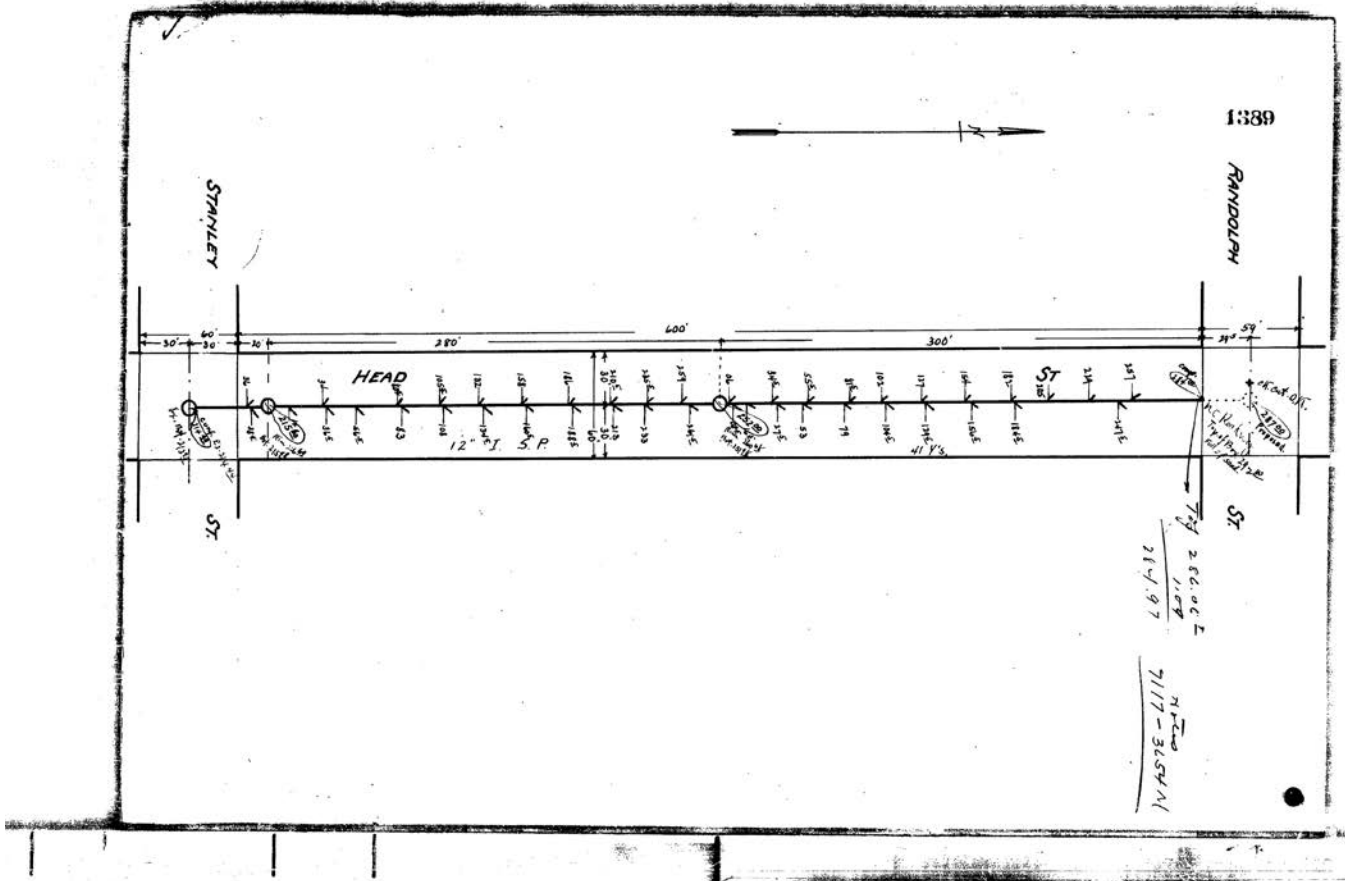
PLANS ARE TO BE RETURNED WITH
CORRECTIONS MADE AND CERTIFIED
TO IN RED INK AND DATED BY THE
INSPECTOR IN CHARGE UPON
COMPLETION OF THE WORK BEFORE
FINAL PAYMENT CAN BE MADE.

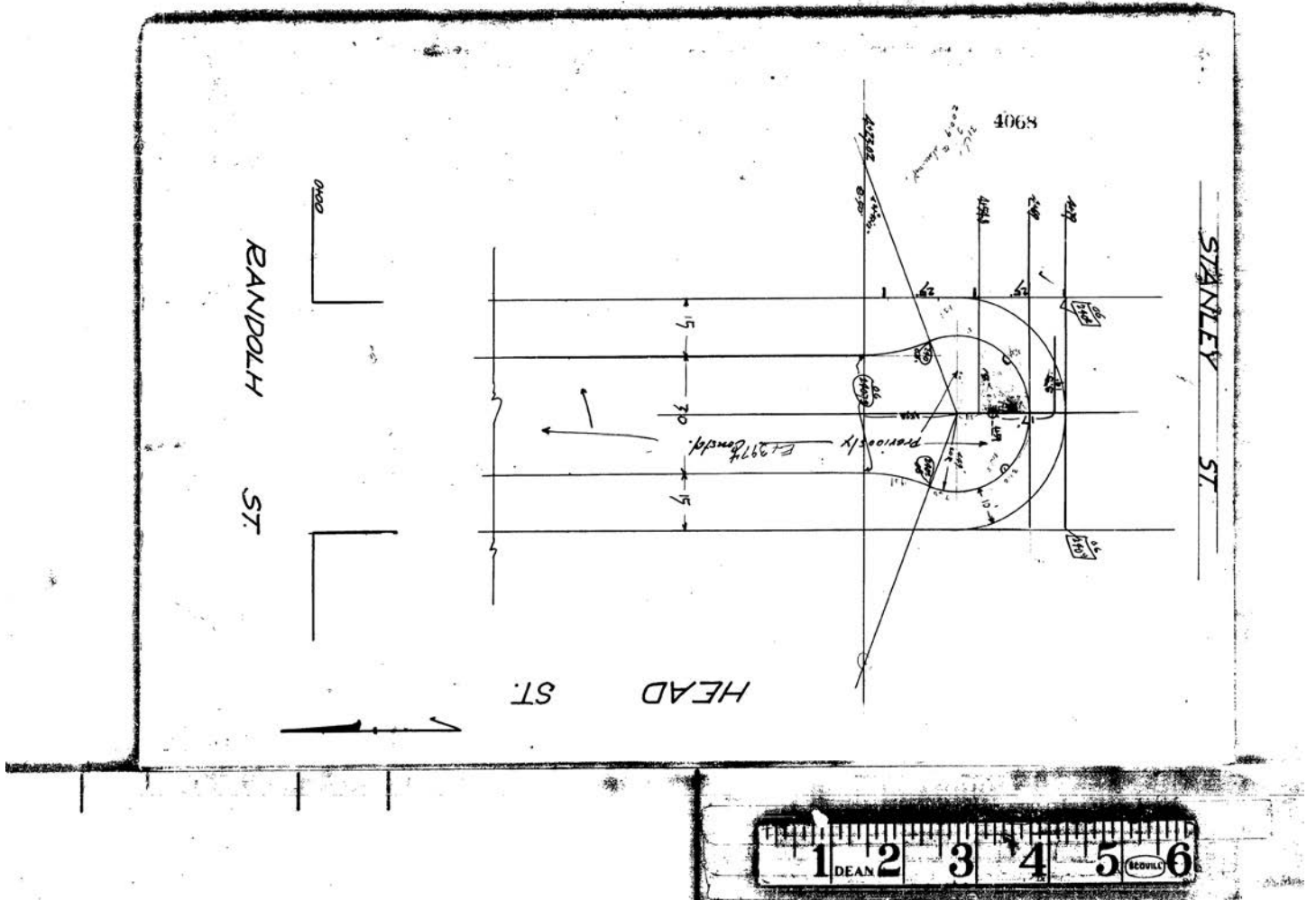
SIGNED INSPECTOR

AS BUILT DRAWINGS

DATE 3/7/10
SIGNED [Signature]







VISION ZERO HIGH INJURY NETWORK MAP

SAN FRANCISCO'S HIGH INJURY NETWORK

The Vision Zero High Injury Network (HIN) guides the city's investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

75%
of San Francisco's
severe and fatal
traffic injuries
occur on just
13%
of our streets.

31%
of city streets are
in Communities
of Concern,
50%
of the high
injury network
is in those same
communities.

MAP LEGEND



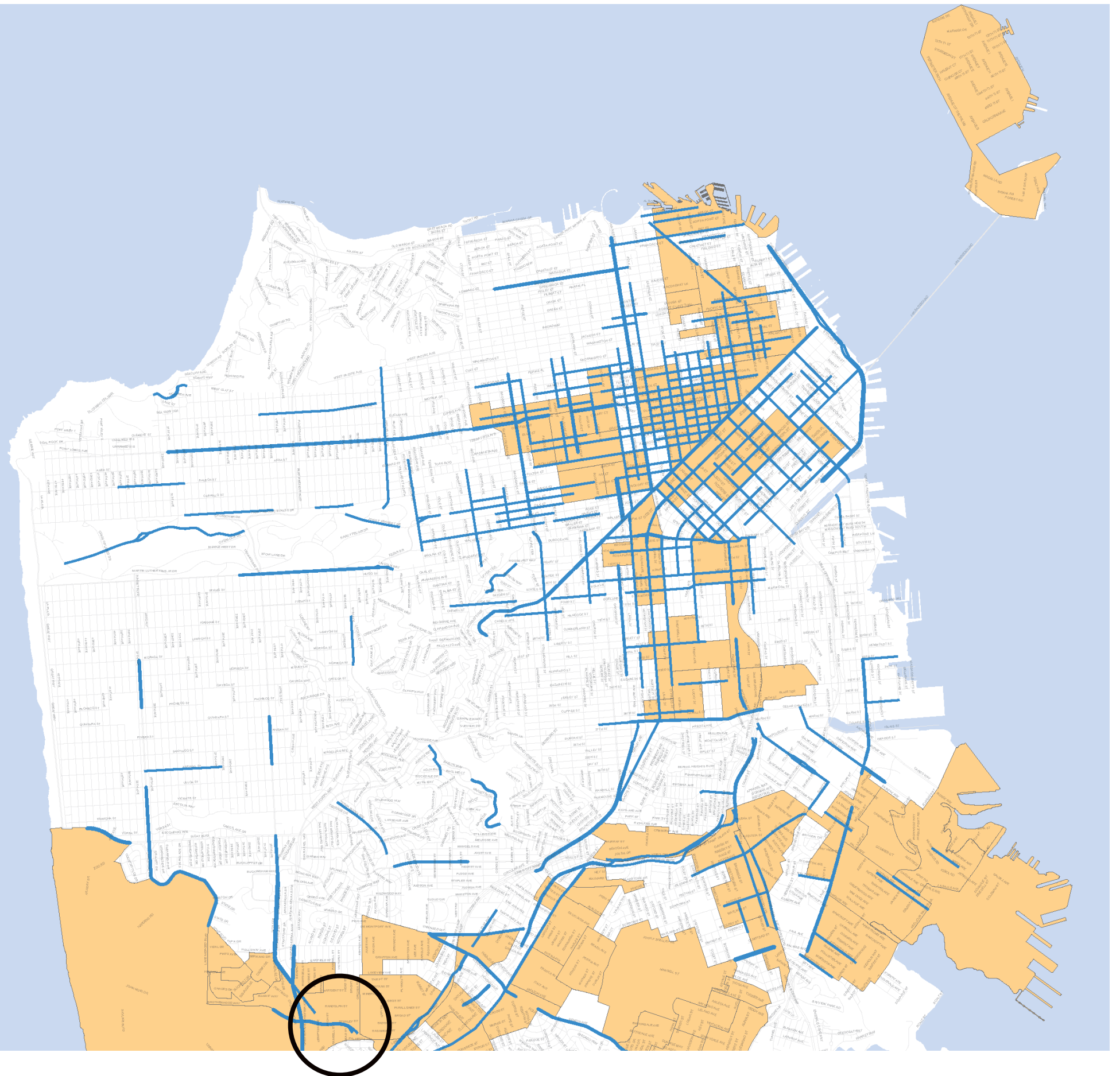
High Injury Network

The 13% of streets where 75% of severe and fatal collisions occur.

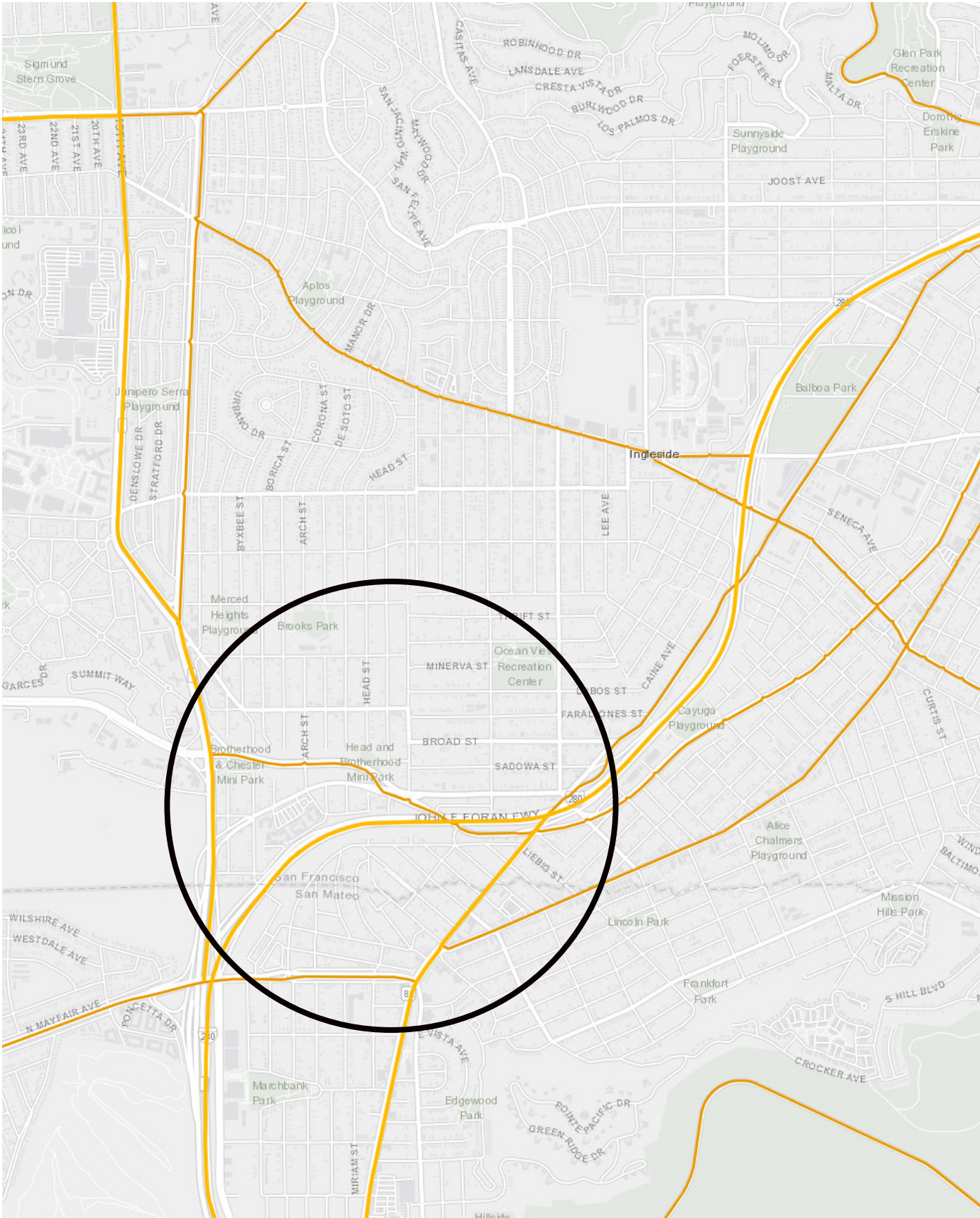


Metropolitan Transportation Commission Communities of Concern

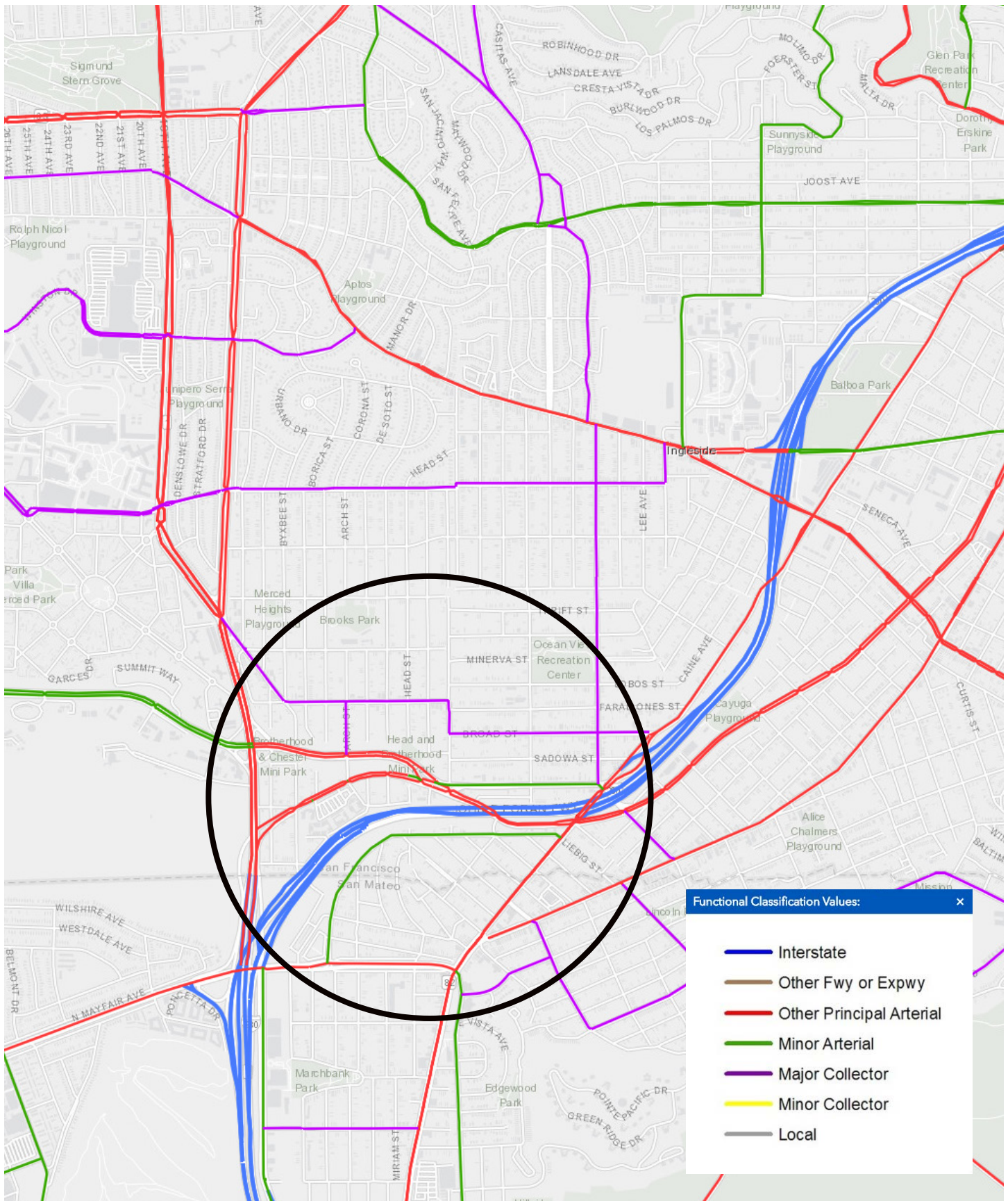
Low-income communities, communities of color, seniors and people who rely on walking and transit as their primary means of transportation.



CALTRANS MAP - 2017-18 NATIONAL HIGHWAY SYSTEM

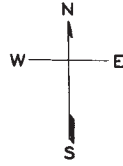


CALTRANS MAP - FUNCTIONAL CLASSIFICATION ROADS



ASSESSOR'S MAPS

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CITY & COUNTY ASSESSOR 1995



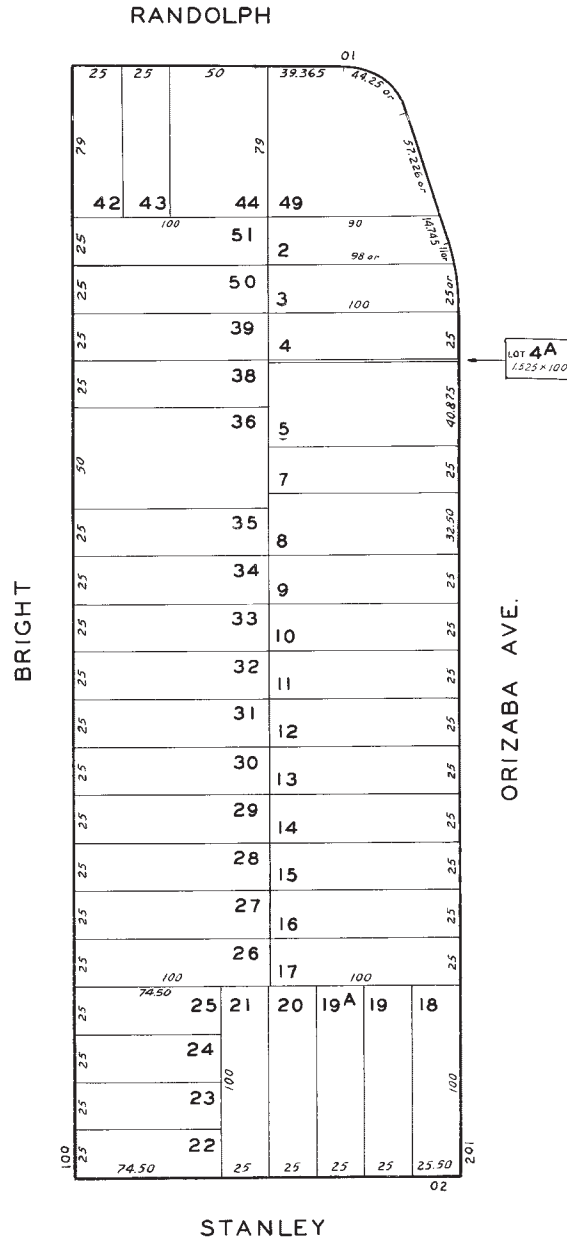
7115

CITY LAND ASSN. BLK. 53

LOTS MERGED

LOT 6 INTO LOT 7 - 1949
" 37 " " 36 - '52
" 41 " " 40 - '52
" 45 " " 44 - '52

REVISED '58
" 178



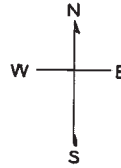
7116

CITY LAND ASSN BLK 50

Lot 1A omitted "1948"

LOTS MERGED

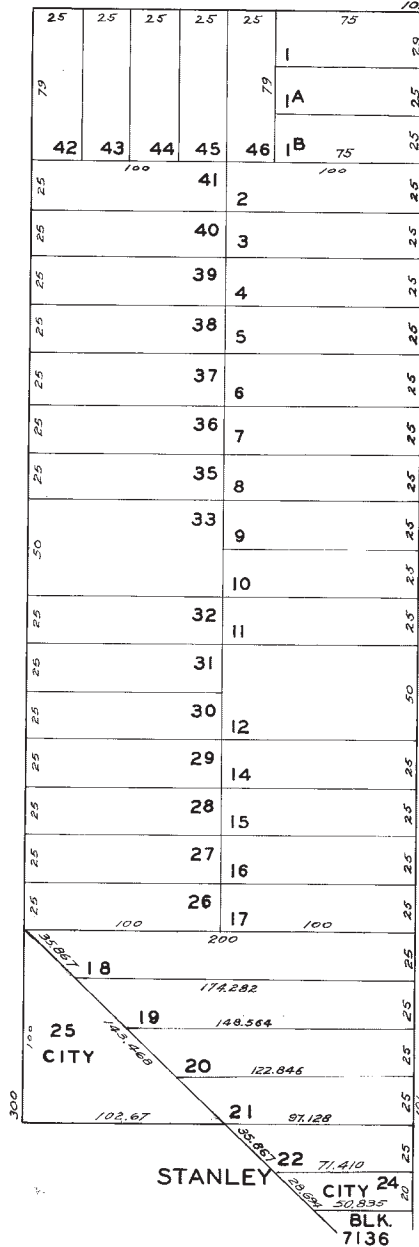
LOTS	INTO LOT
47-48	1-18 "1948"
13	" 12 "1952"
34	" 33 "1952"
23	" 25 "1954"



RANDOLPH

HEAD

BRIGHT



ASSESOR'S MAPS

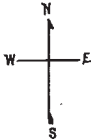
© COPYRIGHT SAN FRANCISCO
CITY & COUNTY ASSESSOR 1995

LOTS MERGED
LOTS INTO LOT 19-
47 " 1/2 A " 47"

7117

CITY LAND ASS'N
BLK 41

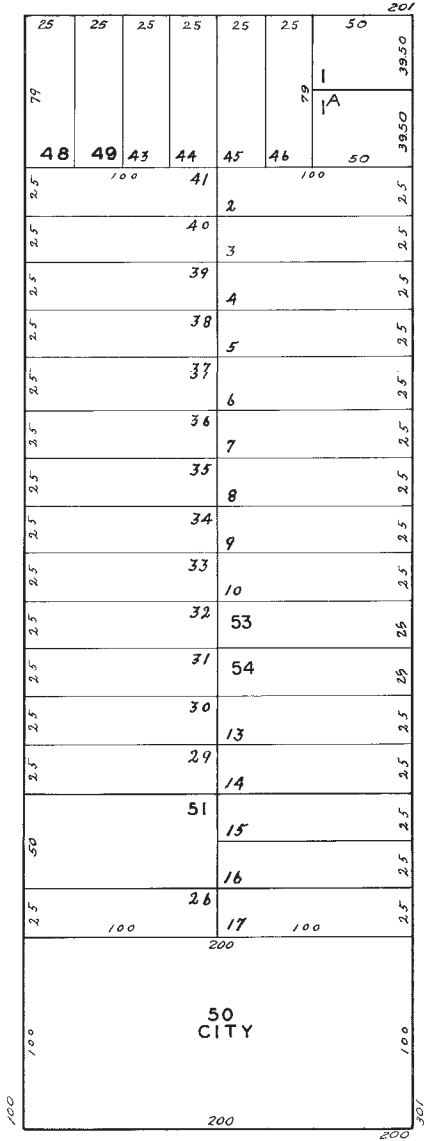
REVISED 1958
REVISED 1961
REVISED 1969
" '71
" 193



RANDOLPH

VICTORIA

HEAD



STANLEY

LOTS MERGED
 LOTS INTO LOT
 47, 48 1, 1A, 1B "1946"
 18 to 24 25 "1936"
 11 & 11A 53 1984

© COPYRIGHT SAN FRANCISCO
 CITY & COUNTY ASSESSOR 1995

7118

CITY LAND ASSN BLK 38

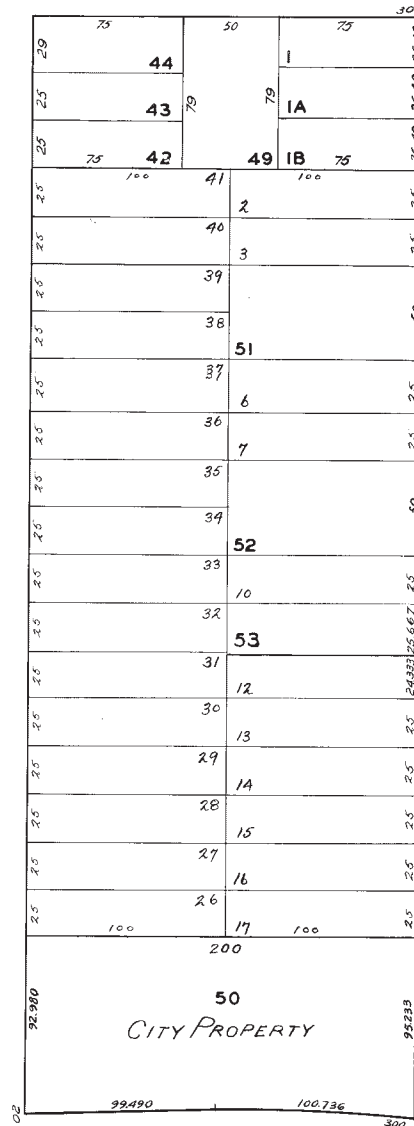


REVISED	'65
"	171
"	184

RANDOLPH

RAMSELL

VICTORIA



BROTHERHOOD WAY

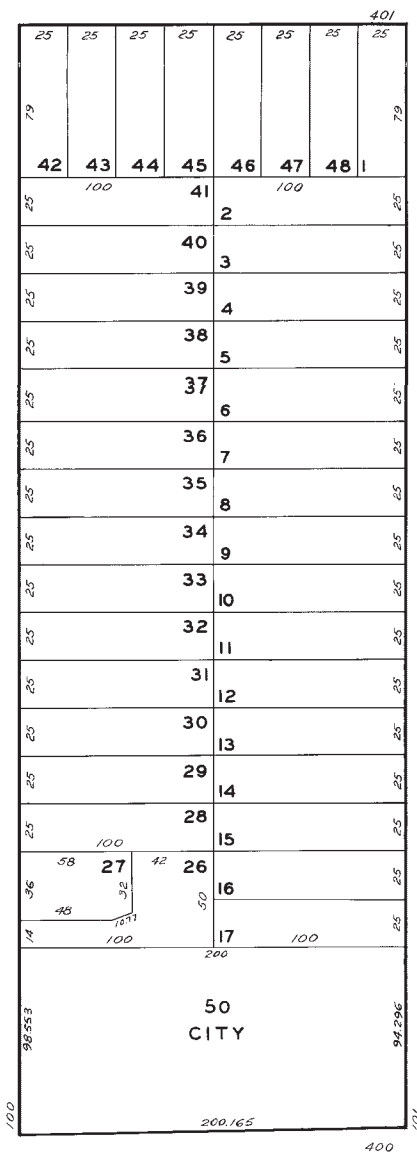
Formerly N. line of STANLEY ST.

LOTS MERGED
LOT 22, 25 INTO LOT 21, -1947



REVISED	1966
1	'66

ARCH



RAMSELL

BROTHERHOOD WAY

ASSESSOR'S MAPS

lot55 into lots61&62 for 1999 roll

7136

CITY LAND ASSN BLK 52

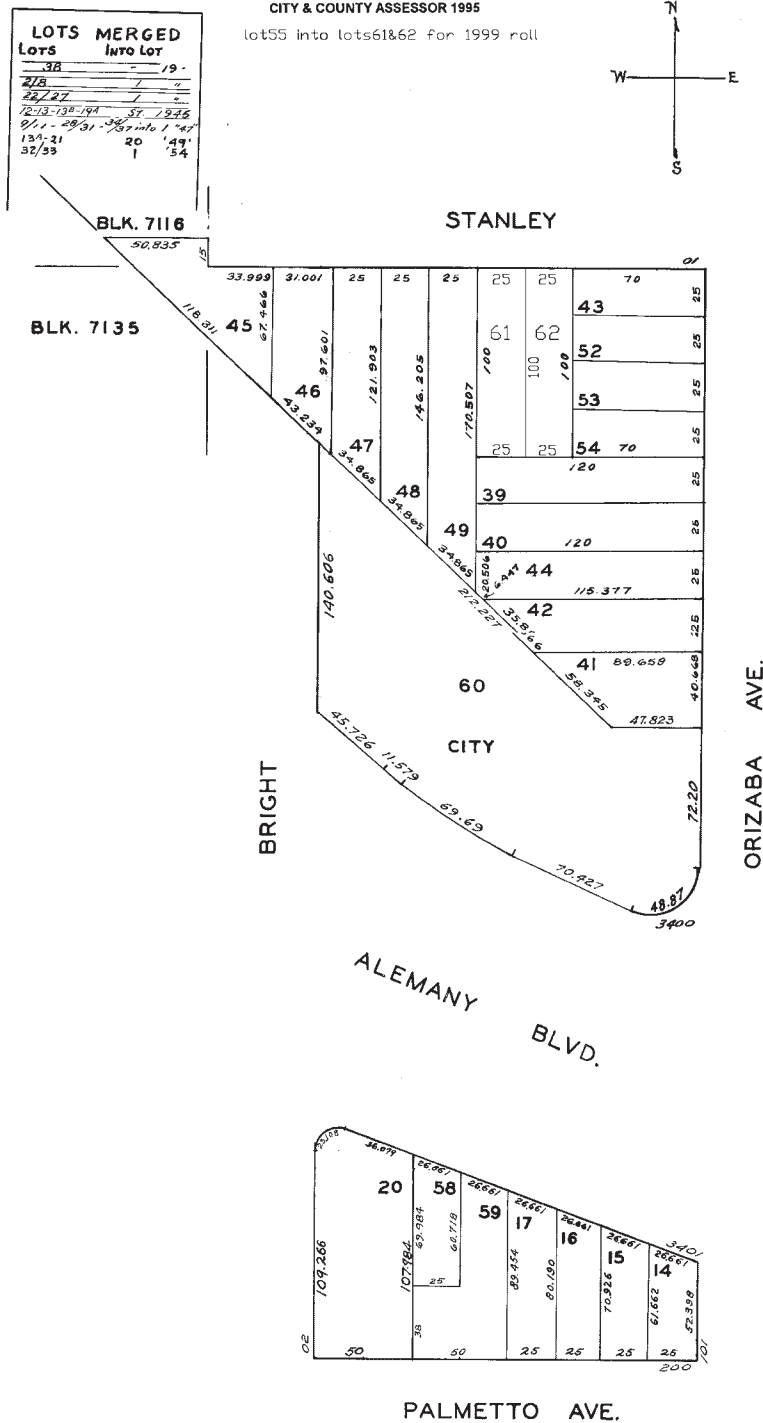
REVISÉD '57

REVISÉD '58

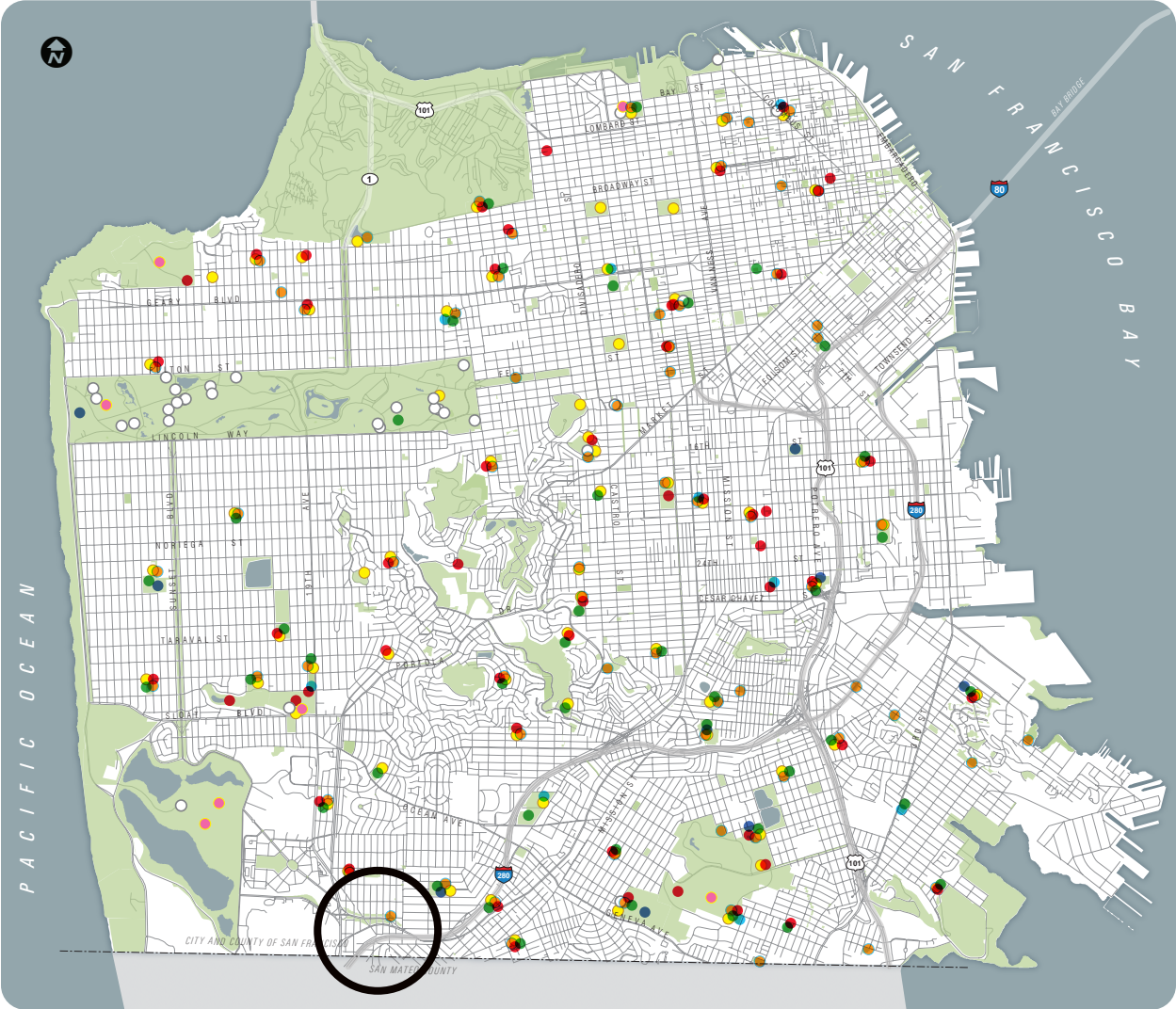
" '64

REVISED '74

Revised 1999



SF GENERAL PLAN MAPS - RECREATION & OPEN SPACE



Existing Recreation Facilities

- Ball Field
- Basketball Court
- Clubhouse
- Golf Course
- Soccer Field
- Swimming Pool
- Tennis Court
- Other

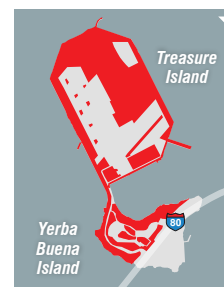
"Other" includes activity centers, an archery field, bocce ball courts, a bowling green, equestrian features, a frisbee golf course, a racquetball court, and horseshoe pits.

0 Miles 1
MAP 02



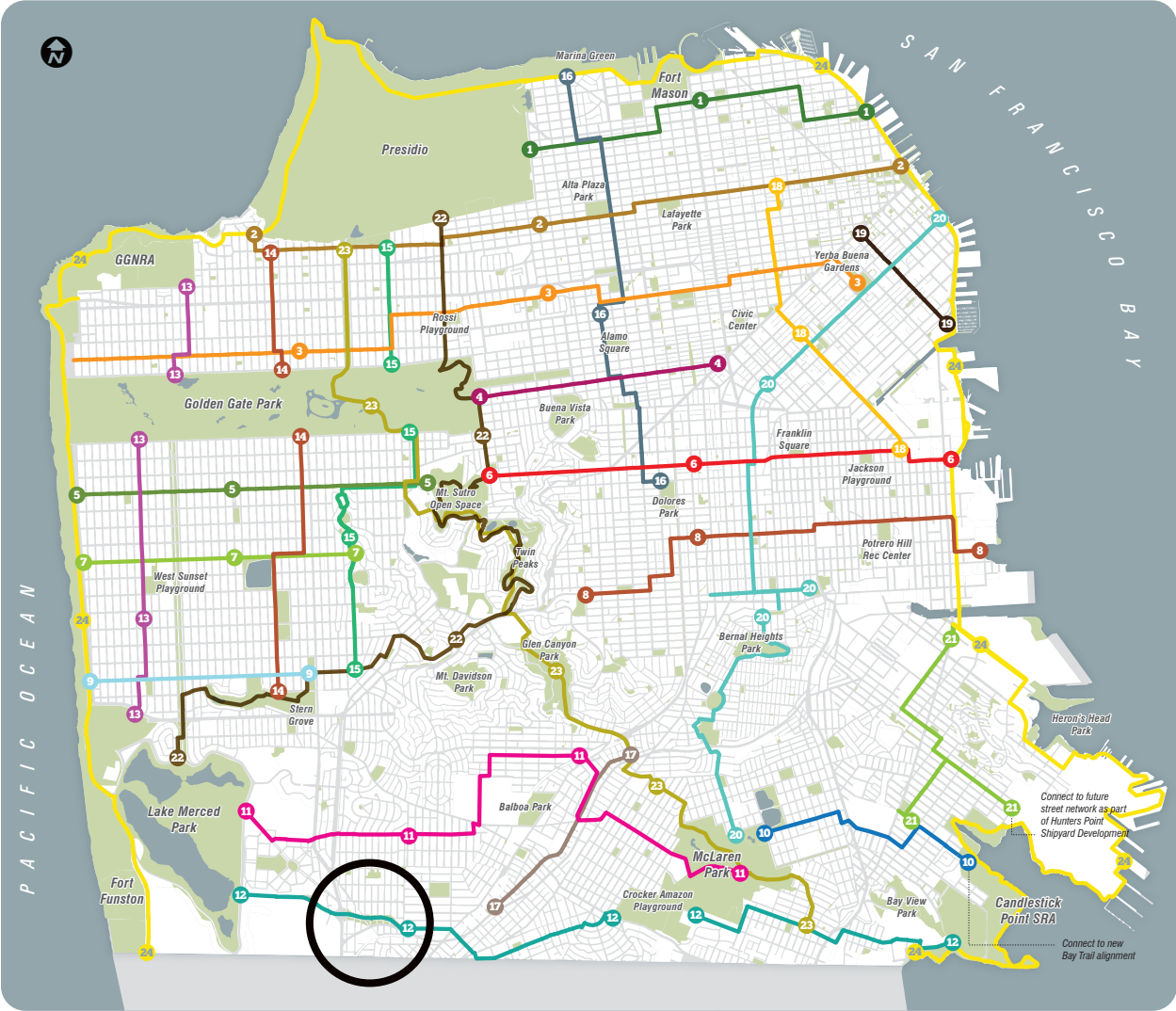
Existing and Proposed Open Space

- Potential Living Alleys
- Potential Living Streets
- Proposed Green Connections
- Off Street Multi-Use Paths
- Proposed Open Space
- Existing Open Space
- Acquire and develop sites for open space (Eastern Neighborhoods Area Plan)



0 Miles 1
MAP 03

SF GENERAL PLAN MAPS - RECREATION & OPEN SPACE



Green Connections Network

ROUTES

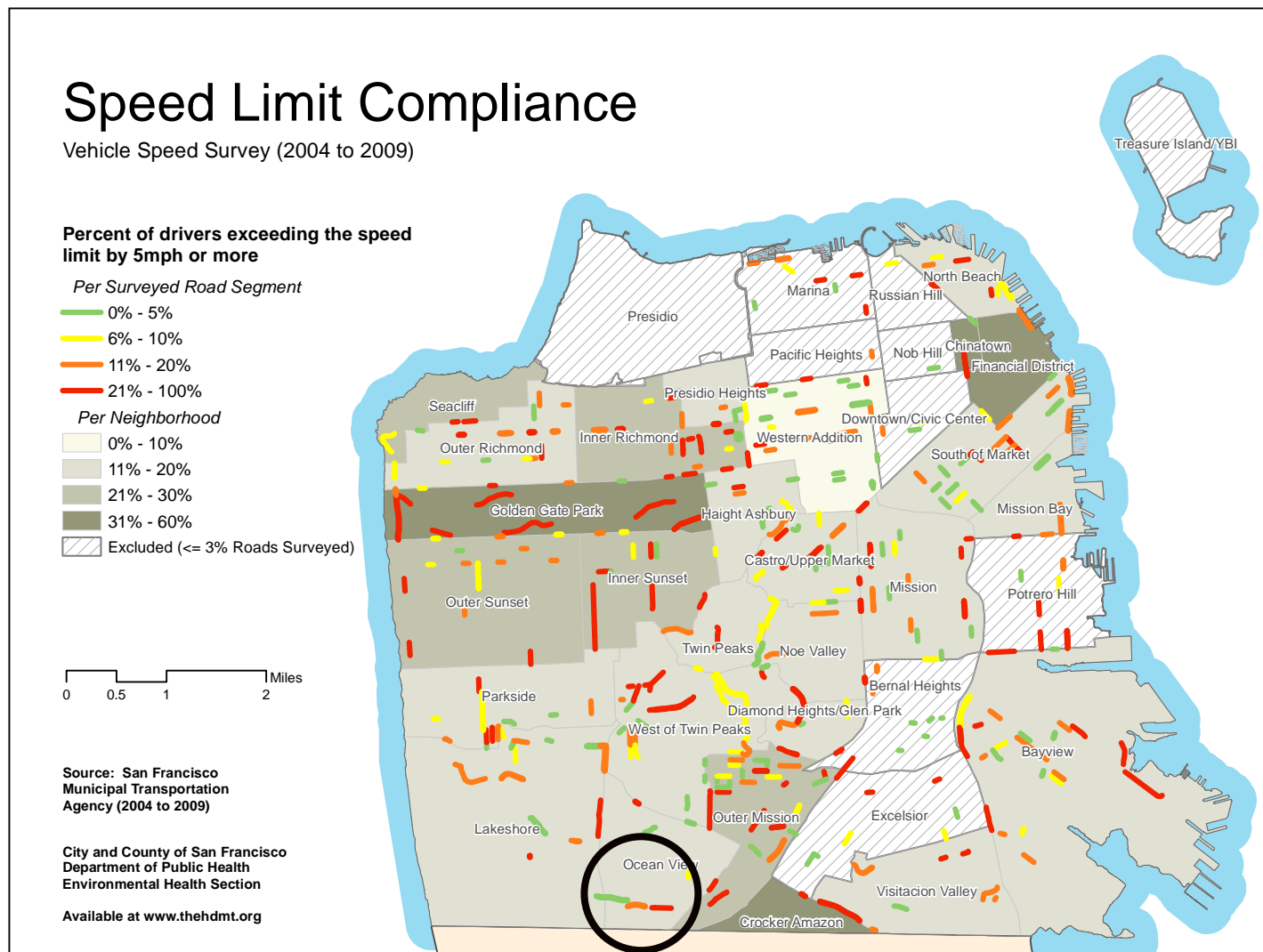
- | | |
|---|---|
| 1 Presidio to Bay: Monarch | 13 Lincoln Park to Zoo: American Dune Grass |
| 2 China Beach to Bay: Pygmy Nuthatch | 14 Presidio to Park Merced: Coast Buckwheat |
| 3 Market to Beach: Anna's Hummingbird | 15 West of Twin Peaks: Green Hairstreak |
| 4 Page, Stanyan to Market: Cedar Waxwing | 16 Marina Green to Dolores Park: West Coast Painted Lady |
| 5 Kirkham, Suto to Beach: Coyote Bush | 17 Excelsior: Cliff Swallow |
| 6 Mission to Peaks: Anise Swallowtail | 18 Tenderloin to Potrero: Western Tiger Swallowtail |
| 7 Ortega, 14th St to Beach: Coastal Prairie | 19 Downtown to Mission Bay: Western Gull |
| 8 Noe Valley to Central Waterfront: American Bush-tit | 20 Folsom, Mission Creek to McLaren: Pollinators |
| 9 Vicente, 20th to Beach: Coastal Dune Scrub | 21 Bayview to Bay Trail: Black-tailed Jackrabbit |
| 10 Yosemite Creek: Red-winged Blackbird | 22 Ridge Trail: Nuttall's White-crowned Sparrow |
| 11 Ingleside: Coast Live Oak / California Buckeye | 23 Crosstown Trail: Coyote |
| 12 Lake Merced to Candlestick: Western Fence Lizard | 24 Shoreline: Western Snowy Plover and Salt Marsh Harvest Mouse |

0 Miles 1
MAP 10

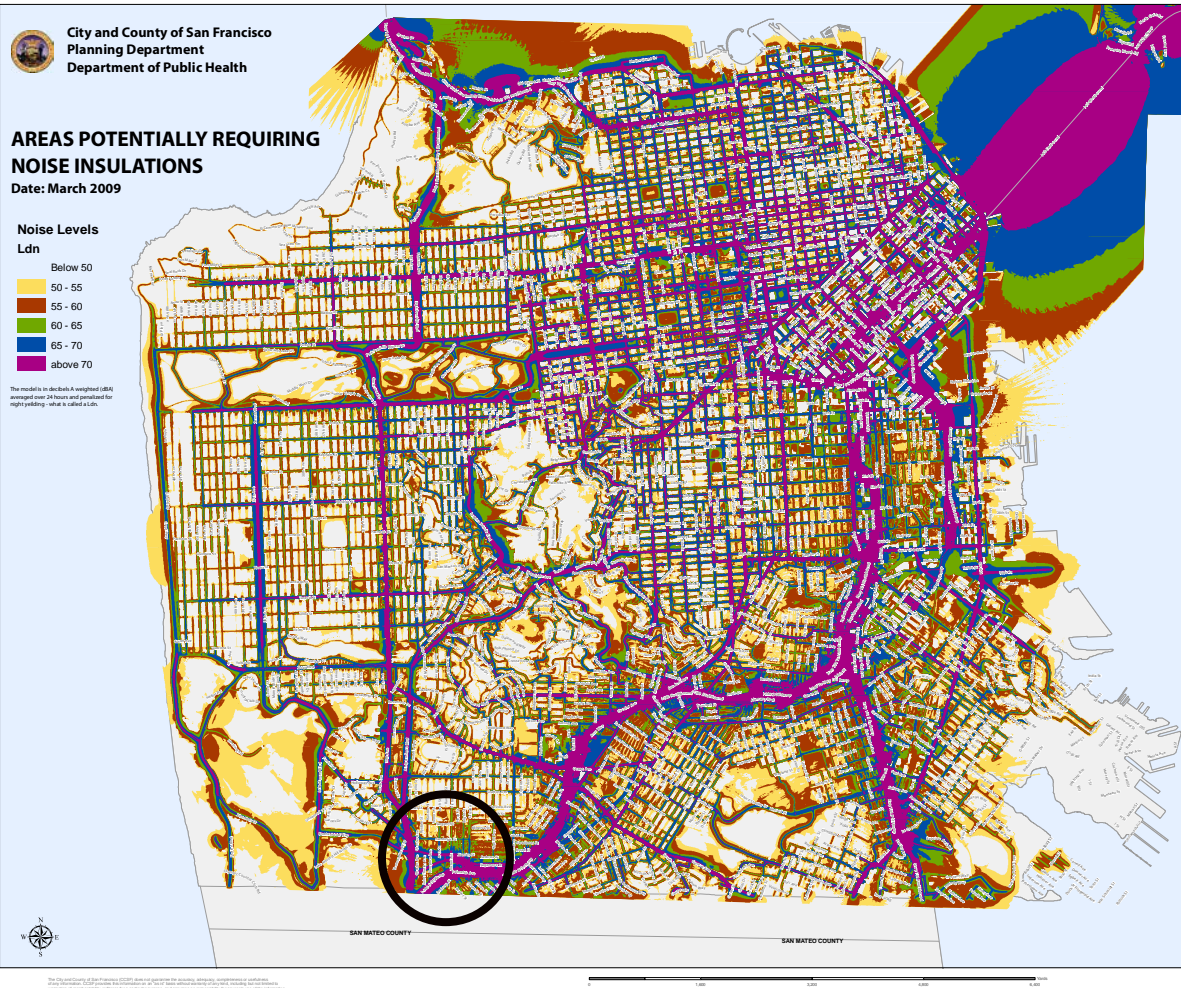
Notes: Some portions of routes may not be ideal for bicycles due to conditions such as steep topography, stairs or trails.

The proposed network falls mostly on public rights of way, but occasionally deviates onto public properties such as park lands.

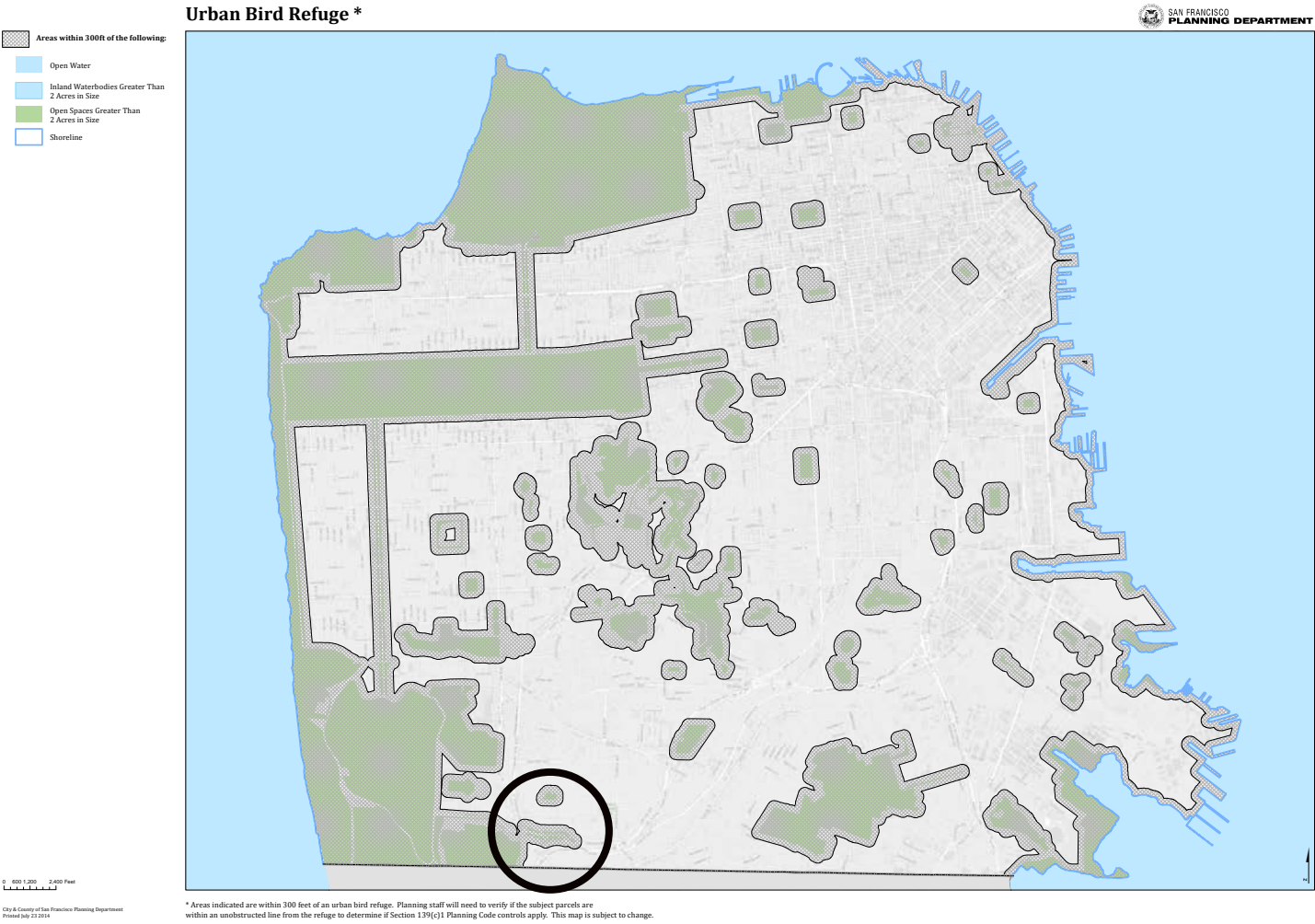
SF PLANNING MAPS - SPEED LIMIT COMPLIANCE

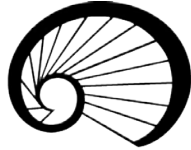


SF PLANNING MAPS - NOISE LEVELS



SF PLANNING MAPS - URBAN BIRD REFUGE





San Francisco Public Library



Bureau of Architecture

BOARD OF SUPERVISORS
CITY & COUNTY OF SAN FRANCISCO



OFFICE OF THE CLERK OF THE BOARD

Phone: (415) 554-5184
Email: Angela.Calvillo@sfgov.org

July 31, 2024

Michael Lambert, City Librarian
San Francisco Public Library
100 Larkin Street
San Francisco, CA 94102
Via Email: Michael.Lambert@sfpl.org

Carla Short, Director
Department of Public Works
49 South Van Ness Avenue, Suite 1600
San Francisco, CA 94103
Via Email: Carla.Short@sfdpw.org

Dear City Librarian Lambert and Director Short,

At the July 30, 2024, Board of Supervisors meeting, Supervisor Ahsha Safai issued the attached inquiry to the San Francisco Public Library (LIB), and the Department of Public Works (DPW). Please review the attached introduction form and letter of inquiry, which provides the Supervisor's request.

The inquiry, in summary, references a LIB staff [presentation](#) at the July 18, 2024, Library Commission meeting indicating that a new, 20,000 square foot library at 100 Orizaba Avenue would cost between \$65,000,000 and \$94,000,000; as well as a 2020 memo by former LIB CFO Heather Green indicating an estimated budget of \$47,000,000.

The inquiry requests a detailed cost analysis for a new library at 100 Orizaba Avenue, and an explanation for the increased cost estimate.

Please contact Jeff Buckley, Jeff.Buckley@sfgov.org, Legislative Aide to Supervisor Safai, for any questions related to this request, and copy BOS@sfgov.org on all communications to enable my office to track and close out this inquiry. Please provide your response no later than August 14, 2024.

For questions pertaining to the administration of this inquiry, do not hesitate to contact me in the Office of the Clerk of the Board at (415) 554-5184.

Very Truly Yours,


Angela Calvillo
Clerk of the Board
San Francisco Board of Supervisors

WN/JA

Attachments:

- Letter of Inquiry
- Introduction Form

7/31/2024
Clerk to Act
D11 – Orizaba Library
Page 2 of 2

Cc: Michael Perlstein, LIB, MPerlstein@sfpl.org
Maureen Singleton, LIB, Maureen.Singleton@sfpl.org
Margot Shaub, LIB, Margot.Shaub@sfpl.org
Michael Gamino, LIB, Michael.Gamino@sfpl.org
David Steinberg, DPW, David.Steinberg@sfdpw.org
Ian Schneider, DPW, Ian.Schneider@sfdpw.org
John Thomas, DPW, John.Thomas@sfdpw.org
Lena Liu, DPW, Lena.Liu@sfdpw.org

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "
Date: Thursday, August 29, 2024 3:14:53 PM
Attachments: [image001.png](#)
[Response to DSA July 30 Letter Regarding My Response to the DSA May Letter.pdf](#)

Hello,

Please see below and attached from the San Francisco Sheriff's Department, regarding a response to a letter titled "Addressing Critical Staffin and Safety Concerns" from the San Francisco Deputy Sheriff's Association.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Johnson, Katherine (SHF) <katherine.johnson@sfgov.org>

Sent: Wednesday, August 28, 2024 12:54 PM

To: President <president@sanfranciscodsa.com>; Miyamoto, Paul (SHF)

<paul.miyamoto@sfgov.org>; Carter, Tanzanika (SHF) <tanzanika.carter@sfgov.org>; Ramirez, John (SHF) <john.ramirez@sfgov.org>; Adams, Lisette (SHF) <lisette.adams@sfgov.org>; McConnell, Kevin (SHF) <kevin.mcconnell@sfgov.org>; Cabebe, Alejandro (SHF) <alejandro.cabebe@sfgov.org>; Collins, Jennifer (SHF) <jennifer.collins@sfgov.org>; Krol, Brian (SHF) <brian.krol@sfgov.org>;

Colmenero, Stephanie (SHF) <stephanie.colmenero@sfgov.org>; Bui, Linda (SHF) <linda.bui@sfgov.org>; Quanico, James (SHF) <james.quanico@sfgov.org>; Kelleher, William (SHF) <william.kelleher@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Graham, Ardis (HRD) <ardis.graham@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Sanford, Jamala (SHF) <jamala.sanford@sfgov.org>
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Irving, James (SHF) <james.irving@sfgov.org>; Nguyen, Michael L. (SHF) <michael.long.nguyen@sfgov.org>; Quintanilla, Danilo (SHF) <danilo.quintanilla@sfgov.org>; Garrido, Juan (SHF) <juan.garrido@sfgov.org>; dkoontz <dkoontz@mastagni.com>; Sean D. Howell <showell@mastagni.com>
Subject: RE: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

President Lomba,

Please see the attached letter.

In short summary:

1. You authored a letter to Sheriff Miyamoto in May 2024.
2. I responded to that letter in July 2024
3. You authored a letter in response to my letter also in July 2024
4. The attached letter is in response to your letter from July 2024

Kathy

Katherine Johnson, #
Undersheriff
Office: 415-554-7223
Cell: 415-572-2045

From: President <president@sanfranciscodsa.com>

Sent: Wednesday, July 31, 2024 12:30 PM

To: Johnson, Katherine (SHF) <katherine.johnson@sfgov.org>; Miyamoto, Paul (SHF) <paul.miyamoto@sfgov.org>; Carter, Tanzanika (SHF) <tanzanika.carter@sfgov.org>; Ramirez, John (SHF) <john.ramirez@sfgov.org>; Adams, Lisette (SHF) <lisette.adams@sfgov.org>; McConnell, Kevin (SHF) <kevin.mcconnell@sfgov.org>; Cabebe, Alejandro (SHF) <alejandro.cabebe@sfgov.org>; Collins, Jennifer (SHF) <jennifer.collins@sfgov.org>; Krol, Brian (SHF) <brian.krol@sfgov.org>; Colmenero, Stephanie (SHF) <stephanie.colmenero@sfgov.org>; Bui, Linda (SHF) <linda.bui@sfgov.org>; Quanico, James (SHF) <james.quanico@sfgov.org>; Kelleher, William (SHF) <william.kelleher@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Chan, Connie (BOS)

<connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Graham, Ardis (HRD) <ardis.graham@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>

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

Subject: Re: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

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

Please read the attached letter responding to Undersheriff Johnson and Sheriff Miyamoto.

Best regards,

Ken Lomba
SFDSA President
415-513-8973



From: Lomba, Kenneth (SHF) <Kenneth.Lomba@sfgov.org>

Sent: Wednesday, July 31, 2024 10:50 AM

To: President <president@sanfranciscodsa.com>

Subject: Fw: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

From: Chan, Sarah (SHF) <sarah.e.chan@sfgov.org>

Sent: Friday, July 26, 2024 2:28 PM

To: Lomba, Kenneth (SHF) <Kenneth.Lomba@sfgov.org>

Cc: Miyamoto, Paul (SHF) <paul.miyamoto@sfgov.org>; Carter, Tanzanika (SHF) <tanzanika.carter@sfgov.org>; SFSO-Captains <SFSO-Captains@sfgov.org>; Ramirez, John (SHF) <john.ramirez@sfgov.org>; Adams, Lisette (SHF) <lisette.adams@sfgov.org>; McConnell, Kevin (SHF) <kevin.mcconnell@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman,

Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>;
Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>;
Graham, Ardis (HRD) <ardis.graham@sfgov.org>; Breed, Mayor London (MYR)
<mayorlondonbreed@sfgov.org>

Subject: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

Good afternoon,

Please see the attached document sent on behalf of Undersheriff Johnson.

Sarah Chan
Executive Secretary II
San Francisco Sheriff's Office
City Hall, Room 456
1 DR. Carlton B. Goodlett Pl.
San Francisco, Ca 94102-4676
Telephone: (415) 554-7225
Cell: (415) 654-1128
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Sarah.e.chan@sfgov.org

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OFFICE OF THE SHERIFF CITY AND COUNTY OF SAN FRANCISCO

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



**PAUL MIYAMOTO
SHERIFF**

August 28, 2024
Reference: US 2024-079

Mr. Ken Lomba, President
San Francisco Deputy Sheriff's Association
president@sanfranciscodsa.com

President Lomba,

I write in response to your July 30, 2024, letter regarding my response to your initial letter titled, "Response to May 24th letter: Addressing Critical Staffing and Safety Concerns." My responses are enumerated below:

1. Sheriff Miyamoto has stated both internally and publically that he supports the elimination of step 1 8302/8504 pay. Please also see my prior response for further information.
2. Please see my prior response regarding SFPD.
3. Agreed. Training and safety are of the utmost importance. Please see my prior response.
4. Agreed regarding increased hiring. Please see my prior responses and memoranda on this subject.
5. Modifications to the testing, and background processes were implemented prior to the Board of Supervisors hearing held on May 14, 2024. My responses to your bullet points are below:
 - The Office has increased the number of investigators at BIU
 - As you are aware we utilized an approved vendor with little success. We are now exploring other options, more to come in the near future
 - Completed with continual review
 - See # 5 above
 - See the attached memorandum Reference Number US2024-066.
 - As previously explained, the reason then Sheriff Vicki Hennessy transitioned from the use of the PELLET B to the current entry examination was because there was a higher passing rate with the current exam. This allowed for a greater number of applicants to advance to the next phase of the hiring process

6. I have included a briefing sheet regarding inmate programming. Additionally, as you may be aware, COVID lockdowns totaled 1,098 days. The lockdown order to address the attacks on staff was issued on April 12, 2024, and normal operations resumed on April 18, 2024. There was another attack on a staff member on April 28, 2024, which resulted in a single pod lockdown. The total days of lockdowns was 6 days and with a single pod on lockdown for two additional days.

As it relates to staffing lockdowns, please see my prior response for data. Regarding your bullets my responses are below:

- In 2018, Sheriff V. Hennessy was in office.
- The safety of our staff is of the utmost importance. As you are aware, Sheriff Miyamoto implemented a restriction on the maximum number of days an employee may be drafted during their work week. That number is two days. Meaning, an employee working at an 8-hour facility, may be drafted no more than two days with a maximum of 16 hours and an employee working a 12-hour facility may be drafted no more than two days with a maximum of 8 hours during the employees work week, absent an emergency.
- Thank you for including the 2019 reports, as I am aware of the contents in that document.

I believe the responses in this document and prior documents illustrate the Office's commitment to our shared goals of increased staffing, continued training and safety.

Regards,


Katherine Johnson, #2
Undersheriff

Attachments:

Prior Letter to President Lomba Reference Number US 2024-073
Hiring Updates Memoranda Reference Numbers US 2024-57 and 57A
Entry at a Higher Rate Memorandum Reference Number US2024-066
Briefing Sheet In-custody Program Status July 1, 2024

Cc: Sheriff Miyamoto, AS Carter, Chiefs and Captains, BOS, DSA Board



SAN FRANCISCO DEPUTY SHERIFFS' ASSOCIATION

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Ken Lomba

VICE-PRESIDENT
Jim Irving

TREASURER
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SECRETARY
Danilo Quintanilla

SERGEANT-AT-ARMS
Juan Garrido

July 30, 2024

Via Electronic Mail

Undersheriff Katherine Johnson
San Francisco Sheriff's Department
1 Dr. Carlton B. Goodlett Place
City Hall, Room 456
San Francisco, CA 94102

Re: Response to May 24th Letter: Addressing Critical Staffing and Safety Concerns

Dear Undersheriff Johnson,

I am writing in response to your letter dated July 26, 2024, addressing the concerns and proposals outlined in our correspondence on May 24, 2024. I appreciate your detailed feedback and the efforts to improve our department. However, there are several points that require clarification and further discussion.

1. Timing and Proposal Submission

While you noted the absence of a proposal to eliminate Step 1 of the pay scale during recent bargaining, it is essential to recognize that the responsibility for proposing such significant changes lies with the Mayor and Sheriff, not the SFDSA. We have consistently advocated for eliminating Step 1 to attract more applicants. This was highlighted in our letter to Ardis Graham on July 8, 2024, where we emphasized that recruiting and hiring are not the union's responsibilities. Despite these efforts, the Mayor and Sheriff did not act on this proposal during negotiations. Furthermore, in 2022, Ardis Graham confirmed in our grievance response that the Sheriff has the power to hire above Step 1. Despite having this authority, the Sheriff has not utilized it to hire at Step 2 to attract more entry level applicants as we suggested. This is documented in our attached letters to the Board of Supervisors and the Sheriff.



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pg. 2 Sheriff's slow hiring

2. Comparisons to SFPD

We acknowledge your comments regarding the SFPD's higher starting pay and signing bonuses. However, the disparities in support and resources allocated between the departments are evident. Our letters to the Mayor and Sheriff, along with the formal complaint to the Board of State Community and Corrections, have repeatedly highlighted these differences. The SFDSA has consistently pushed for competitive compensation to attract and retain deputies. This is thoroughly detailed in the attached letters and the formal complaint document.

3. Training and Safety

The importance of training cannot be overstated, yet the impact of understaffing on maintaining effective training programs is significant. The Sleep Study conducted by Lois James, PhD, provides clear evidence of the severe impact of overtime and understaffing on deputy fatigue and safety, which undermines training efforts. The study found that deputies are averaging only 5.25 hours of sleep per 24-hour period, far below the recommended 7-9 hours, leading to increased risks of accident, error, and long-term health issues. The study also indicates that 66% of deputies reported falling asleep at work, and 48% reported falling asleep at the wheel, highlighting the critical safety risks. Despite these warnings, the Sheriff's Office has not adequately addressed the staffing crisis. The findings from this study are attached for your reference.

4. Infrastructure and Upgrades

While infrastructure improvements are necessary, they are not sufficient to address the core issue of understaffing. Our letters and formal complaints have emphasized the urgent need for increased hiring and resource allocation to expedite this process. Despite acknowledging the staffing crisis, the Sheriff's Office has not implemented effective recruitment and hiring strategies. The attached documents provide detailed recommendations and highlight the ongoing challenges, such as the inadequate number of background investigators and the slow hiring processes.



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pg. 3 Sheriff's slow hiring

5. Recruitment Committee Participation

You mentioned my participation in the recruitment committee and the opportunity to provide input during meetings. I have provided extensive input, including research and analysis. However, this committee has been in place for years with minimal changes, resulting in wasted time and significant costs to the city. Committees that do not produce immediate and beneficial results are inefficient. What truly made a difference in moving the department to address the hiring process was the SFDSA's advocacy in the media and to the Board of Supervisors. This advocacy led to the Committee of the Whole Supervisor meeting, which questioned the Sheriff's leadership on slow hiring and understaffing. Additionally, the Recruitment & Hiring meetings have been canceled for over 6 months now.

The De-identified Background Audit and Hiring Analysis documents demonstrate our efforts to streamline the background investigation process and improve recruitment efficiency. These documents show that the SFDSA has been proactive in identifying and addressing bottlenecks in the hiring process. For instance, the audit conducted in June 2018 revealed significant delays in the background investigation process, which we have continuously sought to address through our recommendations. In our letters, we have highlighted the need to increase the number of full-time background investigators and suggested utilizing external vendors to expedite the hiring process. Specifically, we have recommended the following actions:

- **Increase Full-Time Background Investigators:** Our letters have repeatedly pointed out the need to increase the number of full-time background investigators to handle the growing workload efficiently. This would reduce the backlog and speed up the hiring process significantly.
- **Utilize External Vendors:** We suggested the use of external vendors to support the background investigation process. This would not only expedite the hiring process but also ensure that we meet the necessary standards without overburdening our existing staff.



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pg. 4 Sheriff's slow hiring

- **Address Delays in the Process:** The June 2018 audit revealed significant delays, which were primarily due to insufficient staffing and outdated procedures. We provided a detailed analysis and proposed solutions to streamline these processes, which have yet to be fully implemented.
- **Proactive Media and Legislative Advocacy:** The SFDSA's advocacy in the media and our efforts with the Board of Supervisors have been pivotal. The Committee of the Whole Supervisor meeting generated essential scrutiny of the Sheriff's leadership, highlighting the slow hiring processes and understaffing issues. This advocacy has been instrumental in pushing for faster and more effective changes.
- **Authority to Hire Above Entry Step:** In 2022, the Sheriff denied academy graduates and laterals appointment above entry step, paying them as entry levels and the SFDSA fighting this in a grievance. Later, the Sheriff agreed to fix this and pay them appropriately. Additionally, a 2022 response from Ardis Graham confirmed that the Sheriff has the power to hire above the starting entry step. Despite having this authority to hire at Step 2 to attract more entry level applicants, the Sheriff has not utilized it, further impacting our recruitment efforts.
- **Written Exam Inefficiency:** Another example of inefficiency is the SFSO written exam compared to the SFPD. Despite our recommendations, the Sheriff refused to adopt the more streamlined PELLET B test used by the majority of law enforcement agencies. This test allows candidates to bypass duplicative written exams by using their existing certified scores from other agencies. The SFPD accepts PELLET B scores, enabling candidates to avoid taking multiple written tests and use their existing scores. Additionally, there are more locations throughout California where candidates can take the PELLET B test, making it more accessible. We have suggested offering both tests (PelletB and NTN) as SFPD does and accepting PELLET B scores to streamline our process and make it more efficient, especially since the SFPD is hiring at a faster rate (6 to 8 months) compared to the SFSO (9 to 18 months). The Sheriff's refusal to fully implement these efficient practices further hampers our recruitment efforts, as detailed in our attached correspondence.



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pg. 5 Sheriff's slow hiring

6. Lockdowns and Inmate Programming Data

The data provided on lockdowns does not fully capture the negative impact of understaffing on safety and programming. Our correspondence has consistently highlighted how inadequate staffing leads to increased violence, more frequent lockdowns, and compromised inmate programs. This ongoing issue directly correlates with the staffing shortages and the failure to implement effective hiring strategies. Relevant documentation is attached.

Additional Supporting Evidence

- **Formal Complaints and Audit Reports:** The Formal Complaint to the Board of State Community and Corrections and the De-identified Background Audit from June 2018 provide documented evidence of the ongoing issues and the lack of action by the Sheriff's Office to address critical staffing shortages and safety concerns. These documents are attached for your review.
- **Overtime and Health Impacts:** The Overtime Testimony prepared by Lois James, PhD, highlights the severe impact of excessive overtime on deputies' health, safety, and performance. The testimony indicates that SFSO deputies are averaging 28 hours of overtime per week, which significantly exceeds the recommended maximum and leads to heightened risks of accidents, errors, and long-term health problems. The testimony and related documents are attached.
- **SHF - Sheriff Staffing Report 06.19.19:** The report highlights key strategies that could help reduce the heavy reliance on overtime and improve communication of staffing needs. The audit concluded that increased workloads and insufficient staffing have significantly impacted the department, and the Sheriff's office should develop a comprehensive staffing plan to address these issues. The findings and recommendations from this report are attached for your review.



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

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



**PAUL MIYAMOTO
SHERIFF**

July 26, 2023

Reference: US 2024-073

Mr. Ken Lomba, President
San Francisco Deputy Sheriffs' Association
president@sanfranciscodsa.com

Dear President Lomba,

I write on behalf of Sheriff Miyamoto regarding your letter dated May 24, 2024, titled "Open Letter Solution to Extreme Shortage of Deputy Sheriffs."

I apologize for the delay in responding. As you are aware, and as Sheriff Miyamoto has stated internally and publicly, he supports the elimination of step I 8302/8504 pay.

I also understand from our conversation that you believe that funding this initiative may be possible without additional funds from the Mayor's Office. During our conversation, I mentioned that eliminating Step I of the 8302/8504 classification may advance all deputy sheriffs below top step of the pay scale to the next step. I asked CFO Leung to cost this proposal so that accurate information is available for the City and County of San Francisco to render a more informed decision regarding this ask. I also verified with the Department of Human Resources that this proposal was not submitted during bargaining which recently concluded and resulted in the current collective bargaining agreement that is in effect until June 30, 2027.

In your letter, you mention the San Francisco Police Department (SFPD) and their efforts at bargaining as it relates to signing bonuses and an increase in starting pay. You also mention the effect of our staffing on safety, lockdowns, and inmate programming. While I cannot speak to bargaining for the SFPD, I can speak to the lockdowns, inmate programming, and safety.

I taught in the most recent new sergeants' training class, which you attended. During my instruction in that class as has been my instruction in prior classes, I stated that safety is our primary concern and the most important role for every supervisor. To that end, safety is affected by many factors that include, but are not limited to:

- Training
- Infrastructure
- Policies (internal and external)
- Procedures
- People
 - Community members
 - Inmates
 - Employees, visitors, service providers and volunteers entering the jails
 - Victims / Witnesses
- Criminal Justice Partners
- Emerging from COVID
- Safety equipment
- Staffing
- Programming
- Technology
- Increase in funding
- Fitness

In terms of infrastructure, I am attaching a memorandum I issued regarding upgrades to the food port doors at County Jail #2 and the completion of the enclosure of E and F Dorms at the CJ#3 Annex. Both upgrades will improve safety for all staff, visitors and inmates.

In terms of hiring, I included two memoranda regarding hiring, inclusive of information regarding the Background Unit. The recent hires have been the highest numbers since before the pandemic. Additionally, Sheriff Miyamoto has continued the process of entry at a higher rate and has worked to have the Civil Service Rules updated to provide equity between deputy sheriffs in classifications 8304 and 8504. The Office has already seen positive results from these changes.

Additionally, the Office of the Sheriff continues to hire Prop F employees. While the hiring of Prop F employees is not new, the newer feature of this program is the use of Prop Fs to supplement staff thereby improving safety and increasing our workforce. The Office currently has 48 Prop F employees working throughout the department with more retirees interested in returning.

Presently, the Office is also reviewing our recruitment strategies and application process. I am also including a briefing sheet on the subject. I am aware that you have an open invitation to participate in the recruitment meetings that AS Carter conducts. As this effort is important to both the Office and the Deputy Sheriffs' Association, I encourage you to participate.

Regarding an increase in funding, in the coming weeks, I will issue a memorandum regarding this year's budget and the increase compared to last year's budget.

Lastly, regarding inmate programming, in a review of programming at County Jail #3 from January 1-May 31, 2024, there were 95 days of "lockdowns" either related to staffing or

during the time that Sheriff Miyamoto locked down the jails due to attacks on staff. Of those 95 days:

- 51 Days or 54% of the time, programming continued either fully or on a modified basis
- 16 Days or 17% of the time, programming continued on a reduced basis
- 16 Days or 17% of the time, programming was canceled
- 12 Days or 13% of the time, there was no impact to programming as this occurred during the weekends and there was no scheduled programming

This data speaks to the dedication of the sworn and professional staff as well as the providers to deliver programs and services to the inmate population in our efforts to reduce recidivism and improve public safety.

I encourage you to take a more active and participatory role in the recruitment process as this appears to be a topic you are passionate about. Feel free to contact me directly should you require additional information.

Regards,



Katherine Johnson, #2
Undersheriff

Attachments:

Memorandum: Hiring Updates Dated June 25
Memorandum: Hiring Updates Dated July 2
Memorandum: Entry at a Higher Rate Dated July 9
Memorandum: Safety Upgrades Dated July 15
Memorandum: Updating Civil Service Rules Dated July 23
Recruitment / Hiring Briefing Sheet Updated June 2024
In-Custody Programs Status Report / Briefing Sheet Updated July 2024

cc: Sheriff Miyamoto, Assistant Sheriff Carter, Chiefs, Captains, Mayor L. Breed, BOS President Peskin, Members of the BOS, DHR A. Graham



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May 24, 2024

Via Electronic Mail

Mayor London Breed
Sheriff Paul Miyamoto
Board of Supervisor Aaron Peskin
Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102

Re: Open Letter Solution to Extreme Shortage of Deputy Sheriffs

Dear Mayor London Breed, Sheriff Paul Miyamoto, Board of Supervisors President Aaron Peskin, and the Members of the Board of Supervisors,

On behalf of the San Francisco Deputy Sheriffs' Association (DSA), we are writing to inform you of a crucial proposal submitted to address the extreme shortage of Deputy Sheriffs in our city. The proposal aims to eliminate the first step of the salary schedule for Deputy Sheriffs (positions 8302 and 8504), with the intention of attracting more applicants and, importantly, securing higher quality candidates.

As you are well aware, the staffing levels of Deputy Sheriffs have been critically low, leading to unsafe conditions for both our Deputies and inmates. Despite our efforts to assist with recruitment through advertising funded by the DSA, the current pay scale for entry-level Deputies remains a significant obstacle. Comparable agencies in the region offer substantially higher starting salaries, making it challenging for us to compete for top-tier talent.

The San Francisco Police Department addressed their recruitment challenges by increasing their starting pay, which has successfully attracted more applicants. Additionally, the Mayor's Office supported this effort by implementing a \$5,000 signing bonus for new police recruits, distributed as \$2,500 upon completion of the Field Training Program (FTO) and an additional \$2,500 upon successful completion of the probation period. This incentive has proven effective, highlighting the importance of competitive compensation packages.

P.O. Box 77590 San Francisco, CA 94107

Phone: (415) 696-2428 www.SanFranciscoDSA.com Fax: (415) 658-7210



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pg. 2 Extreme Shortage of Deputy Sheriffs

London Breed, Paul Miyamoto, Aaron Peskin, BOS

Currently, we lack such a signing bonus, making it even more critical to remove the first step of our pay scale to attract new applicants.

The understaffing crisis not only endangers our Deputies but also severely impacts the quality of life for inmates. The shortage of staff has led to more frequent lockdowns, disrupting rehabilitation programs, educational classes, legal interviews, and family and friend visitations. More alarmingly, violence has increased within the jails, exacerbating stress and frustration among inmates. This situation is unacceptable. San Francisco's jails once served as a model for others, but now they face the same challenges and issues typically associated with prisons.

Our proposal, submitted on May 23, 2024, recommends the removal of the first step in the salary schedule. By doing so, we aim to make the Deputy Sheriff position more competitive in the job market, thereby improving our recruitment capabilities and attracting more qualified candidates. This strategy has proven effective for the San Francisco Police Officers' Association, and we are confident it will yield similar results for our Department.

By offering a more attractive compensation package, we can enhance our ability to recruit and retain the best candidates, ultimately ensuring a safer and more effective environment for both our Deputies and the communities we serve. We urge the city leadership to take immediate action on this proposal to safeguard the well-being of our Deputies and the individuals in our care. The time to act is now, and we look forward to your support in implementing this critical change.

Thank you for your attention to this matter.

Best regards,

Ken Lomba
SFDSA President
Office: (415) 696-2428

P.O. Box 77590 San Francisco, CA 94107
Phone: (415) 696-2428 www.SanFranciscoDSA.com Fax: (415) 658-7210



San Francisco Sheriff's Office

INTER-OFFICE CORRESPONDENCE

June 25, 2024
Reference: US 2024-57

To: All Employees

Fr: Katherine Johnson, #1319
Undersheriff

RE: HIRING UPDATES

I write to express my gratitude to everyone working during these difficult staffing times and to provide an update on the hiring progress for deputy sheriffs.

1) Staff Currently in Training:

- CORE Class: 10 deputy sheriffs graduate June 28, 2024
- San Mateo Academy: 7 deputy sheriff recruits graduate August 9, 2024
- Coyote Valley Academy: 3 deputy sheriff recruits graduate September 13, 2024

2) Staff Detailed Pending an Academy Assignment:

- 5 Deputy sheriffs - Hired and detailed to COD

3) Applicants Approved for Hire: 19

- 10 Applicants - passed medical with start work dates no later than July 20, 2024
- 7 Applicants - taken medicals, pending submission of reports
- 1 Academy-trained applicant with a start work date no later than July 20, 2024
- 1 Deputy sheriff pending reappointment after separation with a start work date of July 20, 2024

4) Background Files Pending:

- 13 Entry files pending completion and submission by July 31, 2024
- 2 Academy-trained files pending completion and submission by July 31, 2024
- 70 Files are assigned for investigations
- 34 Files are pending assignment to investigators

The next entry test is scheduled on July 29, 2024, and there are 203 applicants invited to participate. Testing was recently changed to include the written and physical ability examinations, oral interview, and start of the background investigation in one day. These changes were made to expedite testing and hiring.

cc: DSA President Lomba, MSA President Rodriguez



San Francisco Sheriff's Office

INTER-OFFICE CORRESPONDENCE

July 2, 2024

Reference: US 2024-57A

To: All Employees

Fr: Katherine Johnson, #1319
Undersheriff

A handwritten signature in blue ink, appearing to be "KJ", written over the name Katherine Johnson.

RE: **HIRING UPDATES – UPDATES**

I write to express my gratitude to everyone working during these difficult staffing times and to provide an update on the hiring progress for deputy sheriffs. **Updates are in red font.**

1) Staff Currently in Training:

- CORE Class: 10 deputy sheriffs graduate June 28, 2024: **Count towards minimum staffing on August 10.**
- San Mateo Academy: 7 deputy sheriff recruits graduate August 9, 2024: **To begin CORE August 12.**
- Coyote Valley Academy: 3 deputy sheriff recruits graduate September 13, 2024: **Detailed to FOD upon graduation and pending CORE (tentative Sept 23).**

2) Staff Detailed Pending an Academy Assignment:

- 5 Deputy sheriffs - Hired and detailed to COD - **To pre-academy August 26.**

3) Applicants Approved for Hire: 19

- 10 Applicants - passed medical with start work dates no later than July 20, 2024: **Detailed to assignments and then to pre-academy on August 26.**
- 7 Applicants - taken medicals, pending submission of reports: **Detailed to COD pending medical approval and then pre-academy in September).**
- 1 Academy-trained applicant with a start work date no later than July 20, 2024 (**Core tentatively September 23).**
- 1 Deputy sheriff pending reappointment after separation with a start work date of July 20, 2024. **Ready for assignment to COD.**

4) Background Files Pending:

- 13 Entry files pending completion and submission by July 31, 2024
- 2 Academy-trained files pending completion and submission by July 31, 2024
- 70 Files are assigned for investigations
- 34 Files are pending assignment to investigators

Additionally, the Office of the Sheriff will assign another Prop F employee to the Background Investigations Unit and former investigators are also assisting the unit with investigations.

cc: DSA President Lomba, MSA President Rodriguez



San Francisco Sheriff's Office

INTER-OFFICE CORRESPONDENCE

July 9, 2024

Reference: US 2024-066

To: All Personnel

Fr: Katherine Johnson, #1319
Undersheriff

RE: Entry at a Higher Rate

On January 30, 2023, I issued a memorandum regarding entry at a higher rate for deputy sheriffs (Reference: US 2023-012). That agreement, which was made with the DSA expired on June 30, 2024. However, pursuant to paragraph 201 of the collective bargaining agreement, Sheriff Miyamoto has exercised his authority and directed me to ensure that the provisions in that agreement stay in effect during his term in Office.

The agreement is as follows:

- a) Place any newly hired deputy sheriff who has successfully completed a POST entry-level academy, and who possess a valid California Basic Academy Certificate, at Step 2 of the 8504 pay scale upon hire.
- b) Place any newly hired deputy sheriff who possesses a POST Basic Certificate, and who has successfully completed a probationary period of at least 18 months at a POST-participating law enforcement agency (Penal Code §§ 830.1, 830.2) at Step 3 of the 8504 pay scale upon hire.

This action is taken to continue the Office's efforts to increase recruitment and hiring in the deputy sheriff classification.

Cc: DSA. K Lomba, MSA E. Rodriguez, D. Koontz, S. Howell



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

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



**PAUL MIYAMOTO
SHERIFF**

January 30, 2023
Reference: US 2023-012

To: All Sworn Employees

Fr: Katherine Johnson, #2
Undersheriff

RE: Entry at a Higher Rate

On November 30, 2022, I issued a memorandum (Reference Number US 2022-12) regarding pending resolutions with the Deputy Sheriffs' Association (DSA). That memorandum listed four items:

- 1) Maximum Permissible Overtime
- 2) Crow's Nest
- 3) Earn and Burn
- 4) Entry at a Higher Rate

As of the writing of this memorandum, the City and County of San Francisco has not yet submitted a formal settlement agreement to the union for its review. Despite this delay, the Office of the Sheriff has advanced these agreements. I have already issued correspondence regarding the Maximum Permissible Overtime (#1), the Crow's Nest (#2) and Earn and Burn (#3). Today's memorandum is regarding the agreement involving Entry at a Higher Rate.

During the term of the current Collective Bargaining Agreement (CBA) between the City and County of San Francisco and the DSA, the Sheriff agrees that he will exercise his discretion as follows:

- a) Place any newly hired deputy sheriff who has successfully completed a POST entry-level academy and who possess a valid California Basic Academy Certificate at Step 2 of the 8504 pay scale upon hire.
- b) Place any newly hired deputy sheriff who possesses a POST Basic Certificate and has successfully completed a probationary period of at least 18-months at a POST-participating law enforcement agency (Penal Code §§ 830.1, 830.2) at Step 3 of the 8504 pay scale upon hire.

Hopefully this action will serve to increase the recruitment of trained deputy sheriffs.

cc: President Lomba, President Adams, SHF Command Staff

Phone: 415 554-7225 Fax: 415 554-7050
Website: sfsheriff.com Email: sheriff@sfgov.org



San Francisco Sheriff's Office Briefing Sheet

IN CUSTODY PROGRAMS STATUS REPORT JULY 1, 2024

SISTER IN SOBER TREATMENT EMPOWERED IN RECOVERY (SISTER): Is a gender-specific substance abuse treatment and behaviour management program, which provides case management, treatment groups and linkages to community-based services upon release. SISTER staff provide groups in two housing units in the jail and at the Women's Resource Center for women seeking services post release. (County Jail 2)

ROADS TO RECOVERY: Is a substance use disorder treatment program that includes individual case management, treatment groups, and referrals and linkages to community-based services upon release. SFSO dedicates a single housing unit to the program so as to create a therapeutic community within the jail. The program has the capacity to serve 48 men and maintains a waitlist. (County Jail 3)

RESOLVE to STOP the VIOLENCE PROJECT (RSVP): Is a survivor-centered program for violent offenders based on a restorative justice model. RSVP is driven by victim restoration, offender accountability and community involvement. SFSO dedicates a single housing unit to the program so as to create a therapeutic community within the jail. The program has the capacity to serve 48 men and maintains a waitlist. (County Jail 3)

COMMUNITY of VETERANS ENGAGED in RESTORATION (COVER): Is designated for veterans of all the branches of the United States Military, regardless of the character of discharge. Staff collaborates with Veterans' Justice Court and the Department of Veteran's Affairs to provide service appropriate to the special needs of the community. (County Jail 3)

FIVE KEYS SCHOOLS and PROGRAMS: Five Keys is the first charter high school ever established in an adult detention facility, designed to address a root cause of criminogenic behaviours. (County Jail 2 and 3)

KEYS to COLLEGE: This program provides a variety of courses including college classes, college readiness curriculum, Restorative Justice, Life Skills and community building meetings. (County Jail 3)

CITY COLLEGE: San Francisco City College partners with SFSO and Five Keys to offer a variety of classes to incarcerated students. (County Jail 3)

STANFORD LECTURE SERIES: Graduate student facilitators teach classes and facilitate book and writing groups. (County Jail 2 and 3)

PSYCHIATRIC SHELTERED LIVING UNITS: In a partnership with the Department of Health, Jail Health Behavioural Health Services provide clinical services including individual group and milieu treatment in two housing units for the seriously mentally ill populations. (County Jail 2 and 3)

DETOXIFICATION UNIT: Jail Health Services identifies individuals with substance use disorders during the intake medical triage process; these patients are then initially housed in a detoxification unit for intensive medical monitoring and medication support for substance withdrawal. (County Jail 2)

DISCOVER YOUR TRUE SELF: This weekly group is provided in the education corridor for young men between the ages of 18 and 30 and focuses on assisting participants with developing new ways of thinking and behaving to address personal challenges. (County Jail 3)

ENDING PRE-CONDITIONED BELIEFS FOR A NEW LIFESTYLE: Jail Health Services staff provide this weekly group in three housing units. The program aims to empower participants to overcome preconceived notions and embrace a new way of life. (County Jail 2 and 3)

ONE FAMILY: The One Family program's goal is to provide meaningful, frequent, and consistent opportunities for children to remain connected to their incarcerated parent(s), by offering parent/child contact visits to eligible parents. Parenting Inside Out, a certified parent education program is provided and is a prerequisite to participation. (County Jail 2 and 3)

OLDER ADULT CASE MANAGEMENT: A dedicated case manager facilitates groups and provides reentry and linkage services to incarcerated persons aged 55 and older. (County Jail 2 and 3)

SURVIVOR REENTRY SERVICES: Works with survivors of domestic violence and human trafficking by providing trauma-informed, culturally responsive and strength-based treatment through groups, individual counselling and case management. Staff provide groups in two housing units in the jail and at the Women's Resource Center for women seeking services post release. (County Jail 2)

STORIES FROM MOM/DAD: Sponsored by Grace Cathedral and SFSO Religious Services, this program fosters relationships between incarcerated parents and their children. Parents record themselves reading children's books and the recorded story is delivered to the child.

TRANSITIONAL AGE YOUTH (TAY) CASE MANAGEMENT: In partnership with the Department of Children Youth and Their Families, Five Keys provide groups, and re-entry and linkage services to persons aged 18 to 24. This team also provides a Spanish language Art Therapy class in the Annex. Through a partnership with the Department of Public Health, Jail Health's Re-entry team conducts trauma screenings with this population and provides re-entry planning services as needed. (County Jail 2 and 3)

TRANS AND GNC REENTRY PROGRAM: A case manager provides a weekly group in County Jail #2 and individual case management. This program is funded by the Mayor's Office of Housing and Community Development (MOHCD). (County Jail 2)

TABLET PROGRAMMING: In addition to books, movies, TV and other entertainment, the tablets offer e-learning opportunities to everyone in custody. Over the last year, incarcerated participants have completed:

- 332 courses on the ACCI life skills education platform with Substance Abuse and Anger Management as the most popular courses.

- 359 courses on the Goodwill Community Foundation platform that provides job and technology skills with a Typing Tutorial and a Computer Science class as the most popular.
- 1246 courses in Khan Academy with Intro to Programming and Coloring as the most popular.

TWELVE STEP MEETINGS

The Hospitals and Institutions Committees of Alcoholics Anonymous and Narcotics Anonymous convene meetings in custody. AA is also preparing to host meetings for Spanish speakers. (County Jail 2 and 3)

SAN FRANCISCO PUBLIC LIBRARY: A partnership that provides dedicated librarians who ensure consistent circulation of high interest books to incarcerated readers. In addition, the Library provides their Hoopla platform of e-books and entertainment on SFSO tablets which are provided free of charge to those in custody. (County Jail 2 and 3)

CULINARY TRAINING: Vocational training for the food industry is offered in both classroom and kitchen settings. This training includes ServSafe certification. (County Jail 2 and 3)

THEATER ARTS: Berkeley Rep's School of Theatre Transformational Arts provides a six week program that culminates in participants presenting a monologue to the class. The program alternates between facilities. Participants from the initial two cohorts were housed in the Psychiatric Sheltered Living Unit at County Jail 3 and the women's housing unit at County Jail 2. The next cohort is scheduled to start in July and will be focused on veterans held in the COVER pod. (County Jail 2 and 3)

VIVIR EN EQUILIBRIO (Living in Balance): This weekly Spanish language group draws from cognitive-behavioral, experiential, and Twelve Step approaches to help achieve lifelong recovery and is offered weekly in two housing units. (County Jail 3)

RELIGIOUS SERVICES: Volunteer religious leaders provide spiritual guidance, bible study, and grief counseling to people in jail. Other activities include concerts, holiday celebrations, and gifting books and other gifts to children "from" their parents in custody. (County Jail 2 and 3)

YOGA: Breath control, simple meditation, and bodily postures practiced for health and relaxation to support physical and mental health. (County Jail 2 and 3)

NEW PROGRAMMING IN DEVELOPMENT

DOG TRAINING PROGRAM: Developed in collaboration with Joybound, an animal rescue foundation, SFSO is currently in the process of developing a Foster Dog Training Pilot Program at the County Jail #3- Annex. The intention of this pilot program is to engage incarcerated individuals as Fosters for pre-evaluated rescue dogs in an 8-week training curriculum, which will include animal care, grooming and wellness education, basic obedience training and development of socialization skills. The rescued dogs will live in crates in the Annex Dorm with their incarcerated trainers. (County Jail 3)

CODE IN PLACE: This Introduction to Coding class was developed by a group of educators and volunteer teachers at Stanford University has been shared with thousands of distance learners all over the world. SFSO is working with the Code in Place team to pilot this program as a hybrid class that will include both in-person and remote instruction. The initial class will be offered to incarcerated women. (County Jail 2)

BRAIDING AS A PROFESSION: Proposed by the Barber Pathways project of Bay Area Community Resources, and supported by Five Keys, this vocational training program will be taught by professional braiders, many of whom were formerly incarcerated, and found that braiding helped turn their lives around. (County Jail 2)

SUCCESS STORIES: The Juvenile Probation Department is funding this program for the juvenile justice population at the JJC and is willing to support the provision of these groups for young adults in the County Jails. Success Stories builds safe communities by delivering transformational feminist programs to youth and adults with an emphasis on people who have caused harm. This program was the subject of the CNN documentary “The Feminist on Cellblock Y.” (County Jail 3)

REENTRY PROGRAMMING:

DISCHARGE PLANNING: Staff work between 2pm and 10pm Monday through Friday, providing linkage services to high need and vulnerable persons. The office is directly located outside of the release facility. The Discharge Planning office focuses on three target populations:

- Persons who have been sentenced or have pled and are scheduled to be sentenced;
- Persons who are booked into the San Francisco Jail most frequently;
- Persons booked into jail on drug related charges that were arrested in the neighborhoods most impacted by open air drug markets.

Staff attempt to link these clients with case management services and facilitate coordinated releases when possible. Clients who request assistance with linkage to substance abuse disorder treatment are provided with cab rides to the Department of Public Health’s Behavioral Health Access Center or to a 24-hour sobering center, depending on the time of the release.

Safe Passage

The objective of the Safe Passage program is to provide transportation to persons released from the SF County jails at night who have requested assistance; or when staff have identified a transportation need. All SFSO employees, providers and Health Services employees are empowered to initiate transportation requests and depending on the timing of the release, either a deputy in CJ1 or Discharge Planning staff arrange for the taxi.

Safe Harbor

Operated by Discharge Planning staff, this program seeks to immediately address emergency housing needs of vulnerable clients following release from jail by providing a safe room until service providers are available.

MEDI-CAL ENROLLMENT ASSISTANCE and CalAIM

Since 2015, SFSO has worked in collaboration with the Human Services Agency (HSA) to implement a program where a case worker assists clients with the Medi-Cal application so that benefits will be immediately available upon release. Historically, these efforts focused on the sentenced and post-plea populations, but starting in 2023, CalAIM required the focus to shift to those who were newly booked and staffing and resources were increased with State funding. The California Advancing and Innovating Medi-Cal (CalAIM) is a multi-year reform initiative led by the CA Department of Health Care Services to improve health equity and includes a focus on the justice impacted population and a mandate that everyone booked into a correctional facility be screened for insurance status and be provided with enrollment assistance if eligible.

HOUSING ACCESS POINT: A DSHS contracted provider conducts assessments to determine whether one qualifies for Permanent Supportive Housing (PSH) opportunities and/or additional financial support services for adults experiencing homelessness. Access Point Staff meet with individuals in the San Francisco County Jails to help them access both Problem Solving and Coordinated Entry Services while they are incarcerated.

MEDICATION ASSISTED TREATMENT LINKAGE: Individuals who have initiated medication assisted treatment for opioid or alcohol use disorders while in jail are connected by Jail Health Services to community providers for on-going treatment and provision of medication. A discharge supply of medication is provided depending on the requirements of the receiving program. In addition, Jail Health is working with the DPH Treatment Access Program to develop a new collaboration that will allow for methadone treatment to be initiated during incarceration with additional services including social worker support and linkage to community-based treatment.

LINKAGE TO BEHAVIORAL HEALTH SERVICES: Individuals who are receiving medication for treatment of psychiatric disorders are provided a two week supply of their psychotropic medications upon release from custody. Jail Health Reentry Services also provides patients with a mental illness and/or dually diagnosed with a mental health and substance use disorder linkage to community behavioral health providers for ongoing treatment.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: CCSF Monthly Pooled Investment Report for July 2024
Date: Wednesday, August 28, 2024 2:46:40 PM
Attachments: [image004.png](#)
[CCSF Monthly Pooled Investment Report for July 2024.pdf](#)

Dear Supervisors,

Please see below and attached for the CCSF Pooled Investment Report for the month of July 2024, submitted by the Office of the Treasurer & Tax Collector pursuant to CA State Government Code, Section 53646.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Dion, Ichieh (TTX) <ichieh.dion@sfgov.org>
Sent: Wednesday, August 28, 2024 11:33 AM
Subject: CCSF Monthly Pooled Investment Report for July 2024

All-

Please find the CCSF Pooled Investment Report for the month of July attached for your use.

Regards,



Ichieh C. Dion

Investment Settlement Operations/Reporting

Investments

Office of the Treasurer & Tax Collector

Office: 415.554.5433

San Francisco only, **call 311**

sftreasurer.org



Treasurer & Tax Collector

CITY AND COUNTY OF SAN FRANCISCO

José Cisneros
TREASURER

Investment Report for the month of July 2024

August 15, 2024

The Honorable London N. Breed
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

Colleagues,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of July 31, 2024. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of July 2024 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

(in \$ million)	Current Month		Prior Month	
	Fiscal YTD	July 2024	Fiscal YTD	June 2024
Average Daily Balance	\$ 15,643	\$ 15,643	\$ 15,893	\$ 16,584
Net Earnings	48.15	48.15	541.98	50.96
Earned Income Return	3.62%	3.62%	3.41%	3.75%

CCSF Pooled Fund Statistics *

(in \$ million)	% of	Book	Market	Wtd. Avg.	Wtd. Avg.	
Investment Type	Portfolio	Value	Value	Coupon	YTM	WAM
U.S. Treasuries	21.20%	\$ 3,472.7	\$ 3,362.5	1.55%	1.73%	647
Federal Agencies	45.91%	7,364.8	7,280.8	3.37%	3.72%	651
Public Time Deposits	0.19%	30.0	30.0	5.35%	5.35%	153
Negotiable CDs	10.77%	1,707.0	1,707.7	5.64%	5.64%	103
Commercial Paper	6.80%	1,077.7	1,077.8	0.00%	5.40%	152
Money Market Funds	11.08%	1,757.4	1,757.4	5.24%	5.24%	1
Supranationals	3.20%	514.3	507.9	2.29%	2.22%	483
Secured Bank Deposit	0.63%	100.6	100.6	5.35%	5.35%	1
Totals	100.0%	\$ 16,058.7	\$ 15,858.7	3.19%	3.76%	477

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Respectfully,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Kevin Kone, Brenda Kwee McNulty
Greg Wagner - Controller, Office of the Controller
Mark de la Rosa - Director of Audits, Office of the Controller
Mayor's Office of Public Policy and Finance
San Francisco County Transportation Authority
San Francisco Public Library
San Francisco Health Service System

Portfolio Summary

Pooled Fund

As of July 31, 2024

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 3,490.0	\$ 3,472.7	\$ 3,362.5	96.82	21.63%	100%	Yes
Federal Agencies	7,370.6	7,364.8	7,280.8	98.86	45.86%	100%	Yes
State & Local Government							
Agency Obligations	-	-	-	-	0.00%	20%	Yes
Public Time Deposits	30.0	30.0	30.0	100.00	0.19%	100%	Yes
Negotiable CDs	1,707.0	1,707.0	1,707.7	100.04	10.63%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	1,102.0	1,077.7	1,077.8	100.01	6.71%	25%	Yes
Medium Term Notes	34.5	34.1	34.0	99.82	0.21%	30%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/							
Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	1,757.4	1,757.4	1,757.4	100.00	10.94%	20%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	515.0	514.3	507.9	98.75	3.20%	30%	Yes
Secured Bank Deposit	100.6	100.6	100.6	100.00	0.63%	N/A	Yes
TOTAL	\$ 16,107.2	\$ 16,058.7	\$ 15,858.7	98.75	100.00%	-	Yes

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on a book value basis of the overall portfolio value. Cash balances are included in the City's compliance calculations.

Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <https://sftreasurer.org/banking-investments/investments>

Totals may not add due to rounding.

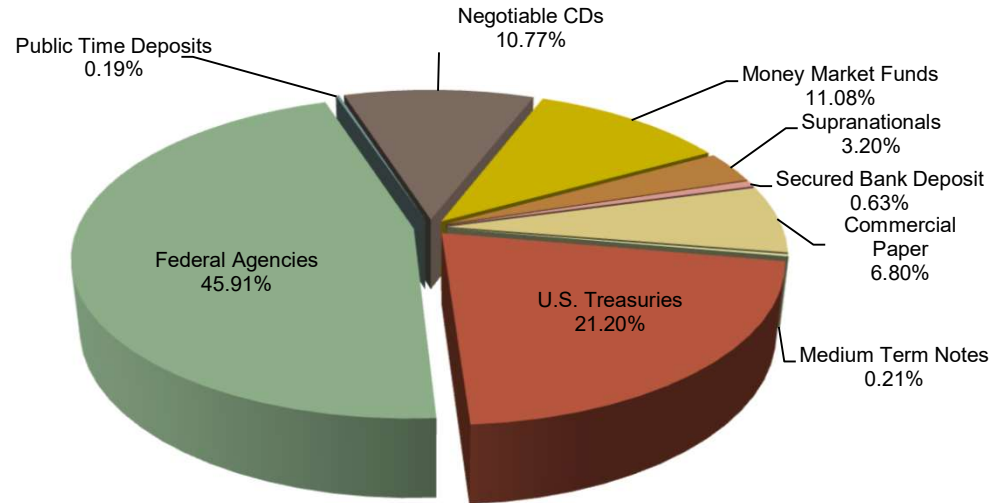
City and County of San Francisco

Pooled Fund Portfolio Statistics

For the month ended July 31, 2024

Average Daily Balance	\$15,642,957,434
Net Earnings	\$48,153,155
Earned Income Return	3.62%
Weighted Average Maturity	477 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	3,490.0	\$ 3,472.7	\$ 3,362.5
Federal Agencies		7,370.6	7,364.8	7,280.8
Public Time Deposits		30.0	30.0	30.0
Negotiable CDs		1,707.0	1,707.0	1,707.7
Commercial Paper		1,102.0	1,077.7	1,077.8
Medium Term Notes		34.5	34.1	34.0
Money Market Funds		1,757.4	1,757.4	1,757.4
Supranationals		515.0	514.3	507.9
Secured Bank Deposit		100.6	100.6	100.6
Total		\$ 16,107.2	\$ 16,058.7	\$ 15,858.7

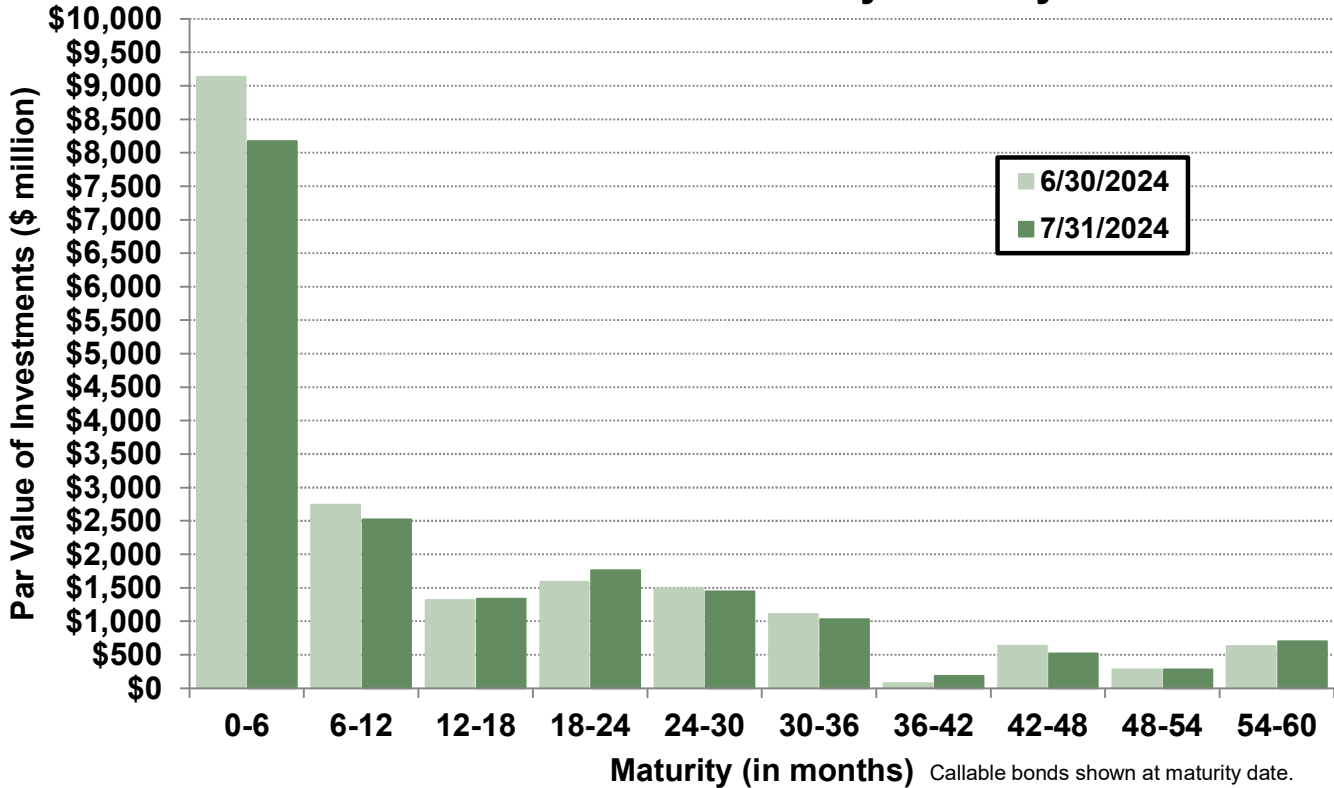


Asset Allocation by Market Value

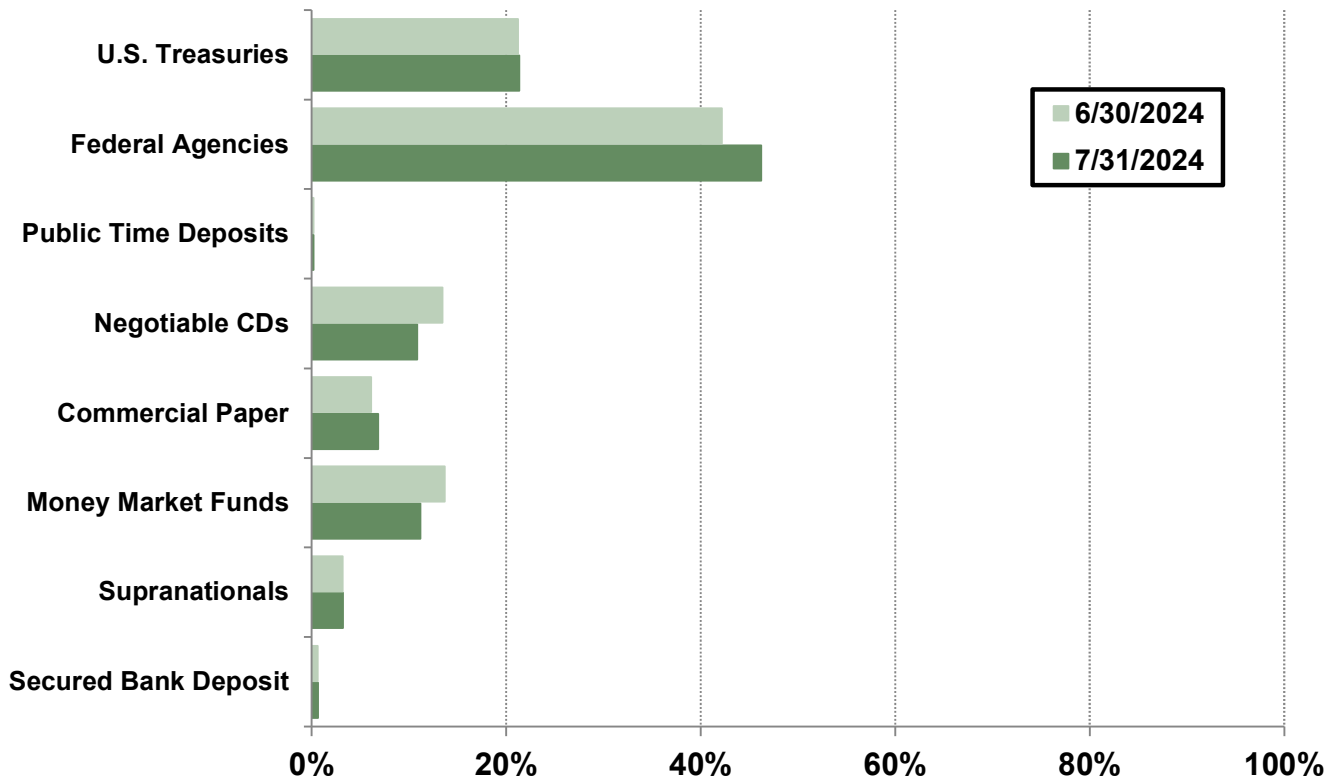
Portfolio Analysis

Pooled Fund

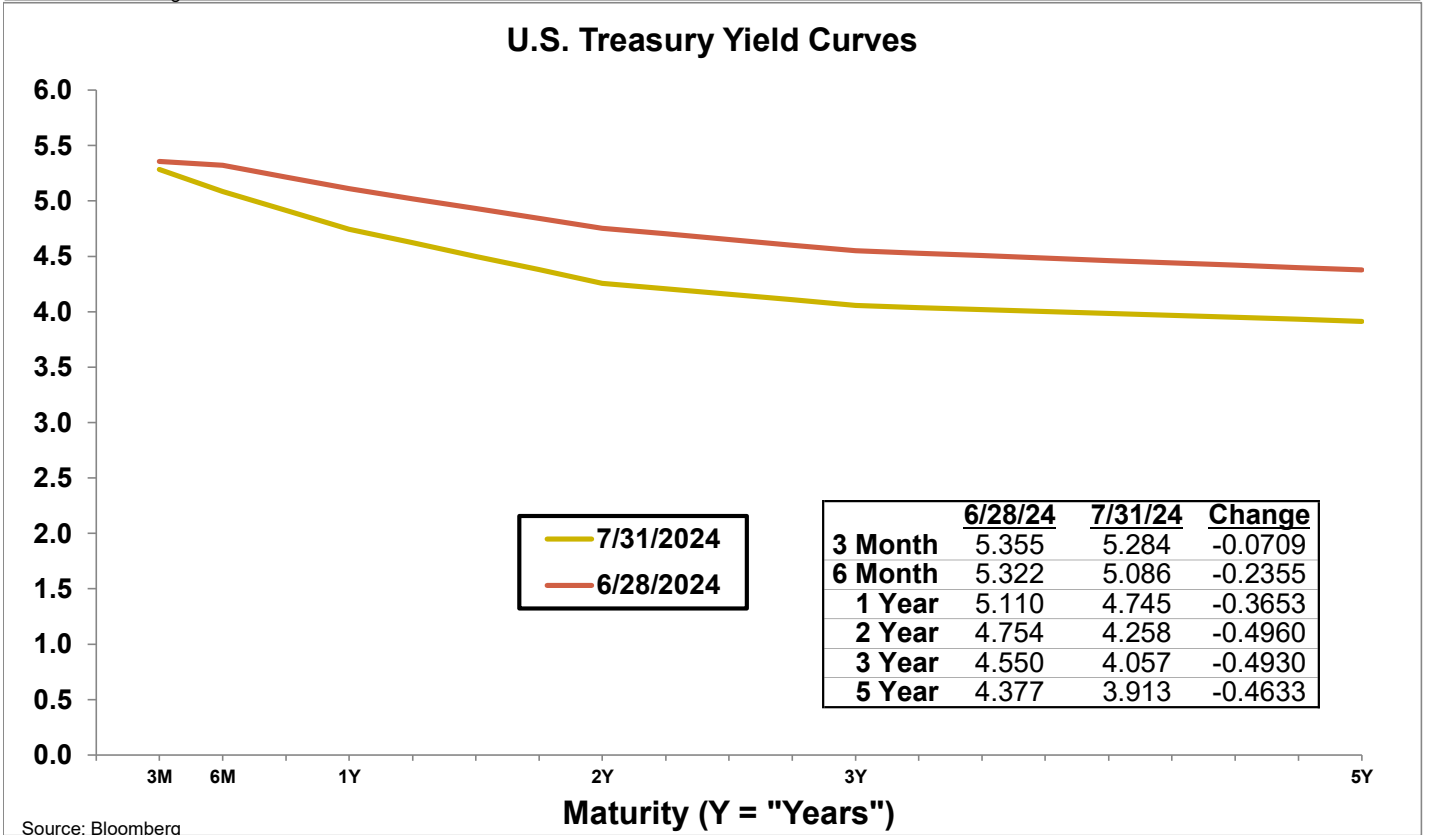
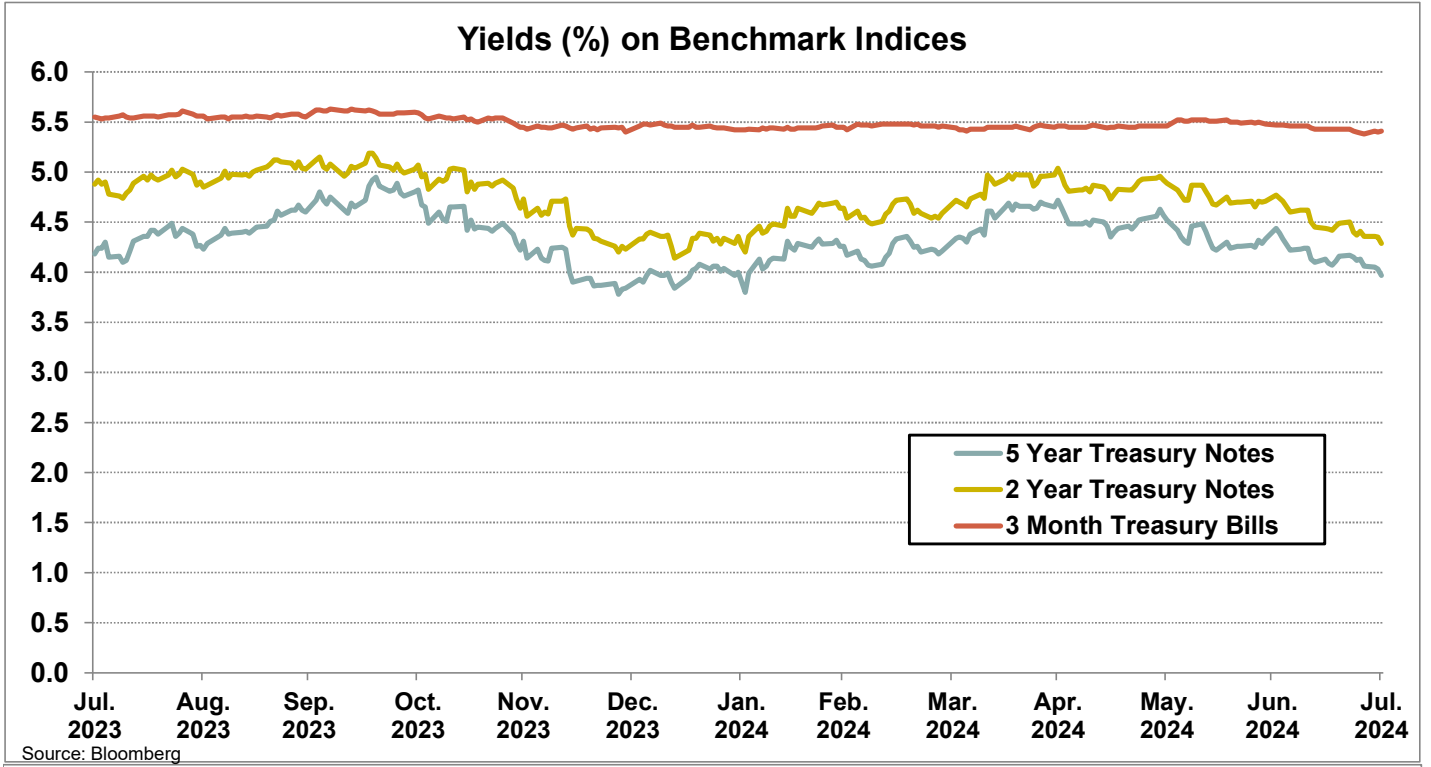
Par Value of Investments by Maturity



Asset Allocation by Market Value



Yield Curves



Investment Inventory

Pooled Fund

As of July 31, 2024

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon		Par Value		Original Cost		Amortized	
				Date								Book Value	Market Value
U.S. Treasuries	91282CCT6	U.S. Treasury Note	8/25/2021	8/15/2024		0.38	\$	50,000,000	\$	49,998,438	\$	49,998,691	\$ 49,904,295
U.S. Treasuries	912797GL5	U.S. Treasury Bill	3/12/2024	9/5/2024		0.00		50,000,000		48,745,832		49,752,001	49,743,395
U.S. Treasuries	912828YM6	U.S. Treasury Note	4/15/2021	10/31/2024		1.50		50,000,000		51,746,094		50,122,698	49,535,155
U.S. Treasuries	912828G38	U.S. Treasury Note	3/9/2021	11/15/2024		2.25		50,000,000		53,160,156		50,248,683	49,570,315
U.S. Treasuries	912828G38	U.S. Treasury Note	3/12/2021	11/15/2024		2.25		50,000,000		53,228,516		50,254,630	49,570,315
U.S. Treasuries	912828YY0	U.S. Treasury Note	3/15/2021	12/31/2024		1.75		50,000,000		52,226,563		50,244,007	49,298,830
U.S. Treasuries	912828Z52	U.S. Treasury Note	3/30/2021	1/31/2025		1.38		50,000,000		51,515,625		50,197,690	49,099,610
U.S. Treasuries	912828Z52	U.S. Treasury Note	4/15/2021	1/31/2025		1.38		50,000,000		51,507,813		50,198,940	49,099,610
U.S. Treasuries	912828ZC7	U.S. Treasury Note	3/15/2021	2/28/2025		1.13		50,000,000		51,011,719		50,147,630	48,894,530
U.S. Treasuries	912828ZC7	U.S. Treasury Note	3/31/2021	2/28/2025		1.13		50,000,000		50,998,047		50,147,264	48,894,530
U.S. Treasuries	912828ZF0	U.S. Treasury Note	4/15/2021	3/31/2025		0.50		50,000,000		49,779,297		49,963,064	48,562,500
U.S. Treasuries	912828ZF0	U.S. Treasury Note	4/19/2021	3/31/2025		0.50		50,000,000		49,839,844		49,973,122	48,562,500
U.S. Treasuries	912828ZL7	U.S. Treasury Note	5/18/2021	4/30/2025		0.38		50,000,000		49,615,234		49,927,473	48,345,705
U.S. Treasuries	912828XB1	U.S. Treasury Note	9/2/2021	5/15/2025		2.13		50,000,000		52,849,609		50,605,357	49,298,830
U.S. Treasuries	912828ZW3	U.S. Treasury Note	3/8/2021	6/30/2025		0.25		50,000,000		49,140,625		49,818,304	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	3/9/2021	6/30/2025		0.25		50,000,000		49,042,969		49,797,528	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/12/2021	6/30/2025		0.25		50,000,000		49,281,250		49,841,494	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/13/2021	6/30/2025		0.25		50,000,000		49,183,594		49,819,839	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	5/18/2021	6/30/2025		0.25		50,000,000		49,253,906		49,834,808	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	7/12/2021	6/30/2025		0.25		50,000,000		49,310,547		49,841,554	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	8/5/2021	6/30/2025		0.25		50,000,000		49,500,000		49,883,158	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	8/6/2021	6/30/2025		0.25		50,000,000		49,406,250		49,861,153	47,996,095
U.S. Treasuries	912828ZW3	U.S. Treasury Note	12/7/2021	6/30/2025		0.25		50,000,000		48,628,906		49,649,059	47,996,095
U.S. Treasuries	91282CHL8	U.S. Treasury Note	2/6/2024	6/30/2025		4.63		50,000,000		49,976,563		49,984,697	49,919,920
U.S. Treasuries	91282CAB7	U.S. Treasury Note	8/5/2021	7/31/2025		0.25		50,000,000		49,458,984		49,864,746	47,835,940
U.S. Treasuries	91282CAB7	U.S. Treasury Note	8/6/2021	7/31/2025		0.25		50,000,000		49,363,281		49,840,711	47,835,940
U.S. Treasuries	91282CFK2	U.S. Treasury Note	10/7/2022	9/15/2025		3.50		50,000,000		48,968,750		49,606,320	49,347,655
U.S. Treasuries	91282CAM3	U.S. Treasury Note	5/12/2021	9/30/2025		0.25		50,000,000		49,109,375		49,763,723	47,511,720
U.S. Treasuries	91282CAM3	U.S. Treasury Note	7/26/2021	9/30/2025		0.25		50,000,000		49,281,250		49,799,955	47,511,720
U.S. Treasuries	91282CAT8	U.S. Treasury Note	2/25/2021	10/31/2025		0.25		50,000,000		49,298,828		49,812,911	47,351,565
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/2/2021	10/31/2025		0.25		50,000,000		49,078,125		49,753,301	47,351,565
U.S. Treasuries	91282CAT8	U.S. Treasury Note	3/4/2021	10/31/2025		0.25		50,000,000		49,048,828		49,745,162	47,351,565
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/25/2021	12/31/2025		0.38		50,000,000		49,455,078		49,840,834	47,164,065
U.S. Treasuries	91282CBC4	U.S. Treasury Note	2/26/2021	12/31/2025		0.38		50,000,000		49,271,484		49,787,087	47,164,065
U.S. Treasuries	91282CBW0	U.S. Treasury Note	6/28/2021	4/30/2026		0.75		50,000,000		49,662,109		49,878,191	46,929,690
U.S. Treasuries	91282CBW0	U.S. Treasury Note	7/2/2021	4/30/2026		0.75		50,000,000		49,730,469		49,902,614	46,929,690
U.S. Treasuries	912828R36	U.S. Treasury Note	7/23/2021	5/15/2026		1.63		50,000,000		52,203,125		50,817,551	47,609,375
U.S. Treasuries	912828R36	U.S. Treasury Note	8/27/2021	5/15/2026		1.63		50,000,000		51,890,625		50,715,846	47,609,375
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/2/2021	6/30/2026		0.88		50,000,000		49,931,641		49,973,841	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/14/2021	6/30/2026		0.88		50,000,000		50,070,313		50,027,085	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026		0.88		50,000,000		50,345,703		50,133,759	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	7/22/2021	6/30/2026		0.88		50,000,000		50,328,125		50,126,957	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/6/2021	6/30/2026		0.88		50,000,000		50,406,250		50,158,503	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	8/10/2021	6/30/2026		0.88		50,000,000		50,240,234		50,093,940	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	9/24/2021	6/30/2026		0.88		50,000,000		49,937,500		49,974,928	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	10/14/2021	6/30/2026		0.88		50,000,000		49,593,750		49,835,138	46,830,080
U.S. Treasuries	91282CCJ8	U.S. Treasury Note	1/4/2022	6/30/2026		0.88		50,000,000		49,027,344		49,585,523	46,830,080
U.S. Treasuries	91282CCW9	U.S. Treasury Note	9/28/2021	8/31/2026		0.75		50,000,000		49,449,219		49,767,189	46,480,470
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026		0.88		50,000,000		49,689,453		49,865,054	46,523,440

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/8/2021	9/30/2026		0.88	50,000,000	49,671,875	49,857,415	46,523,440
U.S. Treasuries	91282CCZ2	U.S. Treasury Note	10/19/2021	9/30/2026		0.88	50,000,000	49,318,359	49,701,994	46,523,440
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/3/2021	11/30/2026		1.25	50,000,000	50,072,266	50,033,735	46,699,220
U.S. Treasuries	91282CDK4	U.S. Treasury Note	12/7/2021	11/30/2026		1.25	50,000,000	50,117,188	50,054,825	46,699,220
U.S. Treasuries	91282CDK4	U.S. Treasury Note	3/29/2022	11/30/2026		1.25	50,000,000	47,078,125	48,543,342	46,699,220
U.S. Treasuries	91282CDQ1	U.S. Treasury Note	3/29/2022	12/31/2026		1.25	50,000,000	47,107,422	48,532,075	46,640,625
U.S. Treasuries	91282CEF4	U.S. Treasury Note	4/6/2022	3/31/2027		2.50	25,000,000	24,757,813	24,870,656	23,966,798
U.S. Treasuries	91282CKV2	U.S. Treasury Note	6/26/2024	6/15/2027		4.63	50,000,000	50,199,219	50,192,603	50,609,400
U.S. Treasuries	91282CKV2	U.S. Treasury Note	7/9/2024	6/15/2027		4.63	50,000,000	50,292,969	50,286,677	50,609,400
U.S. Treasuries	91282CEW7	U.S. Treasury Note	3/21/2024	6/30/2027		3.25	50,000,000	48,203,125	48,402,945	48,800,780
U.S. Treasuries	91282CEW7	U.S. Treasury Note	4/3/2024	6/30/2027		3.25	50,000,000	48,113,281	48,304,664	48,800,780
U.S. Treasuries	9128284N7	U.S. Treasury Note	4/9/2024	5/15/2028		2.88	65,000,000	61,082,227	61,380,574	62,293,361
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/5/2024	6/30/2028		4.00	50,000,000	49,974,609	49,977,849	49,910,155
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028		4.00	50,000,000	49,927,734	49,936,451	49,910,155
U.S. Treasuries	91282CHK0	U.S. Treasury Note	1/18/2024	6/30/2028		4.00	50,000,000	49,904,297	49,915,840	49,910,155
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/6/2024	6/30/2028		4.00	50,000,000	49,677,734	49,713,252	49,910,155
U.S. Treasuries	91282CHK0	U.S. Treasury Note	2/27/2024	6/30/2028		4.00	50,000,000	49,298,828	49,367,839	49,910,155
U.S. Treasuries	91282CHK0	U.S. Treasury Note	5/13/2024	6/30/2028		4.00	50,000,000	48,939,453	48,995,678	49,910,155
U.S. Treasuries	91282CHX2	U.S. Treasury Note	12/12/2023	8/31/2028		4.38	50,000,000	50,115,234	50,099,660	50,625,000
U.S. Treasuries	9128286B1	U.S. Treasury Note	4/11/2024	2/15/2029		2.63	50,000,000	45,710,938	45,982,183	47,109,375
U.S. Treasuries	91282CKD2	U.S. Treasury Note	4/8/2024	2/28/2029		4.25	50,000,000	49,773,438	49,788,018	50,500,000
Subtotals						1.55	\$ 3,490,000,000	\$ 3,473,023,371	\$ 3,472,721,988	\$ 3,362,450,929
U.S. Agencies	313384A41	Federal Home Loan Bank Discount	7/31/2024	8/1/2024		0.00	\$ 50,000,000	\$ 49,992,708	\$ 50,000,000	\$ 49,985,500
U.S. Agencies	313384A41	Federal Home Loan Bank Discount	7/31/2024	8/1/2024		0.00	50,000,000	49,992,708	50,000,000	49,985,500
U.S. Agencies	313384A41	Federal Home Loan Bank Discount	7/31/2024	8/1/2024		0.00	100,000,000	99,985,417	100,000,000	99,971,000
U.S. Agencies	313384A41	Federal Home Loan Bank Discount	7/31/2024	8/1/2024		0.00	100,000,000	99,985,417	100,000,000	99,971,000
U.S. Agencies	313384A41	Federal Home Loan Bank Discount	7/31/2024	8/1/2024		0.00	100,000,000	99,985,417	100,000,000	99,971,000
U.S. Agencies	3133EPBF1	Federal Farm Credit Bank	2/21/2023	8/21/2024		4.88	10,000,000	9,995,700	9,999,843	9,994,800
U.S. Agencies	3133EPBF1	Federal Farm Credit Bank	2/21/2023	8/21/2024		4.88	20,000,000	19,992,000	19,999,707	19,989,600
U.S. Agencies	3133EPBF1	Federal Farm Credit Bank	2/21/2023	8/21/2024		4.88	25,000,000	24,990,000	24,999,634	24,987,000
U.S. Agencies	3133ENJ84	Federal Farm Credit Bank	8/26/2022	8/26/2024		3.38	50,000,000	49,916,500	49,997,144	49,915,000
U.S. Agencies	3130ATVD6	Federal Home Loan Bank	11/10/2022	9/13/2024		4.88	50,000,000	50,062,000	50,003,961	49,958,500
U.S. Agencies	3133EM5X6	Federal Farm Credit Bank	9/23/2021	9/23/2024		0.43	25,000,000	24,974,750	24,998,779	24,814,750
U.S. Agencies	3133EM5X6	Federal Farm Credit Bank	9/23/2021	9/23/2024		0.43	50,000,000	49,949,500	49,997,558	49,629,500
U.S. Agencies	3133EM5X6	Federal Farm Credit Bank	9/23/2021	9/23/2024		0.43	50,000,000	49,949,500	49,997,558	49,629,500
U.S. Agencies	3133ENP79	Federal Farm Credit Bank	9/26/2022	9/26/2024		4.25	50,000,000	49,996,000	49,999,694	49,897,000
U.S. Agencies	3130ATT31	Federal Home Loan Bank	11/1/2022	10/3/2024		4.50	50,000,000	49,860,500	49,987,481	49,915,500
U.S. Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024		5.32	25,000,000	25,000,000	25,000,000	24,976,500
U.S. Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024		5.32	25,000,000	25,000,000	25,000,000	24,976,500
U.S. Agencies	3135GAFY2	Fannie Mae	4/3/2023	10/3/2024		5.32	50,000,000	50,000,000	50,000,000	49,953,000
U.S. Agencies	313384K32	Federal Home Loan Bank Discount	3/26/2024	10/11/2024		0.00	25,000,000	24,306,264	24,752,486	24,740,500
U.S. Agencies	3133EPHD0	Federal Farm Credit Bank	4/28/2023	10/28/2024		4.50	20,000,000	19,968,400	19,994,935	19,948,600
U.S. Agencies	3133EPHD0	Federal Farm Credit Bank	4/28/2023	10/28/2024		4.50	25,000,000	24,959,000	24,993,428	24,935,750
U.S. Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,998,856	9,871,590
U.S. Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024		0.88	10,000,000	9,988,500	9,998,856	9,871,590
U.S. Agencies	3133ENEJ5	Federal Farm Credit Bank	11/18/2021	11/18/2024		0.88	50,000,000	49,942,500	49,994,281	49,357,950
U.S. Agencies	3133ENZ94	Federal Farm Credit Bank	11/18/2022	11/18/2024		4.50	25,000,000	24,973,500	24,996,049	24,934,000
U.S. Agencies	3133ELCP7	Federal Farm Credit Bank	12/3/2019	12/3/2024		1.63	25,000,000	24,960,000	24,997,285	24,684,750
U.S. Agencies	3133ENGQ7	Federal Farm Credit Bank	12/9/2021	12/9/2024		0.92	50,000,000	49,985,000	49,998,221	49,221,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
			Settle Date	Date				Book Value	
U.S. Agencies	3133ENGQ7	Federal Farm Credit Bank	12/9/2021	12/9/2024	0.92	50,000,000	49,963,000	49,995,611	49,221,500
U.S. Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024	4.25	10,000,000	9,982,900	9,996,702	9,959,400
U.S. Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024	4.25	25,000,000	24,954,500	24,991,224	24,898,500
U.S. Agencies	3133EN4N7	Federal Farm Credit Bank	12/20/2022	12/20/2024	4.25	25,000,000	24,954,500	24,991,224	24,898,500
U.S. Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,963,000
U.S. Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,963,000
U.S. Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,963,000
U.S. Agencies	3135GAG39	Fannie Mae	3/30/2023	12/30/2024	5.38	25,000,000	25,000,000	25,000,000	24,963,000
U.S. Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025	1.13	20,000,000	19,955,000	19,993,483	19,653,600
U.S. Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025	1.13	25,000,000	24,943,750	24,991,854	24,567,000
U.S. Agencies	3133ENKS8	Federal Farm Credit Bank	1/11/2022	1/6/2025	1.13	25,000,000	24,943,750	24,991,854	24,567,000
U.S. Agencies	3135G0X24	Fannie Mae	4/21/2021	1/7/2025	1.63	39,060,000	40,632,556	39,244,257	38,463,515
U.S. Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025	4.88	10,000,000	9,999,400	9,999,877	9,995,000
U.S. Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025	4.88	20,000,000	19,998,800	19,999,755	19,990,000
U.S. Agencies	3133ENZ37	Federal Farm Credit Bank	11/10/2022	1/10/2025	4.88	20,000,000	19,999,580	19,999,914	19,990,000
U.S. Agencies	3130B0MZ9	Federal Home Loan Bank	3/27/2024	1/27/2025	5.10	115,000,000	115,000,000	115,000,000	115,070,150
U.S. Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025	4.25	10,000,000	9,947,200	9,986,060	9,943,700
U.S. Agencies	3133EPAG0	Federal Farm Credit Bank	2/10/2023	2/10/2025	4.25	29,875,000	29,716,065	29,833,038	29,706,804
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,589	4,904,555
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,589	4,904,555
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	5,000,000	4,996,150	4,999,589	4,904,555
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	15,000,000	14,988,450	14,998,766	14,713,665
U.S. Agencies	3137EAEP0	Freddie Mac	2/14/2020	2/12/2025	1.50	50,000,000	49,961,500	49,995,886	49,045,550
U.S. Agencies	3137EAEP0	Freddie Mac	4/21/2021	2/12/2025	1.50	53,532,000	55,450,052	53,800,500	52,510,128
U.S. Agencies	3130AUVZ4	Federal Home Loan Bank	2/13/2023	2/13/2025	4.50	50,000,000	49,921,500	49,978,952	49,856,500
U.S. Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025	5.00	25,000,000	24,967,000	24,990,435	25,003,500
U.S. Agencies	3130AV7L0	Federal Home Loan Bank	3/3/2023	2/28/2025	5.00	35,000,000	34,953,800	34,986,610	35,004,900
U.S. Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025	1.21	16,000,000	15,990,720	15,998,900	15,629,760
U.S. Agencies	3133ELQY3	Federal Farm Credit Bank	3/23/2020	3/3/2025	1.21	24,000,000	23,964,240	23,995,763	23,444,640
U.S. Agencies	3133EMWT5	Federal Farm Credit Bank	4/21/2021	4/21/2025	0.60	50,000,000	49,973,500	49,995,230	48,391,000
U.S. Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025	0.63	37,938,000	37,367,792	37,815,713	36,761,011
U.S. Agencies	3135G03U5	Fannie Mae	7/12/2021	4/22/2025	0.63	50,000,000	50,108,000	50,020,661	48,448,800
U.S. Agencies	3135G03U5	Fannie Mae	12/8/2021	4/22/2025	0.63	50,000,000	49,243,950	49,837,858	48,448,800
U.S. Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025	2.85	6,000,000	5,991,600	5,997,739	5,892,780
U.S. Agencies	3133ENXE5	Federal Farm Credit Bank	5/23/2022	5/23/2025	2.85	20,000,000	19,972,000	19,992,464	19,642,600
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	10,000,000	9,991,700	9,996,462	9,974,100
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	15,000,000	14,987,550	14,994,694	14,961,150
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	25,000,000	24,979,250	24,991,156	24,935,250
U.S. Agencies	3130AWER7	Federal Home Loan Bank	6/12/2023	6/6/2025	4.63	52,000,000	51,956,840	51,981,605	51,865,320
U.S. Agencies	3130ASG86	Federal Home Loan Bank	8/4/2022	6/13/2025	3.38	11,940,000	12,000,178	11,958,215	11,779,885
U.S. Agencies	3130ASG86	Federal Home Loan Bank	8/3/2022	6/13/2025	3.38	12,700,000	12,806,045	12,732,067	12,529,693
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/10/2023	6/13/2025	4.38	3,000,000	3,012,270	3,005,068	2,986,068
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025	4.38	9,915,000	9,975,878	9,940,081	9,868,955
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/8/2023	6/13/2025	4.38	10,000,000	10,065,000	10,026,780	9,953,560
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/11/2023	6/13/2025	4.38	10,000,000	10,036,000	10,014,890	9,953,560
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/17/2023	6/13/2025	4.38	24,000,000	24,079,440	24,033,117	23,888,544
U.S. Agencies	3130ATST5	Federal Home Loan Bank	5/9/2023	6/13/2025	4.38	25,500,000	25,624,695	25,551,441	25,381,578
U.S. Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025	5.13	10,800,000	10,818,036	10,808,272	10,812,960
U.S. Agencies	3130AWLY4	Federal Home Loan Bank	7/25/2023	6/13/2025	5.13	48,150,000	48,241,967	48,192,179	48,207,780
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025	4.25	15,000,000	14,988,383	14,995,979	14,892,300

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
				Date					Book Value	
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025		4.25	15,000,000	14,989,800	14,996,470	14,892,300
U.S. Agencies	3133EN4B3	Federal Farm Credit Bank	12/13/2022	6/13/2025		4.25	15,000,000	14,989,050	14,992,210	14,892,300
U.S. Agencies	3133ENYQ7	Federal Farm Credit Bank	6/13/2022	6/13/2025		2.95	50,000,000	49,975,500	49,992,936	49,095,000
U.S. Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025		0.50	4,655,000	4,556,640	4,630,544	4,483,231
U.S. Agencies	3135G04Z3	Fannie Mae	12/8/2021	6/17/2025		0.50	10,000,000	9,789,600	9,947,686	9,631,000
U.S. Agencies	3130AN4A5	Federal Home Loan Bank	7/12/2021	6/30/2025		0.70	17,680,000	17,734,631	17,692,555	17,024,249
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025		4.00	25,000,000	24,982,000	24,991,645	24,768,000
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025		4.00	26,500,000	26,483,835	26,492,497	26,254,080
U.S. Agencies	3133EPKA2	Federal Farm Credit Bank	5/18/2023	8/18/2025		4.00	30,000,000	29,981,700	29,991,506	29,721,600
U.S. Agencies	3135G05X7	Fannie Mae	3/4/2021	8/25/2025		0.38	25,000,000	24,684,250	24,924,877	23,865,575
U.S. Agencies	3135G05X7	Fannie Mae	2/25/2021	8/25/2025		0.38	72,500,000	71,862,000	72,348,854	69,210,168
U.S. Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025		5.50	25,000,000	25,000,000	25,000,000	25,017,000
U.S. Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025		5.50	25,000,000	25,000,000	25,000,000	25,017,000
U.S. Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025		5.50	25,000,000	25,000,000	25,000,000	25,017,000
U.S. Agencies	3130B0AD1	Federal Home Loan Bank	3/4/2024	9/4/2025		5.50	25,000,000	25,000,000	25,000,000	25,017,000
U.S. Agencies	3130A8ZQ9	Federal Home Loan Bank	11/2/2021	9/12/2025		1.75	10,295,000	10,575,333	10,375,919	9,967,207
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025		5.00	8,230,000	8,224,074	8,226,676	8,228,189
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025		5.00	15,000,000	14,981,850	14,989,820	14,996,700
U.S. Agencies	3133EPVY8	Federal Farm Credit Bank	9/15/2023	9/15/2025		5.00	20,000,000	19,975,800	19,986,427	19,995,600
U.S. Agencies	3137EAEX3	Freddie Mac	3/4/2021	9/23/2025		0.38	22,600,000	22,295,352	22,523,472	21,511,494
U.S. Agencies	3133EPDL6	Federal Farm Credit Bank	3/15/2023	10/1/2025		4.85	50,000,000	50,000,000	50,000,000	50,010,500
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	24,000,000	23,923,440	23,953,394	24,087,360
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	25,000,000	24,985,500	24,991,173	25,091,000
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	35,000,000	34,972,350	34,983,168	35,127,400
U.S. Agencies	3133EPYW9	Federal Farm Credit Bank	10/20/2023	10/20/2025		5.13	50,000,000	49,972,000	49,982,955	50,182,000
U.S. Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025		1.05	39,675,000	39,622,232	39,657,916	37,852,331
U.S. Agencies	3133ENEG1	Federal Farm Credit Bank	11/17/2021	11/17/2025		1.05	55,000,000	54,923,000	54,975,071	52,473,300
U.S. Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025		1.17	45,000,000	44,954,100	44,984,229	42,889,500
U.S. Agencies	3133ENHM5	Federal Farm Credit Bank	12/16/2021	12/16/2025		1.17	50,000,000	49,949,000	49,982,476	47,655,000
U.S. Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	15,000,000	14,954,700	14,978,714	14,845,200
U.S. Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	20,000,000	19,939,600	19,971,619	19,793,600
U.S. Agencies	3133EN5E6	Federal Farm Credit Bank	12/29/2022	12/29/2025		4.00	25,000,000	24,923,750	24,964,171	24,742,000
U.S. Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026		4.00	20,000,000	19,982,400	19,991,489	19,791,200
U.S. Agencies	3133EN6A3	Federal Farm Credit Bank	1/13/2023	1/13/2026		4.00	30,000,000	29,977,200	29,988,974	29,686,800
U.S. Agencies	3130AUTC8	Federal Home Loan Bank	2/9/2023	2/6/2026		4.01	21,100,000	20,985,427	21,041,927	20,918,540
U.S. Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026		3.63	25,000,000	24,928,500	24,959,883	24,619,250
U.S. Agencies	3133EPJX4	Federal Farm Credit Bank	5/17/2023	2/17/2026		3.63	30,000,000	29,905,500	29,946,979	29,543,100
U.S. Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	25,000,000	24,953,500	24,975,774	24,896,000
U.S. Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	28,000,000	27,954,080	27,976,076	27,883,520
U.S. Agencies	3133EPBJ3	Federal Farm Credit Bank	2/23/2023	2/23/2026		4.38	50,000,000	49,918,000	49,957,279	49,792,000
U.S. Agencies	3133ENJ35	Federal Farm Credit Bank	8/25/2022	2/25/2026		3.32	35,000,000	34,957,650	34,981,042	34,363,000
U.S. Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,953,900	9,968,500	10,053,800
U.S. Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,950,700	9,966,314	10,053,800
U.S. Agencies	3130AXB31	Federal Home Loan Bank	11/2/2023	3/13/2026		4.88	10,000,000	9,950,700	9,966,314	10,053,800
U.S. Agencies	3130AXB31	Federal Home Loan Bank	4/5/2024	3/13/2026		4.88	25,000,000	25,053,750	25,044,779	25,134,500
U.S. Agencies	3130AXB31	Federal Home Loan Bank	4/2/2024	3/13/2026		4.88	36,730,000	36,803,460	36,790,941	36,927,607
U.S. Agencies	3133EP5K7	Federal Farm Credit Bank	4/2/2024	3/13/2026		4.50	50,000,000	49,758,000	49,799,242	49,925,000
U.S. Agencies	3133EMZ21	Federal Farm Credit Bank	8/9/2021	4/6/2026		0.69	15,500,000	15,458,150	15,454,918	14,535,280
U.S. Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026		2.64	20,000,000	19,961,200	19,983,667	19,377,400
U.S. Agencies	3133ENUD0	Federal Farm Credit Bank	4/8/2022	4/8/2026		2.64	30,000,000	29,941,800	29,975,501	29,066,100

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
				Date					Book Value	
U.S. Agencies	3130AVWS7	Federal Home Loan Bank	5/10/2023	6/12/2026		3.75	17,045,000	16,991,479	17,012,764	16,825,972
U.S. Agencies	3130AVWS7	Federal Home Loan Bank	5/17/2023	6/12/2026		3.75	20,000,000	19,939,200	19,963,152	19,743,000
U.S. Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026		4.00	10,000,000	9,934,300	9,959,642	9,925,700
U.S. Agencies	3130AWAH3	Federal Home Loan Bank	6/1/2023	6/12/2026		4.00	15,000,000	14,899,350	14,938,173	14,888,550
U.S. Agencies	3130AWLZ1	Federal Home Loan Bank	7/10/2023	6/12/2026		4.75	50,000,000	49,856,000	49,908,315	50,292,000
U.S. Agencies	3130B1BT3	Federal Home Loan Bank	6/18/2024	6/12/2026		4.88	13,485,000	13,505,093	13,503,872	13,580,878
U.S. Agencies	3133ERHD6	Federal Farm Credit Bank	6/18/2024	6/12/2026		4.88	20,000,000	20,030,400	20,028,552	20,140,000
U.S. Agencies	3133ERHD6	Federal Farm Credit Bank	6/18/2024	6/12/2026		4.88	32,000,000	32,051,200	32,048,088	32,224,000
U.S. Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	20,000,000	19,969,200	19,980,806	19,907,000
U.S. Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	24,700,000	24,640,226	24,662,750	24,585,145
U.S. Agencies	3133EPMU6	Federal Farm Credit Bank	6/15/2023	6/15/2026		4.25	30,000,000	29,951,400	29,969,714	29,860,500
U.S. Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	25,000,000	24,986,750	24,991,646	24,965,000
U.S. Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	25,000,000	24,986,750	24,991,646	24,965,000
U.S. Agencies	3133EPNG6	Federal Farm Credit Bank	6/23/2023	6/23/2026		4.38	50,000,000	49,973,500	49,983,292	49,930,000
U.S. Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	10,000,000	9,991,700	9,994,333	10,043,200
U.S. Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	19,000,000	18,984,800	18,989,622	19,082,080
U.S. Agencies	3133EPVP7	Federal Farm Credit Bank	9/8/2023	7/8/2026		4.75	21,000,000	20,982,780	20,988,242	21,090,720
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,384,750
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,384,750
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,384,750
U.S. Agencies	3130ANNM8	Federal Home Loan Bank	8/19/2021	7/13/2026		1.05	25,000,000	25,000,000	25,000,000	23,384,750
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,368,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,368,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,368,250
U.S. Agencies	3130ANMP2	Federal Home Loan Bank	8/20/2021	7/27/2026		1.07	25,000,000	25,000,000	25,000,000	23,368,250
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	3,000,000	2,991,930	2,994,148	3,033,300
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	9,615,000	9,589,136	9,596,246	9,721,727
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	16,000,000	15,956,960	15,968,792	16,177,600
U.S. Agencies	3133EPZY4	Federal Farm Credit Bank	10/30/2023	7/30/2026		5.00	25,000,000	24,936,750	24,954,137	25,277,500
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,350,000
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,350,000
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,350,000
U.S. Agencies	3130ANTG5	Federal Home Loan Bank	9/13/2021	8/10/2026		1.05	25,000,000	25,000,000	25,000,000	23,350,000
U.S. Agencies	3133EPSW6	Federal Farm Credit Bank	8/14/2023	8/14/2026		4.50	50,000,000	49,885,000	49,922,039	50,172,500
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,335,250
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,335,250
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,335,250
U.S. Agencies	3130AP6T7	Federal Home Loan Bank	10/1/2021	9/3/2026		1.08	25,000,000	25,000,000	25,000,000	23,335,250
U.S. Agencies	3133EM4X7	Federal Farm Credit Bank	12/12/2023	9/10/2026		0.80	28,975,000	26,174,277	26,824,893	26,900,970
U.S. Agencies	3130AXCP1	Federal Home Loan Bank	10/18/2023	9/11/2026		4.88	11,895,000	11,821,965	11,841,827	12,004,910
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,399,750
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,399,750
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,399,750
U.S. Agencies	3130APPR0	Federal Home Loan Bank	11/18/2021	10/19/2026		1.43	25,000,000	25,000,000	25,000,000	23,399,750
U.S. Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026		4.88	14,000,000	13,904,940	13,929,746	14,142,660
U.S. Agencies	3133EPZA6	Federal Farm Credit Bank	10/20/2023	10/20/2026		4.88	30,000,000	29,834,100	29,877,391	30,305,700
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,928,250
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,928,250
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,928,250
U.S. Agencies	3134GYRY0	Freddie Mac	5/9/2023	11/2/2026		5.29	25,000,000	25,000,000	25,000,000	24,928,250

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	Market Value
				Date					Book Value	
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,466,750
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,466,750
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,466,750
U.S. Agencies	3130AQ7L1	Federal Home Loan Bank	12/16/2021	11/16/2026		1.61	25,000,000	25,000,000	25,000,000	23,466,750
U.S. Agencies	3130AXU63	Federal Home Loan Bank	11/17/2023	11/17/2026		4.63	50,000,000	49,911,500	49,932,333	50,299,000
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,439,750
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,439,750
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,439,750
U.S. Agencies	3130AQJ95	Federal Home Loan Bank	1/14/2022	12/14/2026		1.65	25,000,000	25,000,000	25,000,000	23,439,750
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	12,000,000	11,973,000	11,977,616	11,965,680
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	25,000,000	24,943,750	24,953,368	24,928,500
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	29,350,000	29,283,963	29,295,254	29,266,059
U.S. Agencies	3130AYPN0	Federal Home Loan Bank	1/29/2024	1/15/2027		4.13	50,000,000	49,887,500	49,906,735	49,857,000
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	5,000,000	4,992,850	4,994,083	4,984,100
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	10,000,000	9,986,600	9,988,911	9,968,200
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	25,000,000	24,968,500	24,973,932	24,920,500
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	35,000,000	34,955,900	34,963,505	34,888,700
U.S. Agencies	3133EPX91	Federal Farm Credit Bank	1/25/2024	1/25/2027		4.13	50,000,000	49,933,000	49,944,554	49,841,000
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	23,756,000
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	23,756,000
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	23,756,000
U.S. Agencies	3130ARB59	Federal Home Loan Bank	3/22/2022	3/8/2027		2.35	25,000,000	25,000,000	25,000,000	23,756,000
U.S. Agencies	3133ENRD4	Federal Farm Credit Bank	3/16/2022	3/10/2027		1.68	48,573,000	47,432,020	47,976,807	45,447,813
U.S. Agencies	3133EP6K6	Federal Farm Credit Bank	4/2/2024	3/26/2027		4.50	50,000,000	49,910,000	49,920,009	50,249,500
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	22,500,000	22,392,338	22,442,364	21,562,875
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	24,500,000	24,377,010	24,434,158	23,479,575
U.S. Agencies	3133ENTS9	Federal Farm Credit Bank	4/6/2022	4/5/2027		2.60	25,000,000	24,804,000	24,895,073	23,958,750
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	17,000,000	16,955,120	16,959,719	17,213,690
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	20,000,000	19,947,200	19,952,610	20,251,400
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	40,000,000	39,894,400	39,905,221	40,502,800
U.S. Agencies	3130BOTY5	Federal Home Loan Bank	4/11/2024	4/9/2027		4.75	48,000,000	47,873,280	47,886,265	48,603,360
U.S. Agencies	3133ERDS7	Federal Farm Credit Bank	5/13/2024	5/6/2027		4.75	12,727,000	12,740,236	12,739,263	12,893,469
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	4,650,000	4,646,792	4,648,009	4,631,400
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	5,000,000	4,996,550	4,997,859	4,980,000
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	21,000,000	20,987,001	20,991,933	20,916,000
U.S. Agencies	3133EN2L3	Federal Farm Credit Bank	11/17/2022	5/17/2027		4.13	25,000,000	24,982,750	24,989,295	24,900,000
U.S. Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027		4.00	31,000,000	30,905,760	30,922,764	30,775,250
U.S. Agencies	3133EPP66	Federal Farm Credit Bank	12/20/2023	5/20/2027		4.00	58,850,000	58,662,269	58,696,141	58,423,338
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027		3.50	10,000,000	10,141,500	10,082,621	9,800,700
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/19/2022	6/11/2027		3.50	12,375,000	12,552,829	12,478,833	12,128,366
U.S. Agencies	3130ASGU7	Federal Home Loan Bank	7/20/2022	6/11/2027		3.50	21,725,000	22,016,550	21,895,329	21,292,021
U.S. Agencies	3130AX4E5	Federal Home Loan Bank	5/13/2024	6/11/2027		4.50	11,000,000	10,937,190	10,941,660	11,077,198
U.S. Agencies	3130B1EF0	Federal Home Loan Bank	7/10/2024	6/11/2027		4.63	20,700,000	20,795,634	20,793,660	20,926,665
U.S. Agencies	3133EPMV4	Federal Farm Credit Bank	6/15/2023	6/15/2027		4.13	28,940,000	28,911,928	28,919,864	28,828,002
U.S. Agencies	3133ENZK9	Federal Farm Credit Bank	7/7/2022	6/28/2027		3.24	27,865,000	28,099,066	28,001,678	27,091,468
U.S. Agencies	3133ERJZ5	Federal Farm Credit Bank	6/28/2024	6/28/2027		4.50	30,000,000	29,985,840	29,986,280	30,214,260
U.S. Agencies	3133ERKM2	Federal Farm Credit Bank	7/9/2024	7/8/2027		4.50	25,000,000	25,033,250	25,032,551	25,178,000
U.S. Agencies	3133ERKM2	Federal Farm Credit Bank	7/10/2024	7/8/2027		4.50	25,000,000	25,025,500	25,024,987	25,178,000
U.S. Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027		4.25	10,000,000	9,996,500	9,996,529	10,006,400
U.S. Agencies	3133ERMB4	Federal Farm Credit Bank	7/23/2024	7/23/2027		4.25	15,000,000	14,994,750	14,994,793	15,009,600

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
U.S. Agencies	3133EPBM6	Federal Farm Credit Bank	2/23/2023	8/23/2027		4.13	10,000,000	9,974,000	9,982,313	9,967,500
U.S. Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027		4.63	27,950,000	27,834,008	27,854,650	28,227,264
U.S. Agencies	3133EPC60	Federal Farm Credit Bank	11/15/2023	11/15/2027		4.63	33,300,000	33,161,472	33,186,124	33,630,336
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028		5.41	25,000,000	25,000,000	25,000,000	25,015,250
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028		5.41	25,000,000	25,000,000	25,000,000	25,015,250
U.S. Agencies	3134H1NT6	Freddie Mac	1/10/2024	1/10/2028		5.41	65,000,000	65,000,000	65,000,000	65,039,650
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028		5.13	25,000,000	25,000,000	25,000,000	24,922,500
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028		5.13	25,000,000	25,000,000	25,000,000	24,922,500
U.S. Agencies	3135GANG2	Fannie Mae	2/14/2024	2/18/2028		5.13	50,000,000	50,000,000	50,000,000	49,845,000
U.S. Agencies	3133EP5S0	Federal Farm Credit Bank	4/9/2024	3/20/2028		4.25	4,971,000	4,916,667	4,920,965	4,987,156
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028		4.50	14,934,000	14,962,076	14,961,375	15,127,276
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/7/2024	6/7/2028		4.50	15,000,000	14,994,600	14,994,803	15,194,130
U.S. Agencies	3133ERGL9	Federal Farm Credit Bank	6/26/2024	6/7/2028		4.50	20,000,000	20,037,600	20,036,661	20,258,840
U.S. Agencies	3133EPSK2	Federal Farm Credit Bank	8/7/2023	8/7/2028		4.25	19,500,000	19,412,250	19,429,541	19,543,290
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	10,000,000	9,979,100	9,982,978	10,122,300
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	15,000,000	14,962,800	14,969,702	15,183,450
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	25,000,000	24,943,500	24,953,984	25,305,750
U.S. Agencies	3133EPUN3	Federal Farm Credit Bank	8/28/2023	8/28/2028		4.50	33,000,000	32,904,960	32,922,595	33,403,590
U.S. Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028		4.25	5,000,000	4,972,100	4,972,840	5,027,300
U.S. Agencies	3133ERHN4	Federal Farm Credit Bank	6/20/2024	10/20/2028		4.25	38,000,000	37,785,300	37,790,996	38,207,480
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	12,000,000	11,984,040	11,986,329	12,222,840
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	20,000,000	19,971,600	19,975,673	20,371,400
U.S. Agencies	3133EPC45	Federal Farm Credit Bank	11/13/2023	11/13/2028		4.63	55,000,000	54,922,285	54,933,430	56,021,350
U.S. Agencies	3130AVBD3	Federal Home Loan Bank	4/9/2024	3/9/2029		4.50	25,000,000	25,018,750	25,017,559	25,425,000
U.S. Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029		5.91	20,000,000	20,000,000	20,000,000	19,963,400
U.S. Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029		5.91	20,000,000	20,000,000	20,000,000	19,963,400
U.S. Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029		5.91	20,000,000	20,000,000	20,000,000	19,963,400
U.S. Agencies	3134H1YE7	Freddie Mac	3/28/2024	3/14/2029		5.91	55,000,000	55,000,000	55,000,000	54,899,350
U.S. Agencies	3133EP5U5	Federal Farm Credit Bank	4/8/2024	3/20/2029		4.13	51,660,000	51,008,309	51,049,784	51,730,774
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	27,892,000	28,191,755	28,177,740	28,657,078
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	30,000,000	30,317,400	30,302,560	30,822,900
U.S. Agencies	3133ERDH1	Federal Farm Credit Bank	5/8/2024	4/30/2029		4.75	63,085,000	63,763,795	63,732,058	64,815,422
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,968,244	10,073,460
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,968,244	10,073,460
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	10,000,000	9,967,600	9,968,244	10,073,460
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	20,000,000	19,935,200	19,936,488	20,146,920
U.S. Agencies	3133ERGS4	Federal Farm Credit Bank	6/26/2024	6/11/2029		4.25	29,000,000	28,923,730	28,925,246	29,213,034
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029		5.38	25,000,000	25,000,000	25,000,000	24,991,500
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029		5.38	25,000,000	25,000,000	25,000,000	24,991,500
U.S. Agencies	3134H16K4	Freddie Mac	7/16/2024	7/9/2029		5.38	65,000,000	65,000,000	65,000,000	64,977,900
U.S. Agencies	3133ERKX8	Federal Farm Credit Bank	7/12/2024	7/12/2029		4.25	20,000,000	19,989,200	19,989,318	20,132,000
Subtotals						3.37	\$ 7,370,637,000	\$ 7,362,063,874	\$ 7,364,830,276	\$ 7,280,751,238
Public Time Deposits	PPGHASP70	Bridge Bank NA	6/17/2024	12/16/2024		5.36	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Public Time Deposits	PPGO10LI6	Bank of San Francisco	7/8/2024	1/6/2025		5.35	10,000,000	10,000,000	10,000,000	10,000,000
Public Time Deposits	PPGICJO02	Bridge Bank NA	7/15/2024	1/13/2025		5.33	10,000,000	10,000,000	10,000,000	10,000,000
Subtotals						5.35	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000
Negotiable CDs	06367DDS1	Bank of Montreal/CHI	10/10/2023	8/9/2024		5.88	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,004,500
Negotiable CDs	13606KD78	Canadian Imperial Bank/NY	9/20/2023	8/12/2024		5.92	50,000,000	50,000,000	50,000,000	50,005,500

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Negotiable CDs	78015J7F8	Royal Bank of Canada/NY	9/20/2023	8/12/2024		5.93	60,000,000	60,000,000	60,000,000	60,007,800
Negotiable CDs	06367DCF0	Bank of Montreal/CHI	8/28/2023	8/14/2024		6.01	50,000,000	50,000,000	50,000,000	50,008,000
Negotiable CDs	78015JE37	Royal Bank of Canada/NY	10/31/2023	8/15/2024		5.86	50,000,000	50,000,000	50,000,000	50,007,000
Negotiable CDs	13606KF92	Canadian Imperial Bank/NY	10/10/2023	8/16/2024		5.88	50,000,000	50,000,000	50,000,000	50,006,500
Negotiable CDs	78015JE78	Royal Bank of Canada/NY	10/31/2023	8/26/2024		5.86	50,000,000	50,000,000	50,000,000	50,011,500
Negotiable CDs	13606KC38	Canadian Imperial Bank/NY	9/11/2023	9/9/2024		5.94	50,000,000	50,000,000	50,000,000	50,017,000
Negotiable CDs	78015J5K9	Royal Bank of Canada/NY	9/12/2023	9/9/2024		5.90	60,000,000	60,000,000	60,000,000	60,018,000
Negotiable CDs	89115DC61	Toronto Dominion Bank/NY	3/6/2024	9/10/2024		5.37	50,000,000	50,000,000	50,000,000	49,994,500
Negotiable CDs	13606KW51	Canadian Imperial Bank/NY	3/6/2024	9/11/2024		5.37	50,000,000	50,000,000	50,000,000	49,994,000
Negotiable CDs	06367DD44	Bank of Montreal/CHI	9/22/2023	9/23/2024		5.97	50,000,000	50,000,000	50,000,000	50,025,500
Negotiable CDs	78015JAK3	Royal Bank of Canada/NY	9/22/2023	9/23/2024		5.96	60,000,000	60,000,000	60,000,000	60,027,000
Negotiable CDs	89115DCA2	Toronto Dominion Bank/NY	3/6/2024	9/25/2024		5.36	50,000,000	50,000,000	50,000,000	49,989,000
Negotiable CDs	06367DE43	Bank of Montreal/CHI	11/2/2023	10/21/2024		5.86	60,000,000	60,000,000	60,000,000	60,038,400
Negotiable CDs	89115BH52	Toronto Dominion Bank/NY	10/26/2023	10/21/2024		5.93	50,000,000	50,000,000	50,000,000	50,035,000
Negotiable CDs	06367DFA8	Bank of Montreal/CHI	12/1/2023	10/24/2024		5.58	50,000,000	50,000,000	50,000,000	50,004,500
Negotiable CDs	13606KZ41	Canadian Imperial Bank/NY	4/3/2024	10/24/2024		5.43	50,000,000	50,000,000	50,000,000	49,995,000
Negotiable CDs	78015JJ73	Royal Bank of Canada/NY	12/13/2023	10/24/2024		5.48	50,000,000	50,000,000	50,000,000	49,992,500
Negotiable CDs	89115BP95	Toronto Dominion Bank/NY	12/11/2023	10/24/2024		5.58	50,000,000	50,000,000	50,000,000	50,001,500
Negotiable CDs	89115DJS6	Toronto Dominion Bank/NY	4/3/2024	10/24/2024		5.43	50,000,000	50,000,000	50,000,000	49,995,500
Negotiable CDs	06367DEK7	Bank of Montreal/CHI	11/8/2023	11/6/2024		5.80	50,000,000	50,000,000	50,000,000	50,032,000
Negotiable CDs	06367DJB2	Bank of Montreal/CHI	4/12/2024	11/8/2024		5.44	51,000,000	51,000,000	51,000,000	51,002,550
Negotiable CDs	89115BT59	Toronto Dominion Bank/NY	4/15/2024	12/2/2024		5.51	50,000,000	50,000,000	50,000,000	50,010,500
Negotiable CDs	13606KZ66	Canadian Imperial Bank/NY	4/4/2024	1/2/2025		5.40	50,000,000	50,000,000	50,000,000	49,997,500
Negotiable CDs	89115DK21	Toronto Dominion Bank/NY	4/4/2024	1/2/2025		5.40	50,000,000	50,000,000	50,000,000	50,012,201
Negotiable CDs	78015JQ34	Royal Bank of Canada/NY	5/8/2024	1/28/2025		5.45	25,000,000	25,000,000	25,000,000	25,021,107
Negotiable CDs	06367DL94	Bank of Montreal/CHI	7/2/2024	2/24/2025		5.41	76,000,000	76,000,000	76,000,000	76,051,009
Negotiable CDs	13606K5B8	Canadian Imperial Bank/NY	7/2/2024	2/24/2025		5.41	50,000,000	50,000,000	50,000,000	50,033,558
Negotiable CDs	89115BSZ4	Toronto Dominion Bank/NY	4/15/2024	4/9/2025		5.55	50,000,000	50,000,000	50,000,000	50,106,000
Negotiable CDs	06367DJY2	Bank of Montreal/CHI	5/14/2024	5/5/2025		5.47	50,000,000	50,000,000	50,000,000	50,086,539
Negotiable CDs	89115DR65	Toronto Dominion Bank/NY	5/14/2024	5/5/2025		5.47	65,000,000	65,000,000	65,000,000	65,155,925
Negotiable CDs	78015JTB3	Royal Bank of Canada/NY	7/16/2024	7/14/2025		5.09	50,000,000	50,000,000	50,000,000	50,010,500
Subtotals						5.64	\$ 1,707,000,000	\$ 1,707,000,000	\$ 1,707,000,000	\$ 1,707,697,588
Commercial Paper	59157TK44	MetLife Short term	3/28/2024	10/4/2024		0.00	\$ 15,000,000	\$ 14,588,333	\$ 14,861,333	\$ 14,855,520
Commercial Paper	89233GKP0	Toyota Motor Credit	3/26/2024	10/23/2024		0.00	75,000,000	72,714,167	74,100,833	74,061,150
Commercial Paper	59157TKQ5	MetLife Short term	4/3/2024	10/24/2024		0.00	10,000,000	9,705,900	9,878,900	9,875,760
Commercial Paper	62479LKQ7	MUFG Bank Ltd/NY	3/25/2024	10/24/2024		0.00	50,000,000	48,455,750	49,391,000	49,365,550
Commercial Paper	62479LKQ7	MUFG Bank Ltd/NY	4/3/2024	10/24/2024		0.00	50,000,000	48,501,167	49,382,833	49,365,550
Commercial Paper	89233GKQ8	Toyota Motor Credit	4/2/2024	10/24/2024		0.00	50,000,000	48,508,056	49,388,667	49,366,800
Commercial Paper	62479LL45	MUFG Bank Ltd/NY	4/12/2024	11/4/2024		0.00	23,000,000	22,303,777	22,678,926	22,671,606
Commercial Paper	62479LLJ2	MUFG Bank Ltd/NY	4/12/2024	11/18/2024		0.00	52,000,000	50,318,956	51,167,119	51,152,868
Commercial Paper	89233GM29	Toyota Motor Credit	4/15/2024	12/2/2024		0.00	65,000,000	62,789,458	63,822,958	63,828,245
Commercial Paper	62479LM44	MUFG Bank Ltd/NY	4/30/2024	12/4/2024		0.00	36,000,000	34,835,880	35,332,500	35,332,956
Commercial Paper	62479LMD4	MUFG Bank Ltd/NY	6/24/2024	12/13/2024		0.00	15,000,000	14,619,450	14,703,525	14,703,285
Commercial Paper	62479LMG7	MUFG Bank Ltd/NY	4/30/2024	12/16/2024		0.00	50,000,000	48,297,361	48,985,819	48,991,450
Commercial Paper	89233GMG8	Toyota Motor Credit	5/20/2024	12/16/2024		0.00	65,000,000	62,994,208	63,691,460	63,709,945
Commercial Paper	62479LMJ1	MUFG Bank Ltd/NY	6/24/2024	12/18/2024		0.00	50,000,000	48,694,625	48,974,875	48,976,900
Commercial Paper	62479LMP7	MUFG Bank Ltd/NY	6/24/2024	12/23/2024		0.00	22,000,000	21,410,522	21,533,600	21,534,942
Commercial Paper	62479LMW2	MUFG Bank Ltd/NY	6/24/2024	12/30/2024		0.00	15,000,000	14,582,625	14,666,542	14,668,815
Commercial Paper	62479LNP6	MUFG Bank Ltd/NY	6/24/2024	1/23/2025		0.00	15,000,000	14,532,288	14,615,729	14,621,955

Investment Inventory

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Settle Date	Maturity		Coupon	Par Value	Original Cost	Amortized	
				Date					Book Value	Market Value
Commercial Paper	89233GNQ5	Toyota Motor Credit	5/10/2024	1/24/2025		0.00	60,000,000	57,729,433	58,457,067	58,507,860
Commercial Paper	89233GNU6	Toyota Motor Credit	6/25/2024	1/28/2025		0.00	50,000,000	48,420,722	48,690,000	48,730,300
Commercial Paper	62479LNV3	MUFG Bank Ltd/NY	5/7/2024	1/29/2025		0.00	50,000,000	48,045,708	48,675,181	48,700,200
Commercial Paper	62479LPM1	MUFG Bank Ltd/NY	7/17/2024	2/21/2025		0.00	8,000,000	7,749,853	7,766,987	7,767,064
Commercial Paper	62479LQA6	MUFG Bank Ltd/NY	7/17/2024	3/10/2025		0.00	25,000,000	24,162,528	24,215,757	24,216,300
Commercial Paper	62479LQE8	MUFG Bank Ltd/NY	7/17/2024	3/14/2025		0.00	26,000,000	25,114,267	25,169,625	25,171,198
Commercial Paper	62479LQE8	MUFG Bank Ltd/NY	7/15/2024	3/14/2025		0.00	50,000,000	48,279,111	48,400,000	48,406,150
Commercial Paper	62479LQM0	MUFG Bank Ltd/NY	7/17/2024	3/21/2025		0.00	15,000,000	14,475,125	14,507,000	14,508,015
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/2/2024	3/24/2025		0.00	50,000,000	48,093,472	48,309,306	48,355,800
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/18/2024	3/24/2025		0.00	50,000,000	48,250,083	48,348,472	48,355,800
Commercial Paper	89233GQQ2	Toyota Motor Credit	7/30/2024	3/24/2025		0.00	60,000,000	58,017,100	58,033,833	58,026,960
Subtotals						0.00	\$ 1,102,000,000	\$ 1,066,189,926	\$ 1,077,749,847	\$ 1,077,828,944
Medium Term Notes	91324PFF4	United Health	7/25/2024	7/15/2026		4.75	\$ 15,000,000	\$ 14,974,800	\$ 14,975,045	\$ 15,024,000
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	6,452,000	6,270,957	6,276,175	6,304,185
Medium Term Notes	594918CN2	Microsoft	7/9/2024	9/15/2026		3.40	13,009,000	12,645,919	12,656,384	12,710,964
Subtotals						0.08	\$ 34,461,000	\$ 33,891,676	\$ 33,907,603	\$ 34,039,148
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	7/31/2024	8/1/2024		5.22	\$ 88,512,443	\$ 88,512,443	\$ 88,512,443	\$ 88,512,443
Money Market Funds	31607A703	Fidelity Govt Portfolio	7/31/2024	8/1/2024		5.26	805,329,374	805,329,374	805,329,374	805,329,374
Money Market Funds	608919718	Federated Hermes Govt Obligations Fi	7/31/2024	8/1/2024		5.25	252,263,327	252,263,327	252,263,327	252,263,327
Money Market Funds	262006208	Dreyfus Government Cash Manageme	7/31/2024	8/1/2024		5.22	102,788,592	102,788,592	102,788,592	102,788,592
Money Market Funds	85749T517	State Street Institutional U.S. Govt MV	7/31/2024	8/1/2024		5.23	403,543,994	403,543,994	403,543,994	403,543,994
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity F	7/31/2024	8/1/2024		5.21	104,949,454	104,949,454	104,949,454	104,949,454
Subtotals						4.93	\$ 1,757,387,184	\$ 1,757,387,184	\$ 1,757,387,184	\$ 1,757,387,184
Supranational	459056HV2	Int'l Bank for Recon and Dev	11/2/2021	8/28/2024		1.50	\$ 50,000,000	\$ 50,984,250	\$ 50,025,801	\$ 49,840,000
Supranational	4581X0DZ8	Inter-American Development Bank	11/4/2021	9/23/2024		0.50	50,000,000	49,595,500	49,979,660	49,650,250
Supranational	45950VQG4	International Finance Corp	10/22/2021	9/23/2024		0.44	10,000,000	9,918,700	9,995,962	9,926,100
Supranational	4581X0CM8	Inter-American Development Bank	4/26/2021	1/15/2025		2.13	100,000,000	105,676,000	100,696,979	98,656,000
Supranational	459058HT3	Int'l Bank for Recon and Dev	3/22/2024	1/15/2025		1.63	29,314,000	28,488,811	28,853,108	28,858,842
Supranational	459058JB0	Int'l Bank for Recon and Dev	7/23/2021	4/22/2025		0.63	40,000,000	40,086,000	40,016,584	38,786,800
Supranational	4581X0DN5	Inter-American Development Bank	11/1/2021	7/15/2025		0.63	28,900,000	28,519,098	28,801,957	27,786,396
Supranational	45950VRU2	International Finance Corp	1/26/2023	1/26/2026		4.02	100,000,000	100,000,000	100,000,000	98,960,000
Supranational	45818WDG8	Inter-American Development Bank	8/25/2021	2/27/2026		0.82	19,500,000	19,556,907	19,519,867	18,422,430
Supranational	459058KJ1	Int'l Bank for Recon and Dev	7/17/2024	6/15/2027		3.13	12,323,000	11,934,333	11,939,817	11,969,810
Supranational	4581X0EN4	Inter-American Development Bank	4/9/2024	2/15/2029		4.13	25,000,000	24,630,000	24,653,790	25,003,000
Supranational	4581X0EN4	Inter-American Development Bank	7/17/2024	2/15/2029		4.13	50,000,000	49,827,000	49,828,550	50,006,000
Subtotals						2.29	\$ 515,037,000	\$ 519,216,599	\$ 514,312,077	\$ 507,865,628
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acc	7/31/2024	8/1/2024		5.35	100,644,030	100,644,030	100,644,030	100,644,030
Subtotals						5.35	\$ 100,644,030	\$ 100,644,030	\$ 100,644,030	\$ 100,644,030
Grand Totals						3.16	\$ 16,107,166,214	\$ 16,049,416,660	\$ 16,058,553,005	\$ 15,858,664,690

Monthly Investment Earnings

Pooled Fund

For month ended July 31, 2024

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	91282CBC4	T 0.375 12/31/2025	\$ 50,000,000	15,795	9,544	\$	25,339
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,530	12,719		23,249
U.S. Treasuries	91282CBC4	T 0.375 12/31/2025	50,000,000	15,795	12,767		28,561
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,530	16,771		27,301
U.S. Treasuries	91282CAT8	T 0.250 10/31/2025	50,000,000	10,530	17,325		27,854
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	16,915		27,445
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	18,849		29,379
U.S. Treasuries	912828G38	T 2.250 11/15/2024	50,000,000	94,769	(72,728)		22,041
U.S. Treasuries	912828G38	T 2.250 11/15/2024	50,000,000	94,769	(74,467)		20,302
U.S. Treasuries	912828YY0	T 1.750 12/31/2024	50,000,000	73,709	(49,765)		23,945
U.S. Treasuries	912828ZC7	T 1.125 02/28/2025	50,000,000	47,385	(21,690)		25,695
U.S. Treasuries	912828Z52	T 1.375 01/31/2025	50,000,000	58,530	(33,489)		25,042
U.S. Treasuries	912828Y87	T 1.750 07/31/2024		72,115	(54,412)		17,703
U.S. Treasuries	912828ZC7	T 1.125 02/28/2025	50,000,000	47,385	(21,636)		25,749
U.S. Treasuries	912828Z52	T 1.375 01/31/2025	50,000,000	58,530	(33,700)		24,830
U.S. Treasuries	912828YM6	T 1.500 10/31/2024	50,000,000	63,179	(41,798)		21,381
U.S. Treasuries	912828ZF0	T 0.500 03/31/2025	50,000,000	21,175	4,732		25,906
U.S. Treasuries	912828ZF0	T 0.500 03/31/2025	50,000,000	21,175	3,443		24,618
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025	50,000,000	10,587	17,234		27,822
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	14,756		25,286
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	16,772		27,302
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	15,378		25,908
U.S. Treasuries	912828ZL7	T 0.375 04/30/2025	50,000,000	15,795	8,266		24,061
U.S. Treasuries	91282CBW0	T 0.750 04/30/2026	50,000,000	31,590	5,928		37,518
U.S. Treasuries	91282CBW0	T 0.750 04/30/2026	50,000,000	31,590	4,739		36,329
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	1,162		38,016
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	14,750		25,280
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	(1,203)		35,652
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	(5,941)		30,914
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	(5,639)		31,216
U.S. Treasuries	912828R36	T 1.625 05/15/2026	50,000,000	68,444	(38,871)		29,573
U.S. Treasuries	91282CAM3	T 0.250 09/30/2025	50,000,000	10,587	14,592		25,179
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	10,877		21,407
U.S. Treasuries	91282CAB7	T 0.250 07/31/2025	50,000,000	10,642	11,519		22,161
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	12,926		23,456
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	(7,040)		29,815
U.S. Treasuries	91282CAB7	T 0.250 07/31/2025	50,000,000	10,642	13,566		24,208
U.S. Treasuries	91282CCL3	T 0.375 07/15/2024		7,212	25		7,237
U.S. Treasuries	91282CCL3	T 0.375 07/15/2024		7,212	511		7,722
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	(4,172)		32,682
U.S. Treasuries	91282CCT6	T 0.375 08/15/2024	50,000,000	15,968	2,899		18,868
U.S. Treasuries	912828R36	T 1.625 05/15/2026	50,000,000	68,444	(34,036)		34,409
U.S. Treasuries	912828XB1	T 2.125 05/15/2025	50,000,000	89,504	(65,387)		24,117
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	1,114		37,968
U.S. Treasuries	91282CCW9	T 0.750 08/31/2026	50,000,000	31,590	9,496		41,086
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	37,056	5,295		42,351
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	37,056	5,595		42,651
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	7,322		44,177

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
U.S. Treasuries	91282CCZ2	T 0.875 09/30/2026	50,000,000	37,056	11,694		48,750
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	52,937	(1,229)		51,708
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	52,937	(1,997)		50,940
U.S. Treasuries	912828ZW3	T 0.250 06/30/2025	50,000,000	10,530	32,670		43,200
U.S. Treasuries	91282CCJ8	T 0.875 06/30/2026	50,000,000	36,855	18,408		55,263
U.S. Treasuries	91282CDQ1	T 1.250 12/31/2026	50,000,000	52,649	51,594		104,243
U.S. Treasuries	91282CDK4	T 1.250 11/30/2026	50,000,000	52,937	53,063		106,000
U.S. Treasuries	91282CEF4	T 2.500 03/31/2027	25,000,000	52,937	4,125		57,062
U.S. Treasuries	91282CCL3	T 0.375 07/15/2024		7,212	41,198		48,409
U.S. Treasuries	91282CFK2	T 3.500 09/15/2025	50,000,000	147,418	29,766		177,185
U.S. Treasuries	91282CHX2	T 4.375 08/31/2028	50,000,000	184,273	(2,072)		182,201
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	168,478	481		168,959
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	168,478	1,379		169,857
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	168,478	1,826		170,304
U.S. Treasuries	91282CHL8	T 4.625 06/30/2025	50,000,000	194,803	1,425		196,228
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	168,478	6,221		174,699
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	168,478	13,714		182,192
U.S. Treasuries	912797GL5	B 0.000 09/05/2024	50,000,000		219,657		219,657
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	136,889	46,575		183,463
U.S. Treasuries	91282CEW7	T 3.250 06/30/2027	50,000,000	136,889	49,441		186,329
U.S. Treasuries	91282CKD2	T 4.250 02/28/2029	50,000,000	179,008	3,930		182,938
U.S. Treasuries	9128284N7	T 2.875 05/15/2028	65,000,000	157,422	81,130		238,551
U.S. Treasuries	9128286B1	T 2.625 02/15/2029	50,000,000	111,779	75,077		186,856
U.S. Treasuries	91282CHK0	T 4.000 06/30/2028	50,000,000	168,478	21,787		190,266
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	195,867	(5,697)		190,170
U.S. Treasuries	91282CKV2	T 4.625 06/15/2027	50,000,000	145,321	(6,292)		139,029
Subtotals			\$ 3,490,000,000	\$ 4,535,484	\$ 489,683	\$ -	\$ 5,025,167
Federal Agencies	3133ELCP7	FFCB 1.625 12/03/2024	\$ 25,000,000	\$ 33,854	\$ 679		\$ 34,533
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	15,000,000	18,750	196		18,946
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	65		6,315
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	65		6,315
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	5,000,000	6,250	65		6,315
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	50,000,000	62,500	654		63,154
Federal Agencies	3133ELQY3	FFCB 1.210 03/03/2025	24,000,000	24,200	614		24,814
Federal Agencies	3133ELQY3	FFCB 1.210 03/03/2025	16,000,000	16,133	159		16,293
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	72,500,000	22,656	12,045		34,701
Federal Agencies	3137EAEX3	FHLMC 0.375 09/23/2025	22,600,000	7,063	5,676		12,738
Federal Agencies	3135G05X7	FNMA 0.375 08/25/2025	25,000,000	7,813	5,987		13,799
Federal Agencies	3133EMWT5	FFCB 0.600 04/21/2025	50,000,000	25,000	562		25,562
Federal Agencies	3135G0X24	FNMA 1.625 01/07/2025	39,060,000	52,894	(35,924)		16,969
Federal Agencies	3137EAEP0	FHLMC 1.500 02/12/2025	53,532,000	66,915	(42,685)		24,230
Federal Agencies	3130AN4A5	FHLB 0.700 06/30/2025	17,680,000	10,313	(1,169)		9,145
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	50,000,000	26,042	(2,426)		23,616
Federal Agencies	3133EMV25	FFCB 0.450 07/23/2024		13,750	(1,871)		11,879
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292
Federal Agencies	3130ANMP2	FHLB 1.070 07/27/2026	25,000,000	22,292			22,292

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EMZ21	FFCB 0.690 04/06/2026	15,500,000	8,913	763		9,675
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANNM8	FHLB 1.050 07/13/2026	25,000,000	21,875			21,875
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024	25,000,000	8,958	714		9,673
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024	50,000,000	17,917	1,428		19,345
Federal Agencies	3133EM5X6	FFCB 0.430 09/23/2024	50,000,000	17,917	1,428		19,345
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130ANTG5	FHLB 1.050 08/10/2026	25,000,000	21,875			21,875
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130AP6T7	FHLB 1.075 09/03/2026	25,000,000	22,396			22,396
Federal Agencies	3130A8ZQ9	FHLB 1.750 09/12/2025	10,295,000	15,014	(6,163)		8,850
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	55,000,000	48,125	1,634		49,759
Federal Agencies	3133ENEG1	FFCB 1.050 11/17/2025	39,675,000	34,716	1,120		35,835
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	50,000,000	36,458	1,626		38,085
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	10,000,000	7,292	325		7,617
Federal Agencies	3133ENEJ5	FFCB 0.875 11/18/2024	10,000,000	7,292	325		7,617
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130APPR0	FHLB 1.430 10/19/2026	25,000,000	29,792			29,792
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3130AQ7L1	FHLB 1.605 11/16/2026	25,000,000	33,438			33,438
Federal Agencies	3133ENGQ7	FFCB 0.920 12/09/2024	50,000,000	38,333	424		38,758
Federal Agencies	3133ENGQ7	FFCB 0.920 12/09/2024	50,000,000	38,333	1,047		39,380
Federal Agencies	3135G04Z3	FNMA 0.500 06/17/2025	10,000,000	4,167	5,068		9,235
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	37,938,000	19,759	14,359		34,119
Federal Agencies	3135G04Z3	FNMA 0.500 06/17/2025	4,655,000	1,940	2,369		4,309
Federal Agencies	3135G03U5	FNMA 0.625 04/22/2025	50,000,000	26,042	19,039		45,081
Federal Agencies	3133ENHM5	FFCB 1.170 12/16/2025	45,000,000	43,875	974		44,849
Federal Agencies	3133ENHM5	FFCB 1.170 12/16/2025	50,000,000	48,750	1,082		49,832
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3130AQJ95	FHLB 1.645 12/14/2026	25,000,000	34,271			34,271
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	20,000,000	18,750	1,279		20,029
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	25,000,000	23,438	1,598		25,036
Federal Agencies	3133ENKS8	FFCB 1.125 01/06/2025	25,000,000	23,438	1,598		25,036
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958
Federal Agencies	3130ARB59	FHLB 2.350 03/08/2027	25,000,000	48,958			48,958

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133ENRD4	FFCB 1.680 03/10/2027	48,573,000	68,002	19,434		87,436
Federal Agencies	3133ENUD0	FFCB 2.640 04/08/2026	20,000,000	44,000	823		44,823
Federal Agencies	3133ENUD0	FFCB 2.640 04/08/2026	30,000,000	66,000	1,235		67,235
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	24,500,000	53,083	2,089		55,172
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	22,500,000	48,750	1,829		50,579
Federal Agencies	3133ENTS9	FFCB 2.600 04/05/2027	25,000,000	54,167	3,329		57,496
Federal Agencies	3133ENXE5	FFCB 2.850 05/23/2025	6,000,000	14,250	238		14,488
Federal Agencies	3133ENXE5	FFCB 2.850 05/23/2025	20,000,000	47,500	792		48,292
Federal Agencies	3133ENYQ7	FFCB 2.950 06/13/2025	50,000,000	122,917	693		123,610
Federal Agencies	3133ENZK9	FFCB 3.240 06/28/2027	27,865,000	75,236	(3,993)		71,242
Federal Agencies	3130ASME6	FHLB 3.000 07/08/2024		8,750	279		9,029
Federal Agencies	3130ASME6	FHLB 3.000 07/08/2024		10,208	325		10,533
Federal Agencies	3130ASME6	FHLB 3.000 07/08/2024		5,833	186		6,019
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	12,375,000	36,094	(3,083)		33,011
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	10,000,000	29,167	(2,453)		26,713
Federal Agencies	3130ASGU7	FHLB 3.500 06/11/2027	21,725,000	63,365	(5,058)		58,307
Federal Agencies	3130ASG86	FHLB 3.375 06/13/2025	12,700,000	35,719	(3,146)		32,573
Federal Agencies	3130ASG86	FHLB 3.375 06/13/2025	11,940,000	33,581	(1,787)		31,794
Federal Agencies	3133ENJ35	FFCB 3.320 02/25/2026	35,000,000	96,833	1,026		97,859
Federal Agencies	3133ENJ84	FFCB 3.375 08/26/2024	50,000,000	140,625	3,541		144,166
Federal Agencies	3133ENP79	FFCB 4.250 09/26/2024	50,000,000	177,083	170		177,253
Federal Agencies	3130ATT31	FHLB 4.500 10/03/2024	50,000,000	187,500	6,160		193,660
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	20,000,000	81,250	47		81,297
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	10,000,000	40,625	23		40,648
Federal Agencies	3133ENZ37	FFCB 4.875 01/10/2025	20,000,000	81,250	16		81,266
Federal Agencies	3130ATVD6	FHLB 4.875 09/13/2024	50,000,000	203,125	(2,856)		200,269
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	21,000,000	72,188	245		72,433
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	5,000,000	17,188	65		17,253
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	4,650,000	15,984	61		16,045
Federal Agencies	3133EN2L3	FFCB 4.125 05/17/2027	25,000,000	85,938	326		86,263
Federal Agencies	3133ENZ94	FFCB 4.500 11/18/2024	25,000,000	93,750	1,124		94,874
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	394		53,519
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	346		53,471
Federal Agencies	3133EN4B3	FFCB 4.250 06/13/2025	15,000,000	53,125	372		53,497
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	25,000,000	88,542	1,930		90,471
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	10,000,000	35,417	725		36,142
Federal Agencies	3133EN4N7	FFCB 4.250 12/20/2024	25,000,000	88,542	1,930		90,471
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	15,000,000	50,000	1,281		51,281
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	25,000,000	83,333	2,157		85,490
Federal Agencies	3133EN5E6	FFCB 4.000 12/29/2025	20,000,000	66,667	1,708		68,375
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	30,000,000	100,000	645		100,645
Federal Agencies	3133EN6A3	FFCB 4.000 01/13/2026	20,000,000	66,667	498		67,164
Federal Agencies	3133EPAG0	FFCB 4.250 02/10/2025	29,875,000	105,807	6,740		112,547
Federal Agencies	3133EPAG0	FFCB 4.250 02/10/2025	10,000,000	35,417	2,239		37,656
Federal Agencies	3130AUTC8	FHLB 4.010 02/06/2026	21,100,000	70,509	3,250		73,759
Federal Agencies	3130AUVZ4	FHLB 4.500 02/13/2025	50,000,000	187,500	3,329		190,829
Federal Agencies	3133EPBF1	FFCB 4.875 08/21/2024	10,000,000	40,625	244		40,869
Federal Agencies	3133EPBF1	FFCB 4.875 08/21/2024	25,000,000	101,563	567		102,129
Federal Agencies	3133EPBF1	FFCB 4.875 08/21/2024	20,000,000	81,250	453		81,703

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	50,000,000	182,292	2,319		184,611
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	25,000,000	91,146	1,315		92,461
Federal Agencies	3133EPBJ3	FFCB 4.375 02/23/2026	28,000,000	102,083	1,299		103,382
Federal Agencies	3133EPBM6	FFCB 4.125 08/23/2027	10,000,000	34,375	491		34,866
Federal Agencies	3130AV7L0	FHLB 5.000 02/28/2025	25,000,000	104,167	1,405		105,572
Federal Agencies	3130AV7L0	FHLB 5.000 02/28/2025	35,000,000	145,833	1,967		147,801
Federal Agencies	3133EPDL6	FFCB 4.850 10/01/2025	50,000,000	202,083			202,083
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	50,000,000	221,667			221,667
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAFY2	FNMA 5.320 10/03/2024	25,000,000	110,833			110,833
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3135GAG39	FNMA 5.375 12/30/2024	25,000,000	111,979			111,979
Federal Agencies	3133EPHD0	FFCB 4.500 10/28/2024	20,000,000	75,000	1,784		76,784
Federal Agencies	3133EPHD0	FFCB 4.500 10/28/2024	25,000,000	93,750	2,315		96,065
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	10,000,000	36,458	(2,627)		33,831
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3134GYRY0	FHLMC 5.290 11/02/2026	25,000,000	110,208			110,208
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	9,915,000	36,148	(2,461)		33,688
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	25,500,000	92,969	(5,046)		87,922
Federal Agencies	3130AVWS7	FHLB 3.750 06/12/2026	17,045,000	53,266	1,470		54,735
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	3,000,000	10,938	(497)		10,440
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	10,000,000	36,458	(1,461)		34,998
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	30,000,000	90,625	2,909		93,534
Federal Agencies	3133EPJX4	FFCB 3.625 02/17/2026	25,000,000	75,521	2,201		77,722
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	26,500,000	88,333	609		88,942
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	30,000,000	100,000	689		100,689
Federal Agencies	3133EPKA2	FFCB 4.000 08/18/2025	25,000,000	83,333	678		84,011
Federal Agencies	3130AVWS7	FHLB 3.750 06/12/2026	20,000,000	62,500	1,680		64,180
Federal Agencies	3130ATST5	FHLB 4.375 06/13/2025	24,000,000	87,500	(3,249)		84,251
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	15,000,000	50,000	2,819		52,819
Federal Agencies	3130AWAH3	FHLB 4.000 06/12/2026	10,000,000	33,333	1,840		35,173
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	25,000,000	96,354	887		97,241
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	15,000,000	57,813	532		58,345
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	52,000,000	200,417	1,845		202,262
Federal Agencies	3130AWER7	FHLB 4.625 06/06/2025	10,000,000	38,542	355		38,897
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	30,000,000	106,250	1,375		107,625
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	20,000,000	70,833	871		71,705
Federal Agencies	3133EPMV4	FFCB 4.125 06/15/2027	28,940,000	99,481	596		100,077
Federal Agencies	3133EPMU6	FFCB 4.250 06/15/2026	24,700,000	87,479	1,691		89,170
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	50,000,000	182,292	750		183,041
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	25,000,000	91,146	375		91,521
Federal Agencies	3133EPNG6	FFCB 4.375 06/23/2026	25,000,000	91,146	375		91,521
Federal Agencies	3130AWLZ1	FHLB 4.750 06/12/2026	50,000,000	197,917	4,180		202,096
Federal Agencies	3130AWLY4	FHLB 5.125 06/13/2025	48,150,000	205,641	(4,138)		201,503
Federal Agencies	3130AWLY4	FHLB 5.125 06/13/2025	10,800,000	46,125	(811)		45,314

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3133EPSK2	FFCB 4.250 08/07/2028	19,500,000	69,063	1,489		70,551
Federal Agencies	3133EPSW6	FFCB 4.500 08/14/2026	50,000,000	187,500	3,253		190,753
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	10,000,000	37,500	355		37,855
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	25,000,000	93,750	959		94,709
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	15,000,000	56,250	631		56,881
Federal Agencies	3133EPUN3	FFCB 4.500 08/28/2028	33,000,000	123,750	1,613		125,363
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	19,000,000	75,208	456		75,664
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	10,000,000	39,583	249		39,832
Federal Agencies	3133EPVP7	FFCB 4.750 07/08/2026	21,000,000	83,125	516		83,641
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	8,230,000	34,292	251		34,543
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	15,000,000	62,500	770		63,270
Federal Agencies	3133EPVY8	FFCB 5.000 09/15/2025	20,000,000	83,333	1,026		84,360
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	50,000,000	213,542	1,187		214,729
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	25,000,000	106,771	615		107,386
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	35,000,000	149,479	1,173		150,652
Federal Agencies	3130AXCP1	FHLB 4.875 09/11/2026	11,895,000	48,323	2,138		50,461
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	30,000,000	121,875	4,692		126,567
Federal Agencies	3133EPZA6	FFCB 4.875 10/20/2026	14,000,000	56,875	2,689		59,564
Federal Agencies	3133EPYW9	FFCB 5.125 10/20/2025	24,000,000	102,500	3,247		105,747
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	25,000,000	104,167	1,953		106,120
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	3,000,000	12,500	249		12,749
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	9,615,000	40,063	799		40,861
Federal Agencies	3133EPZY4	FFCB 5.000 07/30/2026	16,000,000	66,667	1,329		67,996
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,658		42,283
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,773		42,398
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	10,000,000	40,625	1,773		42,398
Federal Agencies	3133EPC60	FFCB 4.625 11/15/2027	27,950,000	107,724	2,461		110,185
Federal Agencies	3133EPC60	FFCB 4.625 11/15/2027	33,300,000	128,344	2,939		131,283
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	12,000,000	46,250	271		46,521
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	20,000,000	77,083	482		77,565
Federal Agencies	3133EPC45	FFCB 4.625 11/13/2028	55,000,000	211,979	1,319		213,298
Federal Agencies	3130AXU63	FHLB 4.625 11/17/2026	50,000,000	192,708	2,503		195,212
Federal Agencies	3133EM4X7	FFCB 0.800 09/10/2026	28,975,000	19,317	86,563		105,879
Federal Agencies	3133EPP66	FFCB 4.000 05/20/2027	31,000,000	103,333	2,343		105,676
Federal Agencies	3133EPP66	FFCB 4.000 05/20/2027	58,850,000	196,167	4,667		200,834
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	65,000,000	293,042			293,042
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	25,000,000	112,708			112,708
Federal Agencies	3134H1NT6	FHLMC 5.410 01/10/2028	25,000,000	112,708			112,708
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	35,000,000	120,313	1,247		121,560
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	50,000,000	171,875	1,895		173,770
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	25,000,000	85,938	891		86,828
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	10,000,000	34,375	379		34,754
Federal Agencies	3133EPX91	FFCB 4.125 01/25/2027	5,000,000	17,188	202		17,390
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	12,000,000	41,250	774		42,024
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	25,000,000	85,938	1,612		87,549
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	29,350,000	100,891	1,892		102,783
Federal Agencies	3130AYPN0	FHLB 4.125 01/15/2027	50,000,000	171,875	3,223		175,098
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	50,000,000	213,750			213,750
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	3135GANG2	FNMA 5.130 02/18/2028	25,000,000	106,875			106,875
Federal Agencies	313384YZ6	FHDN 0.000 07/05/2024			14,278		14,278
Federal Agencies	313384ZT9	FHDN 0.000 07/23/2024			46,842		46,842
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	114,583			114,583
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	114,583			114,583
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	114,583			114,583
Federal Agencies	3130B0AD1	FHLB 5.500 09/04/2025	25,000,000	114,583			114,583
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	20,000,000	98,500			98,500
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	20,000,000	98,500			98,500
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	55,000,000	270,875			270,875
Federal Agencies	3134H1YE7	FHLMC 5.910 03/14/2029	20,000,000	98,500			98,500
Federal Agencies	3130B0MZ9	FHLB 5.100 01/27/2025	115,000,000	488,750			488,750
Federal Agencies	313384K32	FHDN 0.000 10/11/2024	25,000,000		108,069		108,069
Federal Agencies	3133EP6K6	FFCB 4.500 03/26/2027	50,000,000	187,500	2,564		190,064
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	36,730,000	149,216	(3,207)		146,008
Federal Agencies	3133EP5K7	FFCB 4.500 03/13/2026	50,000,000	187,500	10,566		198,066
Federal Agencies	3130AXB31	FHLB 4.875 03/13/2026	25,000,000	101,563	(2,357)		99,206
Federal Agencies	3133EP5U5	FFCB 4.125 03/20/2029	51,660,000	177,581	11,180		188,761
Federal Agencies	3133EP5S0	FFCB 4.250 03/20/2028	4,971,000	17,606	1,169		18,774
Federal Agencies	3130AVBD3	FHLB 4.500 03/09/2029	25,000,000	93,750	(324)		93,426
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	20,000,000	79,167	1,498		80,664
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	17,000,000	67,292	1,273		68,565
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	48,000,000	190,000	3,594		193,594
Federal Agencies	3130B0TY5	FHLB 4.750 04/09/2027	40,000,000	158,333	2,995		161,328
Federal Agencies	3134H1G64	FHLMC 6.025 04/16/2029		163,177			163,177
Federal Agencies	3134H1G64	FHLMC 6.025 04/16/2029		62,760			62,760
Federal Agencies	3134H1G64	FHLMC 6.025 04/16/2029		62,760			62,760
Federal Agencies	3133ERDH1	FFCB 4.750 04/30/2029	63,085,000	249,711	(11,575)		238,137
Federal Agencies	3133ERDH1	FFCB 4.750 04/30/2029	27,892,000	110,406	(5,111)		105,294
Federal Agencies	3133ERDH1	FFCB 4.750 04/30/2029	30,000,000	118,750	(5,412)		113,338
Federal Agencies	3133ERDS7	FFCB 4.750 05/06/2027	12,727,000	50,378	(377)		50,001
Federal Agencies	3130AX4E5	FHLB 4.500 06/11/2027	11,000,000	41,250	1,732		42,982
Federal Agencies	3133ERGL9	FFCB 4.500 06/07/2028	15,000,000	56,250	115		56,365
Federal Agencies	3130B1BT3	FHLB 4.875 06/12/2026	13,485,000	54,783	(860)		53,922
Federal Agencies	3133ERHD6	FFCB 4.875 06/12/2026	32,000,000	130,000	(2,192)		127,808
Federal Agencies	3133ERHD6	FFCB 4.875 06/12/2026	20,000,000	81,250	(1,302)		79,948
Federal Agencies	3133ERHN4	FFCB 4.250 10/20/2028	38,000,000	134,583	4,204		138,788
Federal Agencies	3133ERHN4	FFCB 4.250 10/20/2028	5,000,000	17,708	546		18,255
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	10,000,000	35,417	555		35,971
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	10,000,000	35,417	555		35,971
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	20,000,000	70,833	1,109		71,943
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	10,000,000	35,417	555		35,971
Federal Agencies	3133ERGS4	FFCB 4.250 06/11/2029	29,000,000	102,708	1,306		104,014
Federal Agencies	3133ERGL9	FFCB 4.500 06/07/2028	20,000,000	75,000	(808)		74,192
Federal Agencies	3133ERGL9	FFCB 4.500 06/07/2028	14,934,000	56,003	(604)		55,399
Federal Agencies	3133ERJZ5	FFCB 4.500 06/28/2027	30,000,000	112,500	401		112,901
Federal Agencies	313384YX1	FHDN 0.000 07/03/2024			7,347		7,347
Federal Agencies	313384YX1	FHDN 0.000 07/03/2024			7,347		7,347
Federal Agencies	313384YX1	FHDN 0.000 07/03/2024			7,347		7,347

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	313384YX1	FHDN 0.000 07/03/2024			7,347		7,347
Federal Agencies	313384YZ6	FHDN 0.000 07/05/2024			14,639		14,639
Federal Agencies	313384YZ6	FHDN 0.000 07/05/2024			14,639		14,639
Federal Agencies	313384YZ6	FHDN 0.000 07/05/2024			14,639		14,639
Federal Agencies	313384YZ6	FHDN 0.000 07/05/2024			7,319		7,319
Federal Agencies	313384ZC6	FHDN 0.000 07/08/2024			22,000		22,000
Federal Agencies	313384ZC6	FHDN 0.000 07/08/2024			22,000		22,000
Federal Agencies	313384ZC6	FHDN 0.000 07/08/2024			22,000		22,000
Federal Agencies	313384ZC6	FHDN 0.000 07/08/2024			22,000		22,000
Federal Agencies	313384ZD4	FHDN 0.000 07/09/2024			7,333		7,333
Federal Agencies	313384ZD4	FHDN 0.000 07/09/2024			7,333		7,333
Federal Agencies	313384ZD4	FHDN 0.000 07/09/2024			7,333		7,333
Federal Agencies	313384ZD4	FHDN 0.000 07/09/2024			7,333		7,333
Federal Agencies	313384ZD4	FHDN 0.000 07/09/2024			7,333		7,333
Federal Agencies	3133ERKM2	FFCB 4.500 07/08/2027	25,000,000	68,750	(699)		68,051
Federal Agencies	3130B1EF0	FHLB 4.625 06/11/2027	20,700,000	55,847	(1,974)		53,873
Federal Agencies	313384ZE2	FHDN 0.000 07/10/2024			7,333		7,333
Federal Agencies	313384ZE2	FHDN 0.000 07/10/2024			7,333		7,333
Federal Agencies	313384ZE2	FHDN 0.000 07/10/2024			7,333		7,333
Federal Agencies	313384ZE2	FHDN 0.000 07/10/2024			7,333		7,333
Federal Agencies	3133ERKM2	FFCB 4.500 07/08/2027	25,000,000	65,625	(513)		65,112
Federal Agencies	313384ZF9	FHDN 0.000 07/11/2024			7,319		7,319
Federal Agencies	313384ZF9	FHDN 0.000 07/11/2024			7,319		7,319
Federal Agencies	313384ZF9	FHDN 0.000 07/11/2024			7,319		7,319
Federal Agencies	313384ZF9	FHDN 0.000 07/11/2024			7,319		7,319
Federal Agencies	3133ERKX8	FFCB 4.250 07/12/2029	20,000,000	44,861	118		44,979
Federal Agencies	3134H16K4	FHLMC 5.380 07/09/2029	25,000,000	56,042			56,042
Federal Agencies	3134H16K4	FHLMC 5.380 07/09/2029	65,000,000	145,708			145,708
Federal Agencies	3134H16K4	FHLMC 5.380 07/09/2029	25,000,000	56,042			56,042
Federal Agencies	313384ZG7	FHDN 0.000 07/12/2024			14,583		14,583
Federal Agencies	313384ZG7	FHDN 0.000 07/12/2024			3,529		3,529
Federal Agencies	313384ZG7	FHDN 0.000 07/12/2024			6,964		6,964
Federal Agencies	313384ZG7	FHDN 0.000 07/12/2024			2,654		2,654
Federal Agencies	313588ZK4	FNMDN 0.000 07/15/2024			21,792		21,792
Federal Agencies	313588ZK4	FNMDN 0.000 07/15/2024			21,792		21,792
Federal Agencies	313588ZK4	FNMDN 0.000 07/15/2024			21,792		21,792
Federal Agencies	313384ZL6	FHDN 0.000 07/16/2024			7,292		7,292
Federal Agencies	313384ZL6	FHDN 0.000 07/16/2024			7,292		7,292
Federal Agencies	313384ZL6	FHDN 0.000 07/16/2024			7,292		7,292
Federal Agencies	313384ZL6	FHDN 0.000 07/16/2024			7,292		7,292
Federal Agencies	313384ZL6	FHDN 0.000 07/16/2024			7,292		7,292
Federal Agencies	313384ZM4	FHDN 0.000 07/17/2024			7,292		7,292
Federal Agencies	313384ZM4	FHDN 0.000 07/17/2024			7,292		7,292
Federal Agencies	313384ZM4	FHDN 0.000 07/17/2024			7,292		7,292
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A25	FHDN 0.000 07/30/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A33	FHDN 0.000 07/31/2024			7,319		7,319
Federal Agencies	313384A41	FHDN 0.000 08/01/2024	50,000,000		7,292		7,292
Federal Agencies	313384A41	FHDN 0.000 08/01/2024	100,000,000		14,583		14,583
Federal Agencies	313384A41	FHDN 0.000 08/01/2024	50,000,000		7,292		7,292
Federal Agencies	313384A41	FHDN 0.000 08/01/2024	100,000,000		14,583		14,583
Federal Agencies	313384A41	FHDN 0.000 08/01/2024	100,000,000		14,583		14,583
Federal Agencies	313384ZM4	FHDN 0.000 07/17/2024			7,292		7,292
Federal Agencies	313384ZM4	FHDN 0.000 07/17/2024			7,292		7,292
Federal Agencies	313384ZN2	FHDN 0.000 07/18/2024			7,292		7,292
Federal Agencies	313384ZN2	FHDN 0.000 07/18/2024			7,292		7,292
Federal Agencies	313384ZN2	FHDN 0.000 07/18/2024			7,292		7,292
Federal Agencies	313384ZN2	FHDN 0.000 07/18/2024			7,292		7,292
Federal Agencies	313384ZP7	FHDN 0.000 07/19/2024			7,292		7,292
Federal Agencies	313384ZP7	FHDN 0.000 07/19/2024			7,292		7,292
Federal Agencies	313384ZP7	FHDN 0.000 07/19/2024			7,292		7,292
Federal Agencies	313384ZP7	FHDN 0.000 07/19/2024			7,292		7,292
Federal Agencies	313384ZS1	FHDN 0.000 07/22/2024			22,000		22,000
Federal Agencies	313384ZS1	FHDN 0.000 07/22/2024			22,000		22,000
Federal Agencies	313384ZS1	FHDN 0.000 07/22/2024			22,000		22,000
Federal Agencies	313384ZS1	FHDN 0.000 07/22/2024			22,000		22,000
Federal Agencies	313384ZT9	FHDN 0.000 07/23/2024			7,319		7,319
Federal Agencies	313384ZT9	FHDN 0.000 07/23/2024			7,319		7,319
Federal Agencies	313384ZT9	FHDN 0.000 07/23/2024			7,319		7,319
Federal Agencies	313384ZT9	FHDN 0.000 07/23/2024			7,319		7,319
Federal Agencies	313384ZU6	FHDN 0.000 07/24/2024			7,333		7,333
Federal Agencies	313384ZU6	FHDN 0.000 07/24/2024			7,333		7,333
Federal Agencies	313384ZU6	FHDN 0.000 07/24/2024			7,333		7,333
Federal Agencies	313384ZU6	FHDN 0.000 07/24/2024			7,333		7,333
Federal Agencies	313384ZU6	FHDN 0.000 07/24/2024			7,333		7,333
Federal Agencies	313384ZV4	FHDN 0.000 07/25/2024			7,333		7,333
Federal Agencies	313384ZV4	FHDN 0.000 07/25/2024			7,333		7,333
Federal Agencies	313384ZV4	FHDN 0.000 07/25/2024			7,333		7,333
Federal Agencies	313384ZV4	FHDN 0.000 07/25/2024			7,333		7,333
Federal Agencies	313384ZV4	FHDN 0.000 07/25/2024			7,333		7,333
Federal Agencies	313384ZV4	FHDN 0.000 07/25/2024			7,333		7,333
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			7,319		7,319
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			7,319		7,319
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			7,319		7,319
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			3,660		3,660

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			7,319		7,319
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			7,319		7,319
Federal Agencies	313384ZW2	FHDN 0.000 07/26/2024			7,319		7,319
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	313384ZZ5	FHDN 0.000 07/29/2024			21,958		21,958
Federal Agencies	3133ERMB4	FFCB 4.250 07/23/2027	10,000,000	9,444	29		9,473
Federal Agencies	3133ERMB4	FFCB 4.250 07/23/2027	15,000,000	14,167	43		14,210
Subtotals			\$ 7,370,637,000	\$ 20,423,948	\$ 1,438,007	\$ -	\$ 21,861,955
Public Time Deposits	PPG5M8MH8	BKSANF 5.300 07/08/2024		\$ 10,306			\$ 10,306
Public Time Deposits	PPG8E735	BRIDGE 5.260 07/15/2024		26,717			26,717
Public Time Deposits	PPGHASP70	BRIDGE 5.360 12/16/2024	10,000,000	45,523			45,523
Public Time Deposits	PPGO10LI6	BKSANF 5.350 01/06/2025	10,000,000	35,667			35,667
Public Time Deposits	PPGICJO02	BRIDGE 5.330 01/13/2025	10,000,000	24,825			24,825
Subtotals			\$ 30,000,000	\$ 143,037	\$ -	\$ -	\$ 143,037
Negotiable CDs	06367DAX3	BMOCHG 6.000 07/01/2024		\$ (0)			\$ (0)
Negotiable CDs	89115BRG7	TDNY 6.050 07/01/2024		0			0
Negotiable CDs	89115BS84	TDNY 5.910 07/01/2024		(0)			(0)
Negotiable CDs	06367DBR5	BMOCHG 5.930 07/01/2024		(0)			(0)
Negotiable CDs	89115BSQ4	TDNY 5.930 07/01/2024		(0)			(0)
Negotiable CDs	06367DBW4	BMOCHG 5.970 07/29/2024		232,167			232,167
Negotiable CDs	13606KZN9	CIBCNY 5.920 07/29/2024		276,267			276,267
Negotiable CDs	89115BV80	TDNY 5.900 07/03/2024		16,389			16,389
Negotiable CDs	13606KZR0	CIBCNY 5.890 07/01/2024		0			0
Negotiable CDs	06367DCF0	BMOCHG 6.010 08/14/2024	50,000,000	258,764			258,764
Negotiable CDs	13606KC38	CIBCNY 5.940 09/09/2024	50,000,000	255,750			255,750
Negotiable CDs	78015J5K9	RY 5.900 09/09/2024	60,000,000	304,833			304,833
Negotiable CDs	13606KD78	CIBCNY 5.920 08/12/2024	50,000,000	254,889			254,889
Negotiable CDs	78015J7F8	RY 5.930 08/12/2024	60,000,000	306,383			306,383
Negotiable CDs	78015JAK3	RY 5.960 09/23/2024	60,000,000	307,933			307,933
Negotiable CDs	06367DD44	BMOCHG 5.970 09/23/2024	50,000,000	257,042			257,042
Negotiable CDs	06367DDS1	BMOCHG 5.880 08/09/2024	50,000,000	253,167			253,167
Negotiable CDs	13606KF92	CIBCNY 5.880 08/16/2024	50,000,000	253,167			253,167
Negotiable CDs	89115BH52	TDNY 5.930 10/21/2024	50,000,000	255,319			255,319
Negotiable CDs	78015JE37	RY 5.860 08/15/2024	50,000,000	252,306			252,306
Negotiable CDs	78015JE78	RY 5.860 08/26/2024	50,000,000	252,306			252,306
Negotiable CDs	06367DE43	BMOCHG 5.860 10/21/2024	60,000,000	302,767			302,767
Negotiable CDs	06367DEK7	BMOCHG 5.800 11/06/2024	50,000,000	249,722			249,722
Negotiable CDs	06367DFA8	BMOCHG 5.580 10/24/2024	50,000,000	240,250			240,250
Negotiable CDs	06367DFX8	BMOCHG 5.560 07/01/2024		0			0
Negotiable CDs	89115BNV8	TDNY 5.560 07/01/2024		0			0
Negotiable CDs	89115BP95	TDNY 5.580 10/24/2024	50,000,000	240,250			240,250
Negotiable CDs	78015JJ73	RY 5.480 10/24/2024	50,000,000	235,944			235,944
Negotiable CDs	89115DC20	TDNY 5.380 07/15/2024		146,456			146,456

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Accrued Interest Earned	(Amortization) / Accretion	Realized Gain/(Loss)	Total Earnings
Negotiable CDs	89115DC61	TDNY 5.370 09/10/2024	50,000,000	231,208			231,208
Negotiable CDs	89115DCA2	TDNY 5.360 09/25/2024	50,000,000	230,778			230,778
Negotiable CDs	13606KW51	CIBCNY 5.370 09/11/2024	50,000,000	231,208			231,208
Negotiable CDs	13606KZ41	CIBCNY 5.430 10/24/2024	50,000,000	233,792			233,792
Negotiable CDs	89115DJS6	TDNY 5.430 10/24/2024	50,000,000	233,792			233,792
Negotiable CDs	13606KZ66	CIBCNY 5.400 01/02/2025	50,000,000	232,500			232,500
Negotiable CDs	89115DK21	TDNY 5.400 01/02/2025	50,000,000	232,500			232,500
Negotiable CDs	06367DJB2	BMOCHG 5.440 11/08/2024	51,000,000	238,907			238,907
Negotiable CDs	89115BSZ4	TDNY 5.550 04/09/2025	50,000,000	238,958			238,958
Negotiable CDs	89115BT59	TDNY 5.510 12/02/2024	50,000,000	237,236			237,236
Negotiable CDs	78015JQ34	RY 5.450 01/28/2025	25,000,000	117,326			117,326
Negotiable CDs	06367DJY2	BMOCHG 5.470 05/05/2025	50,000,000	235,514			235,514
Negotiable CDs	89115DR65	TDNY 5.470 05/05/2025	65,000,000	306,168			306,168
Negotiable CDs	06367DL94	BMOCHG 5.410 02/24/2025	76,000,000	342,633			342,633
Negotiable CDs	13606K5B8	CIBCNY 5.410 02/24/2025	50,000,000	225,417			225,417
Negotiable CDs	78015JTB3	RY 5.090 07/14/2025	50,000,000	113,111			113,111
Subtotals			\$ 1,707,000,000	\$ 8,833,118	\$ -	\$ -	\$ 8,833,118
Commercial Paper	59157TGQ0	METSHR 0.000 07/24/2024			\$ 161,748		\$ 161,748
Commercial Paper	59515MGF6	MSFT 0.000 07/15/2024			20,300		20,300
Commercial Paper	62479LKQ7	MUFGBK 0.000 10/24/2024	50,000,000		224,750		224,750
Commercial Paper	89233GKP0	TOYCC 0.000 10/23/2024	75,000,000		335,833		335,833
Commercial Paper	59157TK44	METSHR 0.000 10/04/2024	15,000,000		67,167		67,167
Commercial Paper	89233GKQ8	TOYCC 0.000 10/24/2024	50,000,000		225,611		225,611
Commercial Paper	59157TKQ5	METSHR 0.000 10/24/2024	10,000,000		44,692		44,692
Commercial Paper	62479LKQ7	MUFGBK 0.000 10/24/2024	50,000,000		227,764		227,764
Commercial Paper	62479LL45	MUFGBK 0.000 11/04/2024	23,000,000		104,771		104,771
Commercial Paper	62479LLJ2	MUFGBK 0.000 11/18/2024	52,000,000		236,874		236,874
Commercial Paper	89233GM29	TOYCC 0.000 12/02/2024	65,000,000		296,653		296,653
Commercial Paper	62479LM44	MUFGBK 0.000 12/04/2024	36,000,000		165,540		165,540
Commercial Paper	62479LMG7	MUFGBK 0.000 12/16/2024	50,000,000		229,486		229,486
Commercial Paper	62479LNV3	MUFGBK 0.000 01/29/2025	50,000,000		226,903		226,903
Commercial Paper	89233GNQ5	TOYCC 0.000 01/24/2025	60,000,000		271,767		271,767
Commercial Paper	89233GMG8	TOYCC 0.000 12/16/2024	65,000,000		296,093		296,093
Commercial Paper	89233GNU6	TOYCC 0.000 01/28/2025	50,000,000		225,611		225,611
Commercial Paper	62479LMD4	MUFGBK 0.000 12/13/2024	15,000,000		68,588		68,588
Commercial Paper	62479LMJ1	MUFGBK 0.000 12/18/2024	50,000,000		228,625		228,625
Commercial Paper	62479LMP7	MUFGBK 0.000 12/23/2024	22,000,000		100,406		100,406
Commercial Paper	62479LMW2	MUFGBK 0.000 12/30/2024	15,000,000		68,458		68,458
Commercial Paper	62479LNP6	MUFGBK 0.000 01/23/2025	15,000,000		68,071		68,071
Commercial Paper	89233GQQ2	TOYCC 0.000 03/24/2025	50,000,000		215,833		215,833
Commercial Paper	62479LQE8	MUFGBK 0.000 03/14/2025	50,000,000		120,889		120,889
Commercial Paper	62479LPM1	MUFGBK 0.000 02/21/2025	8,000,000		17,133		17,133
Commercial Paper	62479LQA6	MUFGBK 0.000 03/10/2025	25,000,000		53,229		53,229
Commercial Paper	62479LQE8	MUFGBK 0.000 03/14/2025	26,000,000		55,358		55,358
Commercial Paper	62479LQM0	MUFGBK 0.000 03/21/2025	15,000,000		31,875		31,875
Commercial Paper	89233GQQ2	TOYCC 0.000 03/24/2025	50,000,000		98,389		98,389
Commercial Paper	89233GQQ2	TOYCC 0.000 03/24/2025	60,000,000		16,733		16,733
Subtotals			\$ 1,102,000,000	\$ -	\$ 4,505,150	\$ -	\$ 4,505,150

Monthly Investment Earnings

Pooled Fund

<u>Type of Investment</u>	<u>CUSIP</u>	<u>Issuer Name</u>	<u>Par Value</u>	<u>Accrued Interest Earned</u>	<u>(Amortization) / Accretion</u>	<u>Realized Gain/(Loss)</u>	<u>Total Earnings</u>
Medium Term Notes	594918CN2	MSFT 3.400 09/15/2026	\$ 6,452,000	\$ 13,406	\$ 5,218		\$ 18,624
Medium Term Notes	594918CN2	MSFT 3.400 09/15/2026	13,009,000	27,030	10,465		37,495
Medium Term Notes	91324PFF4	UNH 4.750 07/15/2026	15,000,000	11,875	245		12,120
Subtotals			\$ 34,461,000	\$ 52,311	\$ 15,928	\$ -	\$ 68,238
Money Market Funds	09248U718	BlackRock Liquidity Funds T-Fund	\$ 88,512,443	\$ 69,984			\$ 69,984
Money Market Funds	31607A703	Fidelity Govt Portfolio	805,329,374	3,444,210			3,444,210
Money Market Funds	608919718	Federated Hermes Govt Obligations Fund	252,263,327	1,380,795			1,380,795
Money Market Funds	262006208	Dreyfus Government Cash Management	102,788,592	69,021			69,021
Money Market Funds	85749T517	State Street Institutional U.S. Govt MMF	403,543,994	1,354,911			1,354,911
Money Market Funds	61747C319	Morgan Stanley Institutional Liquidity Fund	104,949,454	114,116			114,116
Subtotals			\$ 1,757,387,184	\$ 6,433,037	\$ -	\$ -	\$ 6,433,037
Supranationals	4581X0CM8	IADB 2.125 01/15/2025	\$ 100,000,000	\$ 177,083	\$ (129,379)		\$ 47,704
Supranationals	459058JB0	IBRD 0.626 04/22/2025	40,000,000	20,867	(1,947)		18,919
Supranationals	45818WDG8	IADB 0.820 02/27/2026	19,500,000	13,325	(1,071)		12,254
Supranationals	45950VQG4	IFC 0.440 09/23/2024	10,000,000	3,667	2,362		6,029
Supranationals	4581X0DN5	IADB 0.625 07/15/2025	28,900,000	15,052	8,734		23,786
Supranationals	459056HV2	IBRD 1.500 08/28/2024	50,000,000	62,500	(29,623)		32,877
Supranationals	4581X0DZ8	IADB 0.500 09/23/2024	50,000,000	20,833	11,897		32,730
Supranationals	4581X0EE4	IADB 3.250 07/01/2024					
Supranationals	45950VRU2	IFC 4.023 01/26/2026	100,000,000	335,250			335,250
Supranationals	459058HT3	IBRD 1.626 01/15/2025	29,314,000	39,720	85,555		125,275
Supranationals	4581X0EN4	IADB 4.125 02/15/2029	25,000,000	85,938	6,469		92,407
Supranationals	4581X0EN4	IADB 4.125 02/15/2029	50,000,000	80,208	1,550		81,759
Supranationals	459058KJ1	IBRD 3.125 06/15/2027	12,323,000	14,976	5,484		20,460
Subtotals			\$ 515,037,000	\$ 869,419	\$ (39,970)	\$ -	\$ 829,450
Secured Bank Deposit	0660P0999	Bank of America TTX INV Deposit Acct	\$ 100,644,030	\$ 454,003			\$ 454,003
Subtotals			\$ 100,644,030	\$ 454,003	\$ -	\$ -	\$ 454,003
Grand Totals			\$16,107,166,214	\$ 41,744,357	\$ 6,408,798	\$ -	\$ 48,153,155

Investment Transactions

Pooled Fund

For month ended July 31, 2024

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58042	Buy	313384YX1	FHDN 0.000 07/03/2024	99.98531	07/02/2024	07/02/2024	50,000,000.00	49,992,652.78	0.00	49,992,652.78
58043	Buy	313384YX1	FHDN 0.000 07/03/2024	99.98531	07/02/2024	07/02/2024	50,000,000.00	49,992,652.78	0.00	49,992,652.78
58044	Buy	313384YX1	FHDN 0.000 07/03/2024	99.98531	07/02/2024	07/02/2024	50,000,000.00	49,992,652.78	0.00	49,992,652.78
58045	Buy	313384YX1	FHDN 0.000 07/03/2024	99.98531	07/02/2024	07/02/2024	50,000,000.00	49,992,652.78	0.00	49,992,652.78
58046	Buy	89233GQQ2	TOYCC 0.000 03/24/2025	96.18694	07/02/2024	07/02/2024	50,000,000.00	48,093,472.22	0.00	48,093,472.22
58047	Buy	06367DL94	BMOCHG 5.410	100.00000	07/02/2024	07/02/2024	76,000,000.00	76,000,000.00	0.00	76,000,000.00
58048	Buy	13606K5B8	CIBCNY 5.410 02/24/2025	100.00000	07/02/2024	07/02/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58049	Buy	313384YZ6	FHDN 0.000 07/05/2024	99.97072	07/03/2024	07/03/2024	50,000,000.00	49,985,361.11	0.00	49,985,361.11
58050	Buy	313384YZ6	FHDN 0.000 07/05/2024	99.97072	07/03/2024	07/03/2024	50,000,000.00	49,985,361.11	0.00	49,985,361.11
58051	Buy	313384YZ6	FHDN 0.000 07/05/2024	99.97072	07/03/2024	07/03/2024	50,000,000.00	49,985,361.11	0.00	49,985,361.11
58052	Buy	313384YZ6	FHDN 0.000 07/05/2024	99.97072	07/03/2024	07/03/2024	25,000,000.00	24,992,680.56	0.00	24,992,680.56
58054	Buy	313384ZC6	FHDN 0.000 07/08/2024	99.95600	07/05/2024	07/05/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58055	Buy	313384ZC6	FHDN 0.000 07/08/2024	99.95600	07/05/2024	07/05/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58056	Buy	313384ZC6	FHDN 0.000 07/08/2024	99.95600	07/05/2024	07/05/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58057	Buy	313384ZC6	FHDN 0.000 07/08/2024	99.95600	07/05/2024	07/05/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58053	Buy	PPGO10LI6	BKSANF 5.350 01/06/2025	100.00000	07/08/2024	07/08/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
58058	Buy	313384ZD4	FHDN 0.000 07/09/2024	99.98533	07/08/2024	07/08/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58059	Buy	313384ZD4	FHDN 0.000 07/09/2024	99.98533	07/08/2024	07/08/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58060	Buy	313384ZD4	FHDN 0.000 07/09/2024	99.98533	07/08/2024	07/08/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58061	Buy	313384ZD4	FHDN 0.000 07/09/2024	99.98533	07/08/2024	07/08/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58062	Buy	313384ZD4	FHDN 0.000 07/09/2024	99.98533	07/08/2024	07/08/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58063	Buy	3133ERKM2	FFCB 4.500 07/08/2027	100.13300	07/09/2024	07/09/2024	25,000,000.00	25,033,250.00	3,125.00	25,036,375.00
58064	Buy	594918CN2	MSFT 3.400 09/15/2026	97.19400	07/09/2024	07/09/2024	6,452,000.00	6,270,956.88	69,466.53	6,340,423.41
58065	Buy	594918CN2	MSFT 3.400 09/15/2026	97.20900	07/09/2024	07/09/2024	13,009,000.00	12,645,918.81	140,063.57	12,785,982.38
58067	Buy	91282CKV2	T 4.625 06/15/2027	100.58594	07/09/2024	07/09/2024	50,000,000.00	50,292,968.75	151,639.34	50,444,608.09
58068	Buy	313384ZE2	FHDN 0.000 07/10/2024	99.98533	07/09/2024	07/09/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58069	Buy	313384ZE2	FHDN 0.000 07/10/2024	99.98533	07/09/2024	07/09/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58070	Buy	313384ZE2	FHDN 0.000 07/10/2024	99.98533	07/09/2024	07/09/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58071	Buy	313384ZE2	FHDN 0.000 07/10/2024	99.98533	07/09/2024	07/09/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58066	Buy	3130B1EF0	FHLB 4.625 06/11/2027	100.46200	07/10/2024	07/10/2024	20,700,000.00	20,795,634.00	148,925.00	20,944,559.00
58072	Buy	3133ERKM2	FFCB 4.500 07/08/2027	100.10200	07/10/2024	07/10/2024	25,000,000.00	25,025,500.00	6,250.00	25,031,750.00
58073	Buy	313384ZF9	FHDN 0.000 07/11/2024	99.98536	07/10/2024	07/10/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58074	Buy	313384ZF9	FHDN 0.000 07/11/2024	99.98536	07/10/2024	07/10/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58075	Buy	313384ZF9	FHDN 0.000 07/11/2024	99.98536	07/10/2024	07/10/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58076	Buy	313384ZF9	FHDN 0.000 07/11/2024	99.98536	07/10/2024	07/10/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58081	Buy	313384ZG7	FHDN 0.000 07/12/2024	99.98542	07/11/2024	07/11/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58082	Buy	313384ZG7	FHDN 0.000 07/12/2024	99.98542	07/11/2024	07/11/2024	24,200,000.00	24,196,470.83	0.00	24,196,470.83
58083	Buy	313384ZG7	FHDN 0.000 07/12/2024	99.98542	07/11/2024	07/11/2024	47,750,000.00	47,743,036.46	0.00	47,743,036.46
58084	Buy	313384ZG7	FHDN 0.000 07/12/2024	99.98542	07/11/2024	07/11/2024	18,200,000.00	18,197,345.83	0.00	18,197,345.83
58077	Buy	3133ERKX8	FFCB 4.250 07/12/2029	99.94600	07/12/2024	07/12/2024	20,000,000.00	19,989,200.00	0.00	19,989,200.00
58085	Buy	313588ZK4	FNMDN 0.000 07/15/2024	99.95642	07/12/2024	07/12/2024	50,000,000.00	49,978,208.33	0.00	49,978,208.33
58086	Buy	313588ZK4	FNMDN 0.000 07/15/2024	99.95642	07/12/2024	07/12/2024	50,000,000.00	49,978,208.33	0.00	49,978,208.33
58087	Buy	313588ZK4	FNMDN 0.000 07/15/2024	99.95642	07/12/2024	07/12/2024	50,000,000.00	49,978,208.33	0.00	49,978,208.33
58088	Buy	PPGICJO02	BRIDGE 5.330 01/13/2025	100.00000	07/15/2024	07/15/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
58089	Buy	313384ZL6	FHDN 0.000 07/16/2024	99.98542	07/15/2024	07/15/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58090	Buy	313384ZL6	FHDN 0.000 07/16/2024	99.98542	07/15/2024	07/15/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58091	Buy	313384ZL6	FHDN 0.000 07/16/2024	99.98542	07/15/2024	07/15/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58092	Buy	313384ZL6	FHDN 0.000 07/16/2024	99.98542	07/15/2024	07/15/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58093	Buy	313384ZL6	FHDN 0.000 07/16/2024	99.98542	07/15/2024	07/15/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58094	Buy	62479LQE8	MUFGBK 0.000 03/14/2025	96.55822	07/15/2024	07/15/2024	50,000,000.00	48,279,111.11	0.00	48,279,111.11
58078	Buy	3134H16K4	FHLMC 5.380 07/09/2029	100.00000	07/16/2024	07/16/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58079	Buy	3134H16K4	FHLMC 5.380 07/09/2029	100.00000	07/16/2024	07/16/2024	65,000,000.00	65,000,000.00	0.00	65,000,000.00
58080	Buy	3134H16K4	FHLMC 5.380 07/09/2029	100.00000	07/16/2024	07/16/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58095	Buy	313384ZM4	FHDN 0.000 07/17/2024	99.98542	07/16/2024	07/16/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58096	Buy	313384ZM4	FHDN 0.000 07/17/2024	99.98542	07/16/2024	07/16/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58097	Buy	313384ZM4	FHDN 0.000 07/17/2024	99.98542	07/16/2024	07/16/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58098	Buy	313384ZM4	FHDN 0.000 07/17/2024	99.98542	07/16/2024	07/16/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58099	Buy	313384ZM4	FHDN 0.000 07/17/2024	99.98542	07/16/2024	07/16/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58100	Buy	78015JTB3	RY 5.090 07/14/2025	100.00000	07/16/2024	07/16/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58101	Buy	459058KJ1	IBRD 3.125 06/15/2027	96.84600	07/17/2024	07/17/2024	12,323,000.00	11,934,332.58	34,230.56	11,968,563.14
58102	Buy	4581X0EN4	IADB 4.125 02/15/2029	99.65400	07/17/2024	07/17/2024	50,000,000.00	49,827,000.00	956,770.83	50,783,770.83
58103	Buy	313384ZN2	FHDN 0.000 07/18/2024	99.98542	07/17/2024	07/17/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58104	Buy	313384ZN2	FHDN 0.000 07/18/2024	99.98542	07/17/2024	07/17/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58105	Buy	313384ZN2	FHDN 0.000 07/18/2024	99.98542	07/17/2024	07/17/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58106	Buy	313384ZN2	FHDN 0.000 07/18/2024	99.98542	07/17/2024	07/17/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58107	Buy	62479LPM1	MUFGBK 0.000 02/21/2025	96.87317	07/17/2024	07/17/2024	8,000,000.00	7,749,853.33	0.00	7,749,853.33
58108	Buy	62479LQA6	MUFGBK 0.000 03/10/2025	96.65011	07/17/2024	07/17/2024	25,000,000.00	24,162,527.78	0.00	24,162,527.78
58109	Buy	62479LQE8	MUFGBK 0.000 03/14/2025	96.59333	07/17/2024	07/17/2024	26,000,000.00	25,114,266.67	0.00	25,114,266.67
58110	Buy	62479LQM0	MUFGBK 0.000 03/21/2025	96.50083	07/17/2024	07/17/2024	15,000,000.00	14,475,125.00	0.00	14,475,125.00
58111	Buy	89233GQQ2	TOYCC 0.000 03/24/2025	96.50017	07/18/2024	07/18/2024	50,000,000.00	48,250,083.33	0.00	48,250,083.33
58112	Buy	313384ZP7	FHDN 0.000 07/19/2024	99.98542	07/18/2024	07/18/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58113	Buy	313384ZP7	FHDN 0.000 07/19/2024	99.98542	07/18/2024	07/18/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58114	Buy	313384ZP7	FHDN 0.000 07/19/2024	99.98542	07/18/2024	07/18/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58115	Buy	313384ZP7	FHDN 0.000 07/19/2024	99.98542	07/18/2024	07/18/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58118	Buy	313384ZS1	FHDN 0.000 07/22/2024	99.95600	07/19/2024	07/19/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58119	Buy	313384ZS1	FHDN 0.000 07/22/2024	99.95600	07/19/2024	07/19/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58120	Buy	313384ZS1	FHDN 0.000 07/22/2024	99.95600	07/19/2024	07/19/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58121	Buy	313384ZS1	FHDN 0.000 07/22/2024	99.95600	07/19/2024	07/19/2024	50,000,000.00	49,978,000.00	0.00	49,978,000.00
58122	Buy	313384ZT9	FHDN 0.000 07/23/2024	99.98536	07/22/2024	07/22/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58123	Buy	313384ZT9	FHDN 0.000 07/23/2024	99.98536	07/22/2024	07/22/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58124	Buy	313384ZT9	FHDN 0.000 07/23/2024	99.98536	07/22/2024	07/22/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58125	Buy	313384ZT9	FHDN 0.000 07/23/2024	99.98536	07/22/2024	07/22/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58116	Buy	3133ERMB4	FFCB 4.250 07/23/2027	99.96500	07/23/2024	07/23/2024	10,000,000.00	9,996,500.00	0.00	9,996,500.00
58117	Buy	3133ERMB4	FFCB 4.250 07/23/2027	99.96500	07/23/2024	07/23/2024	15,000,000.00	14,994,750.00	0.00	14,994,750.00
58126	Buy	313384ZU6	FHDN 0.000 07/24/2024	99.98533	07/23/2024	07/23/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58127	Buy	313384ZU6	FHDN 0.000 07/24/2024	99.98533	07/23/2024	07/23/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58128	Buy	313384ZU6	FHDN 0.000 07/24/2024	99.98533	07/23/2024	07/23/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58129	Buy	313384ZU6	FHDN 0.000 07/24/2024	99.98533	07/23/2024	07/23/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58130	Buy	313384ZU6	FHDN 0.000 07/24/2024	99.98533	07/23/2024	07/23/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58132	Buy	313384ZV4	FHDN 0.000 07/25/2024	99.98533	07/24/2024	07/24/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58133	Buy	313384ZV4	FHDN 0.000 07/25/2024	99.98533	07/24/2024	07/24/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58134	Buy	313384ZV4	FHDN 0.000 07/25/2024	99.98533	07/24/2024	07/24/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58135	Buy	313384ZV4	FHDN 0.000 07/25/2024	99.98533	07/24/2024	07/24/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58136	Buy	313384ZV4	FHDN 0.000 07/25/2024	99.98533	07/24/2024	07/24/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58137	Buy	313384ZV4	FHDN 0.000 07/25/2024	99.98533	07/24/2024	07/24/2024	50,000,000.00	49,992,666.67	0.00	49,992,666.67
58131	Buy	91324PFF4	UNH 4.750 07/15/2026	99.83200	07/25/2024	07/25/2024	15,000,000.00	14,974,800.00	0.00	14,974,800.00
58138	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58139	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58140	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58141	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	25,000,000.00	24,996,340.28	0.00	24,996,340.28
58142	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58143	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58144	Buy	313384ZW2	FHDN 0.000 07/26/2024	99.98536	07/25/2024	07/25/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58145	Buy	313384ZZ5	FHDN 0.000 07/29/2024	99.95608	07/26/2024	07/26/2024	50,000,000.00	49,978,041.67	0.00	49,978,041.67
58146	Buy	313384ZZ5	FHDN 0.000 07/29/2024	99.95608	07/26/2024	07/26/2024	50,000,000.00	49,978,041.67	0.00	49,978,041.67
58147	Buy	313384ZZ5	FHDN 0.000 07/29/2024	99.95608	07/26/2024	07/26/2024	50,000,000.00	49,978,041.67	0.00	49,978,041.67
58148	Buy	313384ZZ5	FHDN 0.000 07/29/2024	99.95608	07/26/2024	07/26/2024	50,000,000.00	49,978,041.67	0.00	49,978,041.67
58149	Buy	313384ZZ5	FHDN 0.000 07/29/2024	99.95608	07/26/2024	07/26/2024	50,000,000.00	49,978,041.67	0.00	49,978,041.67
58150	Buy	313384ZZ5	FHDN 0.000 07/29/2024	99.95608	07/26/2024	07/26/2024	50,000,000.00	49,978,041.67	0.00	49,978,041.67
58151	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58152	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58153	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58154	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58155	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58156	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58157	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58158	Buy	313384A25	FHDN 0.000 07/30/2024	99.98536	07/29/2024	07/29/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58159	Buy	89233GQQ2	TOYCC 0.000 03/24/2025	96.69517	07/30/2024	07/30/2024	60,000,000.00	58,017,100.00	0.00	58,017,100.00
58160	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58161	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58162	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58163	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58164	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58165	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58166	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58167	Buy	313384A33	FHDN 0.000 07/31/2024	99.98536	07/30/2024	07/30/2024	50,000,000.00	49,992,680.56	0.00	49,992,680.56
58168	Buy	313384A41	FHDN 0.000 08/01/2024	99.98542	07/31/2024	07/31/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58169	Buy	313384A41	FHDN 0.000 08/01/2024	99.98542	07/31/2024	07/31/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58170	Buy	313384A41	FHDN 0.000 08/01/2024	99.98542	07/31/2024	07/31/2024	50,000,000.00	49,992,708.33	0.00	49,992,708.33
58171	Buy	313384A41	FHDN 0.000 08/01/2024	99.98542	07/31/2024	07/31/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
58172	Buy	313384A41	FHDN 0.000 08/01/2024	99.98542	07/31/2024	07/31/2024	100,000,000.00	99,985,416.67	0.00	99,985,416.67
Activity Total							6,097,634,000.00	6,086,031,377.36	1,510,470.83	6,087,541,848.19
57699	Maturity	06367DAX3	BMOCHG 6.000	100.00000	07/01/2024	07/01/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
57706	Maturity	06367DBR5	BMOCHG 5.930	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57809	Maturity	06367DFX8	BMOCHG 5.560	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57715	Maturity	13606KZR0	CIBCNY 5.890 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57784	Maturity	313384YV5	FHDN 0.000 07/01/2024	100.00000	07/01/2024	07/01/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57785	Maturity	313384YV5	FHDN 0.000 07/01/2024	100.00000	07/01/2024	07/01/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
57786	Maturity	313384YV5	FHDN 0.000 07/01/2024	100.00000	07/01/2024	07/01/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
47391	Maturity	4581X0EE4	IADB 3.250 07/01/2024	100.00000	07/01/2024	07/01/2024	80,000,000.00	80,000,000.00	0.00	80,000,000.00
57779	Maturity	62479LG17	MUFGBK 0.000 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57810	Maturity	89115BNV8	TDNY 5.560 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57700	Maturity	89115BRG7	TDNY 6.050 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57703	Maturity	89115BS84	TDNY 5.910 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57707	Maturity	89115BSQ4	TDNY 5.930 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57764	Maturity	89233GG18	TOYCC 0.000 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57795	Maturity	89233GG18	TOYCC 0.000 07/01/2024	100.00000	07/01/2024	07/01/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58042	Maturity	313384YX1	FHDN 0.000 07/03/2024	100.00000	07/03/2024	07/03/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58043	Maturity	313384YX1	FHDN 0.000 07/03/2024	100.00000	07/03/2024	07/03/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58044	Maturity	313384YX1	FHDN 0.000 07/03/2024	100.00000	07/03/2024	07/03/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58045	Maturity	313384YX1	FHDN 0.000 07/03/2024	100.00000	07/03/2024	07/03/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57714	Maturity	89115BV80	TDNY 5.900 07/03/2024	100.00000	07/03/2024	07/03/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57854	Maturity	313384YZ6	FHDN 0.000 07/05/2024	100.00000	07/05/2024	07/05/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58049	Maturity	313384YZ6	FHDN 0.000 07/05/2024	100.00000	07/05/2024	07/05/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58050	Maturity	313384YZ6	FHDN 0.000 07/05/2024	100.00000	07/05/2024	07/05/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58051	Maturity	313384YZ6	FHDN 0.000 07/05/2024	100.00000	07/05/2024	07/05/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58052	Maturity	313384YZ6	FHDN 0.000 07/05/2024	100.00000	07/05/2024	07/05/2024	25,000,000.00	25,000,000.00	0.00	50,000,000.00
47403	Maturity	3130ASME6	FHLB 3.000 07/08/2024	100.00000	07/08/2024	07/08/2024	15,000,000.00	15,000,000.00	0.00	15,000,000.00
47404	Maturity	3130ASME6	FHLB 3.000 07/08/2024	100.00000	07/08/2024	07/08/2024	17,500,000.00	17,500,000.00	0.00	17,500,000.00
47405	Maturity	3130ASME6	FHLB 3.000 07/08/2024	100.00000	07/08/2024	07/08/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
58054	Maturity	313384ZC6	FHDN 0.000 07/08/2024	100.00000	07/08/2024	07/08/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58055	Maturity	313384ZC6	FHDN 0.000 07/08/2024	100.00000	07/08/2024	07/08/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58056	Maturity	313384ZC6	FHDN 0.000 07/08/2024	100.00000	07/08/2024	07/08/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58057	Maturity	313384ZC6	FHDN 0.000 07/08/2024	100.00000	07/08/2024	07/08/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57827	Maturity	PPG5M8MH8	BKSANF 5.300 07/08/2024	100.00000	07/08/2024	07/08/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
58058	Maturity	313384ZD4	FHDN 0.000 07/09/2024	100.00000	07/09/2024	07/09/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58059	Maturity	313384ZD4	FHDN 0.000 07/09/2024	100.00000	07/09/2024	07/09/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58060	Maturity	313384ZD4	FHDN 0.000 07/09/2024	100.00000	07/09/2024	07/09/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58061	Maturity	313384ZD4	FHDN 0.000 07/09/2024	100.00000	07/09/2024	07/09/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58062	Maturity	313384ZD4	FHDN 0.000 07/09/2024	100.00000	07/09/2024	07/09/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58068	Maturity	313384ZE2	FHDN 0.000 07/10/2024	100.00000	07/10/2024	07/10/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58069	Maturity	313384ZE2	FHDN 0.000 07/10/2024	100.00000	07/10/2024	07/10/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58070	Maturity	313384ZE2	FHDN 0.000 07/10/2024	100.00000	07/10/2024	07/10/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58071	Maturity	313384ZE2	FHDN 0.000 07/10/2024	100.00000	07/10/2024	07/10/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58073	Maturity	313384ZF9	FHDN 0.000 07/11/2024	100.00000	07/11/2024	07/11/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58074	Maturity	313384ZF9	FHDN 0.000 07/11/2024	100.00000	07/11/2024	07/11/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58075	Maturity	313384ZF9	FHDN 0.000 07/11/2024	100.00000	07/11/2024	07/11/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58076	Maturity	313384ZF9	FHDN 0.000 07/11/2024	100.00000	07/11/2024	07/11/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58081	Maturity	313384ZG7	FHDN 0.000 07/12/2024	100.00000	07/12/2024	07/12/2024	100,000,000.00	100,000,000.00	0.00	100,000,000.00
58082	Maturity	313384ZG7	FHDN 0.000 07/12/2024	100.00000	07/12/2024	07/12/2024	24,200,000.00	24,200,000.00	0.00	24,200,000.00
58083	Maturity	313384ZG7	FHDN 0.000 07/12/2024	100.00000	07/12/2024	07/12/2024	47,750,000.00	47,750,000.00	0.00	47,750,000.00
58084	Maturity	313384ZG7	FHDN 0.000 07/12/2024	100.00000	07/12/2024	07/12/2024	18,200,000.00	18,200,000.00	0.00	18,200,000.00
58085	Maturity	313588ZK4	FNMDN 0.000 07/15/2024	100.00000	07/15/2024	07/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58086	Maturity	313588ZK4	FNMDN 0.000 07/15/2024	100.00000	07/15/2024	07/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58087	Maturity	313588ZK4	FNMDN 0.000 07/15/2024	100.00000	07/15/2024	07/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57870	Maturity	59515MGF6	MSFT 0.000 07/15/2024	100.00000	07/15/2024	07/15/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
57871	Maturity	89115DC20	TDNY 5.380 07/15/2024	100.00000	07/15/2024	07/15/2024	70,000,000.00	70,000,000.00	0.00	70,000,000.00
47116	Maturity	91282CCL3	T 0.375 07/15/2024	100.00000	07/15/2024	07/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47117	Maturity	91282CCL3	T 0.375 07/15/2024	100.00000	07/15/2024	07/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47351	Maturity	91282CCL3	T 0.375 07/15/2024	100.00000	07/15/2024	07/15/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57831	Maturity	PPGG8E735	BRIDGE 5.260 07/15/2024	100.00000	07/15/2024	07/15/2024	10,000,000.00	10,000,000.00	0.00	10,000,000.00
58089	Maturity	313384ZL6	FHDN 0.000 07/16/2024	100.00000	07/16/2024	07/16/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58090	Maturity	313384ZL6	FHDN 0.000 07/16/2024	100.00000	07/16/2024	07/16/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58091	Maturity	313384ZL6	FHDN 0.000 07/16/2024	100.00000	07/16/2024	07/16/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58092	Maturity	313384ZL6	FHDN 0.000 07/16/2024	100.00000	07/16/2024	07/16/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58093	Maturity	313384ZL6	FHDN 0.000 07/16/2024	100.00000	07/16/2024	07/16/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57918	Full Call	3134H1G64	FHLMC 6.025 04/16/2029	100.00000	07/16/2024	07/16/2024	65,000,000.00	65,000,000.00	979,062.50	65,979,062.50
57919	Full Call	3134H1G64	FHLMC 6.025 04/16/2029	100.00000	07/16/2024	07/16/2024	25,000,000.00	25,000,000.00	376,562.50	25,376,562.50
57920	Full Call	3134H1G64	FHLMC 6.025 04/16/2029	100.00000	07/16/2024	07/16/2024	25,000,000.00	25,000,000.00	376,562.50	25,376,562.50
58095	Maturity	313384ZM4	FHDN 0.000 07/17/2024	100.00000	07/17/2024	07/17/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58096	Maturity	313384ZM4	FHDN 0.000 07/17/2024	100.00000	07/17/2024	07/17/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58097	Maturity	313384ZM4	FHDN 0.000 07/17/2024	100.00000	07/17/2024	07/17/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58098	Maturity	313384ZM4	FHDN 0.000 07/17/2024	100.00000	07/17/2024	07/17/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58099	Maturity	313384ZM4	FHDN 0.000 07/17/2024	100.00000	07/17/2024	07/17/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58103	Maturity	313384ZN2	FHDN 0.000 07/18/2024	100.00000	07/18/2024	07/18/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58104	Maturity	313384ZN2	FHDN 0.000 07/18/2024	100.00000	07/18/2024	07/18/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58105	Maturity	313384ZN2	FHDN 0.000 07/18/2024	100.00000	07/18/2024	07/18/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58106	Maturity	313384ZN2	FHDN 0.000 07/18/2024	100.00000	07/18/2024	07/18/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58112	Maturity	313384ZP7	FHDN 0.000 07/19/2024	100.00000	07/19/2024	07/19/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58113	Maturity	313384ZP7	FHDN 0.000 07/19/2024	100.00000	07/19/2024	07/19/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58114	Maturity	313384ZP7	FHDN 0.000 07/19/2024	100.00000	07/19/2024	07/19/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58115	Maturity	313384ZP7	FHDN 0.000 07/19/2024	100.00000	07/19/2024	07/19/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58118	Maturity	313384ZS1	FHDN 0.000 07/22/2024	100.00000	07/22/2024	07/22/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00

Investment Transactions

Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Price	Settlement Date	Posted Date	Par Value	Principal	Accrued Interest	Total
58119	Maturity	313384ZS1	FHDN 0.000 07/22/2024	100.00000	07/22/2024	07/22/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58120	Maturity	313384ZS1	FHDN 0.000 07/22/2024	100.00000	07/22/2024	07/22/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58121	Maturity	313384ZS1	FHDN 0.000 07/22/2024	100.00000	07/22/2024	07/22/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57855	Maturity	313384ZT9	FHDN 0.000 07/23/2024	100.00000	07/23/2024	07/23/2024	15,000,000.00	15,000,000.00	0.00	15,000,000.00
58122	Maturity	313384ZT9	FHDN 0.000 07/23/2024	100.00000	07/23/2024	07/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58123	Maturity	313384ZT9	FHDN 0.000 07/23/2024	100.00000	07/23/2024	07/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58124	Maturity	313384ZT9	FHDN 0.000 07/23/2024	100.00000	07/23/2024	07/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58125	Maturity	313384ZT9	FHDN 0.000 07/23/2024	100.00000	07/23/2024	07/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
47115	Maturity	3133EMV25	FFCB 0.450 07/23/2024	100.00000	07/23/2024	07/23/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58126	Maturity	313384ZU6	FHDN 0.000 07/24/2024	100.00000	07/24/2024	07/24/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58127	Maturity	313384ZU6	FHDN 0.000 07/24/2024	100.00000	07/24/2024	07/24/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58128	Maturity	313384ZU6	FHDN 0.000 07/24/2024	100.00000	07/24/2024	07/24/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58129	Maturity	313384ZU6	FHDN 0.000 07/24/2024	100.00000	07/24/2024	07/24/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58130	Maturity	313384ZU6	FHDN 0.000 07/24/2024	100.00000	07/24/2024	07/24/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57869	Maturity	591577GQ0	METSHR 0.000 07/24/2024	100.00000	07/24/2024	07/24/2024	48,500,000.00	48,500,000.00	0.00	48,500,000.00
58132	Maturity	313384ZV4	FHDN 0.000 07/25/2024	100.00000	07/25/2024	07/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58133	Maturity	313384ZV4	FHDN 0.000 07/25/2024	100.00000	07/25/2024	07/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58134	Maturity	313384ZV4	FHDN 0.000 07/25/2024	100.00000	07/25/2024	07/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58135	Maturity	313384ZV4	FHDN 0.000 07/25/2024	100.00000	07/25/2024	07/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58136	Maturity	313384ZV4	FHDN 0.000 07/25/2024	100.00000	07/25/2024	07/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58137	Maturity	313384ZV4	FHDN 0.000 07/25/2024	100.00000	07/25/2024	07/25/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58138	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58139	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58140	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58141	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	25,000,000.00	25,000,000.00	0.00	25,000,000.00
58142	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58143	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58144	Maturity	313384ZW2	FHDN 0.000 07/26/2024	100.00000	07/26/2024	07/26/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57710	Maturity	06367DBW9	BMOCHG 5.970	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
57713	Maturity	13606KNB4	CIBCNY 5.920 07/29/2024	100.00000	07/29/2024	07/29/2024	60,000,000.00	60,000,000.00	0.00	60,000,000.00
58145	Maturity	313384ZZ5	FHDN 0.000 07/29/2024	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58146	Maturity	313384ZZ5	FHDN 0.000 07/29/2024	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58147	Maturity	313384ZZ5	FHDN 0.000 07/29/2024	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58148	Maturity	313384ZZ5	FHDN 0.000 07/29/2024	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58149	Maturity	313384ZZ5	FHDN 0.000 07/29/2024	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58150	Maturity	313384ZZ5	FHDN 0.000 07/29/2024	100.00000	07/29/2024	07/29/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58151	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58152	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58153	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58154	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58155	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58156	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58157	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58158	Maturity	313384A25	FHDN 0.000 07/30/2024	100.00000	07/30/2024	07/30/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58160	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58161	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58162	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58163	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58164	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58165	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58166	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
58167	Maturity	313384A33	FHDN 0.000 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
46990	Maturity	912828Y87	T 1.750 07/31/2024	100.00000	07/31/2024	07/31/2024	50,000,000.00	50,000,000.00	0.00	50,000,000.00
			Activity Total				6,351,150,000.00	6,351,150,000.00	1,732,187.50	6,377,882,187.50

Interest Received Pooled Fund

For month ended July 31, 2024

Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
57699	Interest Income	06367DAX3	BMOCHG 6.000 07/01/2024	07/01/2024	6,033,333.30		6,033,333.30
57700	Interest Income	89115BRG7	TDNY 6.050 07/01/2024	07/01/2024	3,033,402.80		3,033,402.80
57703	Interest Income	89115BS84	TDNY 5.910 07/01/2024	07/01/2024	2,872,916.65		2,872,916.65
57706	Interest Income	06367DBR5	BMOCHG 5.930 07/01/2024	07/01/2024	2,824,986.10		2,824,986.10
57707	Interest Income	89115BSQ4	TDNY 5.930 07/01/2024	07/01/2024	2,824,986.10		2,824,986.10
57715	Interest Income	13606KZR0	CIBCNY 5.890 07/01/2024	07/01/2024	2,691,402.80		2,691,402.80
46938	Interest Income	91282CBC4	T 0.375 12/31/2025	07/01/2024	93,750.00		93,750.00
57809	Interest Income	06367DFX8	BMOCHG 5.560 07/01/2024	07/01/2024	1,590,777.80		1,590,777.80
57810	Interest Income	89115BNV8	TDNY 5.560 07/01/2024	07/01/2024	1,590,777.80		1,590,777.80
57826	Interest Income	91282CHK0	T 4.000 06/30/2028	07/01/2024	1,000,000.00	27,472.53	972,527.47
46940	Interest Income	91282CBC4	T 0.375 12/31/2025	07/01/2024	93,750.00		93,750.00
57833	Interest Income	91282CHK0	T 4.000 06/30/2028	07/01/2024	1,000,000.00	98,901.10	901,098.90
57834	Interest Income	91282CHK0	T 4.000 06/30/2028	07/01/2024	1,000,000.00	98,901.10	901,098.90
57844	Interest Income	91282CHL8	T 4.625 06/30/2025	07/01/2024	1,156,250.00	235,061.81	921,188.19
57845	Interest Income	91282CHK0	T 4.000 06/30/2028	07/01/2024	1,000,000.00	203,296.70	796,703.30
57861	Interest Income	91282CHK0	T 4.000 06/30/2028	07/01/2024	1,000,000.00	318,681.32	681,318.68
57879	Interest Income	91282CEW7	T 3.250 06/30/2027	07/01/2024	812,500.00	361,607.14	450,892.86
57892	Interest Income	91282CEW7	T 3.250 06/30/2027	07/01/2024	812,500.00	419,642.86	392,857.14
46959	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
46960	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
57935	Interest Income	91282CHK0	T 4.000 06/30/2028	07/01/2024	1,000,000.00	736,263.74	263,736.26
46976	Interest Income	912828YY0	T 1.750 12/31/2024	07/01/2024	437,500.00		437,500.00
47045	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47046	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47051	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47078	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47091	Interest Income	3130AN4A5	FHLB 0.700 06/30/2025	07/01/2024	61,880.00		61,880.00
47093	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47096	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47099	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47101	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47109	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47112	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47113	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47124	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47165	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47175	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47238	Interest Income	912828ZW3	T 0.250 06/30/2025	07/01/2024	62,500.00		62,500.00
47275	Interest Income	91282CCJ8	T 0.875 06/30/2026	07/01/2024	218,750.00		218,750.00
47330	Interest Income	91282CDQ1	T 1.250 12/31/2026	07/01/2024	312,500.00		312,500.00
47391	Interest Income	4581X0EE4	IADB 3.250 07/01/2024	07/01/2024	1,300,000.00		1,300,000.00
57560	Interest Income	3133EN5E6	FFCB 4.000 12/29/2025	07/01/2024	300,000.00		300,000.00
57561	Interest Income	3133EN5E6	FFCB 4.000 12/29/2025	07/01/2024	500,000.00		500,000.00
57562	Interest Income	3133EN5E6	FFCB 4.000 12/29/2025	07/01/2024	400,000.00		400,000.00
57714	Interest Income	89115BV80	TDNY 5.900 07/03/2024	07/03/2024	2,753,333.35		2,753,333.35
57735	Interest Income	3133EPVP7	FFCB 4.750 07/08/2026	07/08/2024	451,250.00		451,250.00
57736	Interest Income	3133EPVP7	FFCB 4.750 07/08/2026	07/08/2024	237,500.00		237,500.00
57737	Interest Income	3133EPVP7	FFCB 4.750 07/08/2026	07/08/2024	498,750.00		498,750.00

Interest Received Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
57827	Interest Income	PPG5M8MH8	BKSANF 5.300 07/08/2024	07/08/2024	267,944.44		267,944.44
47021	Interest Income	3135G0X24	FNMA 1.625 01/07/2025	07/08/2024	317,362.50		317,362.50
47277	Interest Income	3133ENKS8	FFCB 1.125 01/06/2025	07/08/2024	112,500.00		112,500.00
47278	Interest Income	3133ENKS8	FFCB 1.125 01/06/2025	07/08/2024	140,625.00		140,625.00
47279	Interest Income	3133ENKS8	FFCB 1.125 01/06/2025	07/08/2024	140,625.00		140,625.00
47403	Interest Income	3130ASME6	FHLB 3.000 07/08/2024	07/08/2024	225,000.00		225,000.00
47404	Interest Income	3130ASME6	FHLB 3.000 07/08/2024	07/08/2024	262,500.00		262,500.00
47405	Interest Income	3130ASME6	FHLB 3.000 07/08/2024	07/08/2024	150,000.00		150,000.00
57828	Interest Income	3134H1NT6	FHLMC 5.410 01/10/2028	07/10/2024	1,758,250.00		1,758,250.00
57829	Interest Income	3134H1NT6	FHLMC 5.410 01/10/2028	07/10/2024	676,250.00		676,250.00
57830	Interest Income	3134H1NT6	FHLMC 5.410 01/10/2028	07/10/2024	676,250.00		676,250.00
47499	Interest Income	3133ENZ37	FFCB 4.875 01/10/2025	07/10/2024	487,500.00		487,500.00
47500	Interest Income	3133ENZ37	FFCB 4.875 01/10/2025	07/10/2024	243,750.00		243,750.00
47501	Interest Income	3133ENZ37	FFCB 4.875 01/10/2025	07/10/2024	487,500.00		487,500.00
57831	Interest Income	PPGG8E735	BRIDGE 5.260 07/15/2024	07/15/2024	267,379.98		267,379.98
57840	Interest Income	3130AYPN0	FHLB 4.125 01/15/2027	07/15/2024	228,250.00		228,250.00
57841	Interest Income	3130AYPN0	FHLB 4.125 01/15/2027	07/15/2024	475,520.83		475,520.83
57842	Interest Income	3130AYPN0	FHLB 4.125 01/15/2027	07/15/2024	558,261.46		558,261.46
57843	Interest Income	3130AYPN0	FHLB 4.125 01/15/2027	07/15/2024	951,041.67		951,041.67
57871	Interest Income	89115DC20	TDNY 5.380 07/15/2024	07/15/2024	1,380,866.68		1,380,866.68
57878	Interest Income	459058HT3	IBRD 1.626 01/15/2025	07/15/2024	238,322.82	88,709.05	149,613.77
47024	Interest Income	4581X0CM8	IADB 2.125 01/15/2025	07/15/2024	1,062,500.00		1,062,500.00
47116	Interest Income	91282CCL3	T 0.375 07/15/2024	07/15/2024	93,750.00		93,750.00
47117	Interest Income	91282CCL3	T 0.375 07/15/2024	07/15/2024	93,750.00		93,750.00
47125	Interest Income	3130ANNM8	FHLB 1.050 07/13/2026	07/15/2024	131,250.00		131,250.00
47126	Interest Income	3130ANNM8	FHLB 1.050 07/13/2026	07/15/2024	131,250.00		131,250.00
47127	Interest Income	3130ANNM8	FHLB 1.050 07/13/2026	07/15/2024	131,250.00		131,250.00
47128	Interest Income	3130ANNM8	FHLB 1.050 07/13/2026	07/15/2024	131,250.00		131,250.00
47193	Interest Income	4581X0DN5	IADB 0.625 07/15/2025	07/15/2024	90,312.50		90,312.50
47271	Interest Income	3130AQJ95	FHLB 1.645 12/14/2026	07/15/2024	205,625.00		205,625.00
47272	Interest Income	3130AQJ95	FHLB 1.645 12/14/2026	07/15/2024	205,625.00		205,625.00
47273	Interest Income	3130AQJ95	FHLB 1.645 12/14/2026	07/15/2024	205,625.00		205,625.00
47274	Interest Income	3130AQJ95	FHLB 1.645 12/14/2026	07/15/2024	205,625.00		205,625.00
47351	Interest Income	91282CCL3	T 0.375 07/15/2024	07/15/2024	93,750.00		93,750.00
57567	Interest Income	3133EN6A3	FFCB 4.000 01/13/2026	07/15/2024	600,000.00		600,000.00
57568	Interest Income	3133EN6A3	FFCB 4.000 01/13/2026	07/15/2024	400,000.00		400,000.00
57918	Interest Income	3134H1G64	FHLMC 6.025 04/16/2029	07/16/2024	979,062.50		979,062.50
57919	Interest Income	3134H1G64	FHLMC 6.025 04/16/2029	07/16/2024	376,562.50		376,562.50
57920	Interest Income	3134H1G64	FHLMC 6.025 04/16/2029	07/16/2024	376,562.50		376,562.50
47115	Interest Income	3133EMV25	FFCB 0.450 07/23/2024	07/23/2024	112,500.00		112,500.00
57835	Interest Income	3133EPX91	FFCB 4.125 01/25/2027	07/25/2024	721,875.00		721,875.00
57836	Interest Income	3133EPX91	FFCB 4.125 01/25/2027	07/25/2024	1,031,250.00		1,031,250.00
57837	Interest Income	3133EPX91	FFCB 4.125 01/25/2027	07/25/2024	515,625.00		515,625.00
57838	Interest Income	3133EPX91	FFCB 4.125 01/25/2027	07/25/2024	206,250.00		206,250.00
57839	Interest Income	3133EPX91	FFCB 4.125 01/25/2027	07/25/2024	103,125.00		103,125.00
57710	Interest Income	06367DBW4	BMOCHG 5.970 07/29/2024	07/29/2024	3,009,875.00		3,009,875.00
57713	Interest Income	13606KZN9	CIBCNY 5.920 07/29/2024	07/29/2024	3,571,733.34		3,571,733.34
47118	Interest Income	3130ANMP2	FHLB 1.070 07/27/2026	07/29/2024	133,750.00		133,750.00
47119	Interest Income	3130ANMP2	FHLB 1.070 07/27/2026	07/29/2024	133,750.00		133,750.00

Interest Received Pooled Fund

Accounting ID	Transaction Type	Cusip	Description	Date Posted	Interest Received	Purchased Interest Adjustment	Net Interest
47120	Interest Income	3130ANMP2	FHLB 1.070 07/27/2026	07/29/2024	133,750.00		133,750.00
47121	Interest Income	3130ANMP2	FHLB 1.070 07/27/2026	07/29/2024	133,750.00		133,750.00
57772	Interest Income	3133EPZY4	FFCB 5.000 07/30/2026	07/30/2024	625,000.00		625,000.00
57773	Interest Income	3133EPZY4	FFCB 5.000 07/30/2026	07/30/2024	75,000.00		75,000.00
57774	Interest Income	3133EPZY4	FFCB 5.000 07/30/2026	07/30/2024	240,375.00		240,375.00
57775	Interest Income	3133EPZY4	FFCB 5.000 07/30/2026	07/30/2024	400,000.00		400,000.00
46989	Interest Income	912828Z52	T 1.375 01/31/2025	07/31/2024	343,750.00		343,750.00
46990	Interest Income	912828Y87	T 1.750 07/31/2024	07/31/2024	437,500.00		437,500.00
47011	Interest Income	912828Z52	T 1.375 01/31/2025	07/31/2024	343,750.00		343,750.00
47110	Interest Income	91282CAB7	T 0.250 07/31/2025	07/31/2024	62,500.00		62,500.00
47114	Interest Income	91282CAB7	T 0.250 07/31/2025	07/31/2024	62,500.00		62,500.00
			Activity Total		70,172,355.42	2,588,537.35	67,583,818.07

Money Market / Secured Bank Deposit Activity

Pooled Fund

For month ended July 31, 2024				
Accounting ID	Description	Activity Date	Transaction Type	Transaction Amount
09248U718	BlackRock Liquidity Funds T-Fund	07/01/2024	Interest Received	56,965.57
09248U718	BlackRock Liquidity Funds T-Fund	07/31/2024	Deposit	75,000,000.00
09248U718	BlackRock Liquidity Funds T-Fund	07/31/2024	Interest Received	69,983.76
	Activity Total		Net Total	75,126,949.33
31607A703	Fidelity Govt Portfolio	07/31/2024	Deposit	30,000,000.00
31607A703	Fidelity Govt Portfolio	07/31/2024	Interest Received	3,444,209.50
	Activity Total		Net Total	33,444,209.50
608919718	Federated Hermes Govt Obligations	07/01/2024	Withdrawal	(90,000,000.00)
608919718	Federated Hermes Govt Obligations	07/02/2024	Withdrawal	(175,000,000.00)
608919718	Federated Hermes Govt Obligations	07/10/2024	Withdrawal	(68,000,000.00)
608919718	Federated Hermes Govt Obligations	07/11/2024	Withdrawal	(20,000,000.00)
608919718	Federated Hermes Govt Obligations	07/12/2024	Withdrawal	(15,000,000.00)
608919718	Federated Hermes Govt Obligations	07/15/2024	Deposit	15,000,000.00
608919718	Federated Hermes Govt Obligations	07/16/2024	Withdrawal	(65,000,000.00)
608919718	Federated Hermes Govt Obligations	07/17/2024	Withdrawal	(75,000,000.00)
608919718	Federated Hermes Govt Obligations	07/18/2024	Withdrawal	(52,000,000.00)
608919718	Federated Hermes Govt Obligations	07/19/2024	Withdrawal	(42,000,000.00)
608919718	Federated Hermes Govt Obligations	07/23/2024	Withdrawal	(12,000,000.00)
608919718	Federated Hermes Govt Obligations	07/25/2024	Withdrawal	(46,000,000.00)
608919718	Federated Hermes Govt Obligations	07/26/2024	Withdrawal	(10,000,000.00)
608919718	Federated Hermes Govt Obligations	07/31/2024	Deposit	150,000,000.00
608919718	Federated Hermes Govt Obligations	07/31/2024	Interest Received	1,380,795.42
	Activity Total		Net Total	(503,619,204.58)
262006208	Dreyfus Government Cash Management	07/31/2024	Deposit	90,000,000.00
262006208	Dreyfus Government Cash Management	07/31/2024	Interest Received	69,020.76
	Activity Total		Net Total	90,069,020.76
85749T517	State Street Institutional U.S. Govt	07/01/2024	Deposit	17,000,000.00
85749T517	State Street Institutional U.S. Govt	07/02/2024	Withdrawal	(175,000,000.00)
85749T517	State Street Institutional U.S. Govt	07/09/2024	Withdrawal	(50,000,000.00)
85749T517	State Street Institutional U.S. Govt	07/11/2024	Withdrawal	(10,000,000.00)
85749T517	State Street Institutional U.S. Govt	07/17/2024	Withdrawal	(75,000,000.00)
85749T517	State Street Institutional U.S. Govt	07/29/2024	Withdrawal	(30,000,000.00)
85749T517	State Street Institutional U.S. Govt	07/30/2024	Withdrawal	(10,000,000.00)
85749T517	State Street Institutional U.S. Govt	07/31/2024	Deposit	200,000,000.00
85749T517	State Street Institutional U.S. Govt	07/31/2024	Interest Received	1,354,910.83
	Activity Total		Net Total	(131,645,089.17)
61747C319	Morgan Stanley Institutional Liquidity	07/05/2024	Withdrawal	(24,000,000.00)
61747C319	Morgan Stanley Institutional Liquidity	07/08/2024	Withdrawal	(22,000,000.00)
61747C319	Morgan Stanley Institutional Liquidity	07/31/2024	Deposit	90,000,000.00
61747C319	Morgan Stanley Institutional Liquidity	07/31/2024	Interest Received	114,116.30
	Activity Total		Net Total	44,114,116.30
0660P0999	Bank of America TTX INV Deposit Acct	07/31/2024	Interest Received	454,003.16
	Activity Total		Net Total	454,003.16

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Response to Aug 5 Letter on SFUSD Resource Alignment Initiative
Date: Monday, August 26, 2024 4:52:45 PM
Attachments: [REPSF_SFUSD_ltr.pdf](#)

Dear Supervisors,

Please see attached from the Planning Department regarding the relationship of San Francisco Unified School District's (SFUSD) ongoing Resource Alignment Initiative (RAI) with the City's implementation of the 2022 Housing Element and related housing production targets and growth projections.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Hillis, Rich (CPC) <rich.hillis@sfgov.org>
Sent: Monday, August 26, 2024 3:33 PM
To: lisaweissman-ward@sfusd.edu; marksanchez@sfusd.edu; jennylam@sfusd.edu; alidafisher@sfusd.edu; kevineboggess@sfusd.edu; mattalexander@sfusd.edu; lainiemotamedi@sfusd.edu; Chion, Miriam (CPC) <miriam.chion@sfgov.org>; Chen, Lisa (CPC) <lisa.chen@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Diamond, Sue (CPC) <sue.diamond@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Braun, Derek (CPC)

<derek.braun@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>; So, Lydia (CPC) <lydia.so@sfgov.org>; Williams, Gilbert A (CPC) <gilbert.a.williams@sfgov.org>; kimp2@sfusd.edu; Zisser, David@HCD <David.Zisser@hcd.ca.gov>; Ashley Pocasangre <apocasangre@colemanadvocates.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>

Cc: Tanner, Rachael (CPC) <rachael.tanner@sfgov.org>; Switzky, Joshua (CPC) <joshua.switzky@sfgov.org>; Tong, Reanna (CPC) <reanna.tong@sfgov.org>

Subject: Response to Aug 5 Letter on SFUSD Resource Alignment Initiative

Please refer to the attached letter from Rich Hillis, SF Planning Director.

Deborah Sanders

Executive Assistant to the Director
San Francisco Planning Department

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7411 | www.sfplanning.org

[San Francisco Property Information Map](#)



August 26, 2024

Dear REP-SF Coalition,

Thank you for your letter of August 5 raising concerns regarding the relationship of SFUSD's ongoing Resource Alignment Initiative (RAI) with the City's implementation of the 2022 Housing Element and related housing production targets and growth projections.

We wholeheartedly agree that a high-quality, attractive and accessible public school system is an essential backbone for any city and that comprehensive planning efforts for a growing population must be coordinated with that for schools, among other infrastructure and services. To that end, the Planning Department and SFUSD have long-standing and regular ongoing coordination to collaborate and share information on a variety of our respective planning and development activities, decisions and data. This includes sharing data and information on the development pipeline of proposed, approved, and projected development as well as long-term growth projections and state mandates, ensuring awareness of major planning initiatives, and reviewing environmental review documents. The school district regularly updates its enrollment projections based on the development pipeline data that Planning provides.

We want to assure you that the Planning Department and SFUSD staff have specifically discussed the relationship of the targets and projections in the Housing Element and RHNA with the district's ongoing RAI process as well as other district projections and plans. This is in addition to SFUSD being well informed and privy to the Housing Element process and its documentation over the past several years. It is important to note that the Housing Element projections and RHNA targets would affect the city's population and growth patterns over a longer time horizon than the current and near-term fiscal and operational realities that SFUSD's present RAI is grappling with. Adopting local policies and zoning to accommodate more housing is one step in realizing actual population and housing growth, with housing construction taking multiple subsequent years, such that SFUSD will have sufficient time to monitor the pace and distribution of actual development activity in order to make appropriate and iterative decisions on an ongoing basis about operations of its facilities and deployment of resources to match evolving growth patterns and emerging needs.

While we acknowledge the significant challenges SFUSD faces through the RAI process, our understanding is that the district's current focus is on making near-term operational decisions, rather than irrevocable long-term commitments regarding its facilities and real estate. We are confident that the prospect of additional housing and population growth throughout the city would be beneficial, contributing to increased future enrollment and resources for the public school system.

To discuss the RAI process directly with SFUSD leadership, please contact Laura Dudnick at dudnickl@sfusd.edu or (415)241-6565.

Thank you,


Rich Hillis, Director
San Francisco Planning Department

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: ISCOTT Hearing on Thu, August 22 - Agenda - Temporary Street Closure Requests
Date: Tuesday, August 20, 2024 3:59:00 PM
Attachments: [ISCOTT 1576 Agenda.pdf](#)

Hello,

Please see below and attached for the agenda for an upcoming ISCOTT hearing on Thursday, August 22, 2024.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: SpecialEvents <SpecialEvents@sfmta.com>
Sent: Monday, August 19, 2024 5:44 PM
To: SpecialEvents <SpecialEvents@sfmta.com>
Subject: ISCOTT Hearing on Thu, August 22 - Agenda - Temporary Street Closure Requests

Good morning –

Attached is the agenda for the upcoming ISCOTT hearing on Thursday, August 22.

If you have any questions, please email us.

Nick Chapman
 Manager, [Special Events / Temporary Street Closures](#)
 San Francisco Municipal Transportation Agency
 1 South Van Ness Ave, 7th Floor
 San Francisco, CA 94103
Pronouns: he/him, they/them



ISCOTT AGENDA



INTERDEPARTMENTAL STAFF COMMITTEE
ON TRAFFIC AND TRANSPORTATION FOR
TEMPORARY STREET CLOSURES

Meeting of August 22, 2024 - Thursday, 9:00 AM
1576th Regular Meeting

Online Participation

Please join Microsoft Teams Meeting at

[SFMTA.com/ISCOTTHearing](https://sfmta.com/ISCOTTHearing)

Click on the Raise your hand icon . When you are prompted to unmute, click on the microphone icon  to speak.

Phone Participation

Please dial +1 415-523-2709,,397937701# [Find a local number](#)


Phone conference ID: 397 937 701#

Dial *5 to be placed in the queue for public comment. When prompted dial *6 to unmute yourself.

Please ensure that you are in a quiet location, speak clearly, and turn off any TVs or radios around you.

Written Participation

Submit your written comments to SpecialEvents@SFMTA.com with "Public Hearing" in the subject line or by mail to SFMTA, 1 South Van Ness, 7th Floor, San Francisco, CA 94103. Written comments must be received by 12 noon on the day prior to the hearing to be considered.

 **415.646.2414:** For free interpretation services, please submit your request 48 hours in advance of meeting. / 如果需要免費口語翻譯，請於會議之前 48 小時提出要求 / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.



MINUTES OF THE AUGUST 8, 2024, MEETING (ACTION ITEM)

The Committee to adopt the Minutes.

PUBLIC COMMENT

Members of the public may address ISCOTT members on matters that are within ISCOTT purview and are not on today's agenda.

TEMPORARY STREET CLOSURES (ACTION ITEMS)

These proposed actions are an Approval Action as defined by S.F. Administrative Code Chapter 31.

CONSENT CALENDAR

If there are no objections from the committee or the public, the following items will be voted on as a group.

- A.** Hearst Avenue between Congo and Detroit streets
Saturday, August 24, 2024, 11 am to 4 pm
Slow Hearst Summer Party
- B.** 41st Avenue between Judah and Kirkham streets
Saturday, September 14, 2024, 9 am to 5 pm
Block Party – 41st Avenue
- C.** Whitney Street between 30th and Randall streets
Sunday, September 29, 2024, 12 noon to 6 pm
Block Party – Lower Whitney Street
- D.** 10th Avenue between Lake and California streets
Friday, October 18, 2024, 2 pm to 10 pm
Block Party - 10th Ave Earthquake Anniversary Party
- E.** Anzavista Avenue between Encanto and Barcelona avenues
Saturday, October 19, 2024, 9:30 am to 4 pm
Block Party – Anza Vista
- F.** 7th Avenue between California and Lake streets
Sunday, October 20, 2024, 10 am to 5 pm
Block Party – 26th Annual 7th Ave
- G.** 29th Avenue between California and Lake streets
Sunday, October 20, 2024, 9 am to 5 pm
Block Party – 29th Avenue



- H.** Madrid Street between Peru and Avalon avenues
Saturday, October 26, 2024, 9 am to 5 pm
Block Party - Madrid Street
- I.** Ord Court between Ord Street and westerly terminus
Sunday, September 15, 2024, 12 noon to 8 pm
Block Party – Ord Court
- J.** Green Street between Broderick and Baker streets
Sunday, September 22, 2024, 10:30 am to 4:30 pm
Block Party – Green Street
- K.** Dellbrook Avenue between Olympia Way and Olympia Way
Sunday, September 29, 2024, 9 am to 5 pm
Block Party – Dellbrook Ave (MTHOA)
- L.** Sanchez Street between Randall and 30th streets
Sunday, September 29, 2024, 12 noon to 5 pm
Block Party – 1700 Sanchez Street
- M.** Jordan Ave between California Street and Geary Blvd; Commonwealth Ave
between California Street and Geary Blvd
(All intersections to remain open)
Thursday, October 31, 2024, 5 pm to 8 pm
Jordan Park Halloween
- N.** Fair Oaks Street between 22nd and 26th streets
(All intersections remain open)
Thursday, October 31, 2024, 5 pm to 8:30 pm
Fair Oaks Halloween
- O.** 10th Avenue between Geary Blvd and Anza Street
Tuesday, October 20, 2024, 12 pm to 8 pm
Sukkot Street Party
- P.** Broadway between Webster and Buchanan streets
Saturday, December 14, 2024, 7 am to 9 pm
The Hamlin School Winterfest



REGULAR CALENDAR

- Q.** Tehama Street between 5th and 6th streets
Friday, September 27, 2024, 3 pm to 8 pm
Tehama Street Neighborhood Block Party
- R.** Rose Street between Octavia and Laguna streets
Saturday, September 28, 2024, 1 pm to 7 pm
Block Party - Rose Street
- S.** Jennings Court between Meade Avenue and Meade Avenue
Saturday, September 14, 2024, 10:30 am to 3:30 pm
Block Party - Jennings Court Neighborhood
- T.** San Benito Way between San Anselmo Avenue and Saint Francis Blvd
Saturday, September 14, 2024, 9 am to 3:30 pm
Block Party – St. Francis Disaster Preparedness
- U.** 6th Avenue Street between California and Lake streets
Saturday, October 5, 2024, 9:30 am to 1 pm
Block Party – 6th Avenue
- V.** Prentiss Street between Jarboe and Cortland avenues
Saturday, October 19, 2024, 2 pm to 6 pm
Block Party - Prentiss Street
- W.** Golden Gate Avenue between Baker and Broderick streets
Sunday, September 1, 2024, 7 am to 10 pm
Block Party - Fred Rucker's Memorial
- X.** Northwood Drive between Faxon Avenue and Pizarro Way
Saturday, September 7, 2024, 9 am to 3:30 pm
Block Party - Westwood Park Annual Meeting
- Y.** Stockton Street between Union and Filbert streets
Friday, October 25, 2024, 8 am to 5 pm
SFIAC & Olympic Club Cornhole Tournament
- Z.** 16th Street (westbound lanes only) between Terry Francois Boulevard and Illinois Street
Saturday, September 7, 2024, 8 am to 4 pm
SFDA's Keepin' It Safe With the Dubs



- AA.** Waverly Place between Clay and Washington streets
Saturday, December 14, 2024, 8 am to 5 pm
Winter Wonderland
- BB.** Balboa Street between 37th and 38th avenues
Sunday, September 15, 2024, 11 am to 6 pm
Ocean Beach Surf Film Festival
- CC.** 20th Street between Wisconsin and Missouri Streets; Connecticut Street between 19th Street and Southerly Terminus; Missouri Street between 19th and 20th Streets
Intersection(s) closed: 20th Street at Arkansas, Missouri, and Connecticut streets
Saturday, October 19, 2024, 6 am to 7 pm
Potrero Hill Festival
- DD.** Front Street between California and Sacramento streets; Halleck Street between Battery and Front streets
Friday, September 20, 2024, 8 am to 11:59 pm
Oktoberfest
- EE.** Utah Street between 16th and Alameda streets; 15th Street between Potrero Avenue and Vermont Street; Alameda Street between Potrero Avenue and Vermont Street; San Bruno Avenue between 16th and Division streets
Friday, October 11, 2024, 6 pm to
Monday, October 14, 2024, 5 pm
Great Northern – Burning Man Decompression
- FF.** Utah Street between 16th and Alameda streets; 15th Street between Potrero Avenue and Vermont Street; Alameda Street between Potrero Avenue and Vermont Street; San Bruno Avenue between 16th and streets
Monday, December 30, 2024, 5pm to
Thursday, January 2, 2025, 8 am
Great Northern - Breakfast of Champions/It's a New Day
- GG.** Great Highway between Santiago and Ulloa streets
Intersection closed: Great Highway at Taraval Street
Saturday, September 21, 2024, 9 am to 11:59 pm
and
Saturday, September 21, 2024, 9 am to 11:59 pm
Taraval Night Market Beach Side



Categorically exempt from CEQA: CEQA Guidelines Section 15304 Class 4(e) minor temporary use of land having negligible or no permanent effects on the environment, including carnivals, sales of Christmas trees, etc. and/or Section 15305 Class 5(b) minor alterations in land use limitations, including street closings and equipment for special events

Forrest Chamberlain
San Francisco Municipal Transportation Agency

Date

ROADWAY SHARED SPACES CLOSURES (ACTION ITEMS)

The following item has been environmentally cleared by the Planning Department on April 19, 2021, Addendum #2 to San Francisco Better Streets Plan Project [Case No. 2021-003010ENV (addendum to Case No. 2007.1238E)]:

NONE

ROADWAY SHARED SPACES CLOSURES (INFORMATIONAL ITEMS)

The following items are presented for informational purposes and public comment. Closures are subject to review and approval by the SFMTA Board.

NONE



***SUPPORTING DOCUMENTATION FOR INTERDEPARTMENTAL STAFF COMMITTEE AGENDA ITEMS ARE AVAILABLE FOR REVIEW AT THE MUNICIPAL TRANSPORTATION AGENCY'S OFFICES, ONE SOUTH VAN NESS, SAN FRANCISCO, CA 94103, DURING NORMAL BUSINESS HOURS. PLEASE CONTACT TEMPORARY STREET CLOSURES/SPECIAL EVENTS AT (415) 646-2414. ***

Sound Producing Devices

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of cell phone, pager, or other similar sound-producing electronic devices.

Disability Access

To obtain a disability-related modification or accommodation, including auxiliary aids or services, to participate in the meeting, please contact (415) 701-4683 at least two business days before the meeting. In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to perfumes and various other chemical-based scented products. Please help the City to accommodate these individuals.

Know Your Rights under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Sunshine Ordinance Task Force Administrator by mail to Sunshine Ordinance Task Force, One Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102, by phone at (415) 554-7724, by fax at (415) 554-7854 or by email at sotf@sfgov.org. Citizens may obtain a free copy of the Sunshine Ordinance by contacting the Sunshine Ordinance Task Force Administrator or by printing Chapter 67 of the San Francisco Administrative Code on the Internet, at web site <http://www.sfgov.org/sunshine>.

Lobbyist Registration and Reporting Requirements

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102, telephone (415) 581-2200, fax (415) 581-2217, web site www.sfgov.org/ethics.

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by ISCOTT, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: 16 12B Waiver Request Forms
Date: Friday, August 30, 2024 2:06:04 PM
Attachments: [16 12B Waiver Forms.pdf](#)

Dear Supervisors,

Please see below and attached for recently approved 12B Waivers:

Requester: Alejandro Garcia

Department: DPH

Waiver Justification: 12B.5-1(d)(2) (Bulk Purchasing)

Supplier ID: 0000025056

Requested total cost: \$9,500,000.00

Short Description: Arup Laboratories testing and diagnostics.

Requester: Connie Jozami

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000026383

Requested total cost: \$17,368.85

Short Description: Abbott - STI reagents for STI testing to be used with Alinity machine

Requester: Rebecca Taylor

Department: DPH

Waiver Justification: 12B.5-1(d)(2) (Bulk Purchasing)

Supplier ID: 0000026383

Requested total cost: \$2,730,000.00

Short Description: GPO supplier Abbott Laboratories provides variety of medical and nutritional products

Requester: Connie Jozami

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000021992

Requested total cost: \$2,741.25

Short Description: Custom Ink - sweatshirts for TB Prevention and Control program

Requester: Selina Ng

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000008516

Requested total cost: \$19,600,000.00

Short Description: Digitizing previously submitted 12B waiver and extending contract term for 2 additional years

Requester: Romeo Alberto

Department: ADM

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000054989

Requested total cost: \$45,039.62

Short Description: Two Ballistic Shield Dolly Systems for the Police Department. This modification is to update the Purchase Order ID only.

Requester: Connie Jozami

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000025983

Requested total cost: \$5,000.00

Short Description: Alameda County - Rabies Testing Services at Alameda County DPH

Requester: Connie Jozami

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000024485

Requested total cost: \$21,311.22

Short Description: Becton Dickinson - reagents and lab supplies

Requester: Kirby Tsai

Department: DPH

Waiver Justification: 12B.5-1(d)(2) (Bulk Purchasing)

Supplier ID: 0000026382

Requested total cost: \$225,000.00

Short Description: GPO supplier Abbott Vascular provides life-changing medical device technology and solutions that treat cardiovascular conditions

Requester: Susan Chan

Department: DPH

Waiver Justification: 12B.5-1(d)(2) (Bulk Purchasing)

Supplier ID: 0000049687

Requested total cost: \$162.42

Short Description: Medical grade Thermostat for refrigerator and related equipment from supplier.

Requester: Elisa Baeza

Department: JUV

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000010486

Requested total cost: \$31,000.00

Short Description: Fingerprinting services by CA Department of Justice (Mod 2)

Requester: Leon Ho

Department: DPH

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000018517

Requested total cost: \$9,000.00

Short Description: Laguna Honda's POC Arterial Blood Gas Machine supplies

Requester: Feng Ling Jiang

Department: LIB

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000028248

Requested total cost: \$724.69

Short Description: SFPL Press button supplies

Requester: Tsz Yin Ko

Department: DBI

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000009038

Requested total cost: \$4,720.00

Short Description: AI for Executives Program at UC Berkeley Haas School of Business campus

Requester: Diana Chien

Department: REC

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000055473

Requested total cost: \$10,000.00

Short Description: ASL/English Interpreter Service

Requester: Wendy Chan

Department: POL

Waiver Justification: 12B.5-1(d)(1) (No Vendors Comply)

Supplier ID: 0000046161

Requested total cost: \$5,000.00

Short Description: Specialized lidars certification to manufactory specification

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-7709 | Fax (415) 554-5163

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

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Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:55:42 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003730	Request Status:	Rejected by CMD Analyst
Requested for:	Elisa Baeza	State:	Rejected
Department Head/Delegated authority:	Walter Martinez	Waiver Type:	12B Waiver
Opened:	2024-07-08 13:18:38	12B Waiver Type:	Limited (Under 250K)
		Requesting Department:	JUV
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Elisa Baeza
		Watch list:	

Short Description:

Fingerprinting services by CA Department of Justice (Mod 2)

Supplier ID:	0000010486	Requested Amount:	\$0.00
Is this a new waiver or are you modifying a previously approved waiver?:	Modification – Prior Waiver Approved in ServiceNow	Increase Amount:	\$25,000.00
Last Approved 12B Waiver Request:	CMD12B0002757	Previously Approved Amount:	\$6,000.00
		Total Requested Amount:	\$31,000.00
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000000000
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2023-07-28
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2028-12-31

Advertising:	false
Commodities, Equipment and Hardware :	false
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

JUV seeks to continue using the CA Dept of Justice's fingerprinting services. For safety reasons, fingerprinting services are to be conducted on providers & volunteers (non-City staff persons) who must serve youth on the JUV campus. This is a request for a Mod #2 of the existing waiver.

If you have made an effort to have the supplier comply, explain it here. If not,:

N/A as this is a State of CA entity.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Rejected	Select the reason for this request:	
CMD Analyst Comments:	Effective June 24, 2024, the new Agreements with Government Entities Ordinance allows City departments to enter into agreements with other government entities more efficiently. Departments no longer need to seek waivers for agreements with government entities, but the government entities should still complete the business registration process.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	
Reason for Determination:			

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:	
Sole Source – Non Property Contract Justification Reason:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
Explain why this is a Sole Source:	

12B.5-1(a)(1) (Property Contracts)

City Property Status:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:
Public Entity Sole Source – Non
Property Contract Justification
Reason:
Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:
Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:	false
Bulk Power:	false
Bulk Gas:	false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

DOJ is a public entity, and the services beuing sought are standard for new employee onboarding.

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

N/A. DOJ is a public entity, and the services beuing sought are standard for new employee onboarding.

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

N/A. DOJ is a public entity, and the services beuing sought are standard for new employee onboarding.

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

No

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:
Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

2024-08-08 15:59:37 - Elisa Baeza
(Additional comments)
Reply from: elisa.baeza@sfgov.org

Thanks for confirming.

Elisa

Related List Title: Approval List

Table name: sysapproval_approver

Query Condition: Approval for = CMD12B0003730

Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Walter Martinez	CMD 12B Waiver: CMD12B0003730	2024-07-24 10:33:13		

Related List Title: Metric List

Table name: metric_instance

Query Condition: Table = u_cmd_12b_waiver AND ID = 7af705151b9b8690fdb0edb6624bcbcd

Sort Order: None

10 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-24 10:33:15	OCA 12B Metric	CMD 12B Waiver: CMD12B0003730	Draft	2024-07-24 10:33:13	2024-07-24 10:33:13	0 Seconds	true
2024-08-07 09:17:06	OCA 12B Metric	CMD 12B Waiver: CMD12B0003730	Awaiting CMD Analyst Approval	2024-08-07 09:17:02	2024-08-08 15:07:14	1 Day 5 Hours 50 Minutes	true
2024-07-24 10:33:15	OCA 12B Metric	CMD 12B Waiver: CMD12B0003730	Dept. Head approval	2024-07-24 10:33:13	2024-08-07 09:17:02	13 Days 22 Hours 43 Minutes	true
2024-08-08 15:07:15	OCA 12B Metric	CMD 12B Waiver: CMD12B0003730	Rejected by CMD Analyst	2024-08-08 15:07:14			false

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-08 13:24:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003730	Draft	2024-07-08 13:24:09	2024-07-24 10:33:13	15 Days 21 Hours 9 Minutes	true
2024-08-08 15:07:15	Assigned to Duration	CMD 12B Waiver: CMD12B0003730	Rejected by CMD Analyst	2024-08-08 15:07:14			false
2024-07-24 10:33:15	Assigned to Duration	CMD 12B Waiver: CMD12B0003730	Dept. Head approval	2024-07-24 10:33:13	2024-08-07 09:17:02	13 Days 22 Hours 43 Minutes	true
2024-07-08 13:24:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003730	Draft	2024-07-08 13:24:09	2024-07-24 10:33:13	15 Days 21 Hours 9 Minutes	true
2024-08-07 09:17:06	Assigned to Duration	CMD 12B Waiver: CMD12B0003730	Awaiting CMD Analyst Approval	2024-08-07 09:17:02	2024-08-08 15:07:14	1 Day 5 Hours 50 Minutes	true
2024-07-24 10:33:15	Assigned to Duration	CMD 12B Waiver: CMD12B0003730	Draft	2024-07-24 10:33:13	2024-07-24 10:33:13	0 Seconds	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:01:08 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003755	Request Status:	Completed
Requested for:	Connie Jozami	State:	Completed
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-07-10 16:43:51	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Connie Jozami
		Watch list:	

Short Description:

Becton Dickinson - reagents and lab supplies

Supplier ID:	0000024485	Requested Amount:	\$10,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	Modification – Prior Waiver Approved in ServiceNow	Increase Amount:	\$11,311.22
Last Approved 12B Waiver Request:	CMD12B0002745	Previously Approved Amount:	\$10,000.00
		Total Requested Amount:	\$21,311.22
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000786674
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-01-11
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2024-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

- (a) Becton Dickinson Diagnostic system
- (b) To purchase reagents and other lab supplies to SFDPH Microbiology Laboratory that are proprietary to the manufacturer and for the equipment located in the laboratory
- (c) SFDPH to purchase laboratory supplies for testing that are proprietary from Becton Dickinson and thereby fulfill a public health service

If you have made an effort to have the supplier comply, explain it here. If not,:

We have reached out to supplier to comply with 12b. In the interim, as these items are proprietary and needed for laboratory use, SFDPH is seeking a waiver.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliant source for reagents and other lab supplies for proprietary equipment.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
Reason for Determination:			
Approved per 12B.5-1(d)(1) No vendors comply			

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:	
Sole Source – Non Property Contract Justification Reason:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
Explain why this is a Sole Source:	

12B.5-1(a)(1) (Property Contracts)

City Property Status:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:	
CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:	

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

SFDPH seeks to purchase reagents and laboratory supplies for laboratory testing related to public health needs.

12B.5-1(d)(1) (No Vendors Comply) Question2:

Becton Dickinson has not yet complied with 12b, and SFDPH has encouraged them to comply. Otherwise, SFDPH laboratory has need of reagents and lab supplies to continue laboratory services for testing, and these are manufacturer's proprietary items.

12B.5-1(d)(1) (No Vendors Comply) Question3:

The items are manufacturer's proprietary items for use in equipment located in DPH lab and thus would be purchased solely through Becton Dickinson.

12B.5-1(d)(1) (No Vendors Comply) Question4:

SFDPH has encouraged supplier to be 12b compliant.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003755
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003755	2024-07-11 16:28:16		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = e42a80ce1b9f06d0a835a687624bcba2
Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-10 16:43:55	OCA 12B Metric	CMD 12B Waiver: CMD12B0003755	Draft	2024-07-10 16:43:52	2024-07-11 16:28:16	23 Hours 44 Minutes	true
2024-08-13 11:01:11	OCA 12B Metric	CMD 12B Waiver: CMD12B0003755	Awaiting CMD Analyst Approval	2024-08-13 11:01:07	2024-08-13 16:08:36	5 Hours 7 Minutes	true
2024-07-11 16:28:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003755	Dept. Head approval	2024-07-11 16:28:17	2024-08-13 11:01:07	32 Days 18 Hours 32 Minutes	true
2024-08-13 16:08:41	OCA 12B Metric	CMD 12B Waiver: CMD12B0003755	Awaiting CMD Director Approval	2024-08-13 16:08:36	2024-08-14 12:21:36	20 Hours 13 Minutes	true
2024-08-14 12:21:42	OCA 12B Metric	CMD 12B Waiver: CMD12B0003755	Completed	2024-08-14 12:21:36			false
2024-07-11 16:28:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003755	Draft	2024-07-11 16:28:16	2024-07-11 16:28:17	1 Second	true
2024-07-10 16:43:55	Assigned to Duration	CMD 12B Waiver: CMD12B0003755	Draft	2024-07-10 16:43:52	2024-07-11 16:28:16	23 Hours 44 Minutes	true
2024-08-14 12:21:42	Assigned to Duration	CMD 12B Waiver: CMD12B0003755	Completed	2024-08-14 12:21:36			false

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-11 16:28:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003755	Draft	2024-07-11 16:28:16	2024-07-11 16:28:17	1 Second	true
2024-07-11 16:28:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003755	Dept. Head approval	2024-07-11 16:28:17	2024-08-13 11:01:07	32 Days 18 Hours 32 Minutes	true
2024-08-13 11:01:11	Assigned to Duration	CMD 12B Waiver: CMD12B0003755	Awaiting CMD Analyst Approval	2024-08-13 11:01:07	2024-08-13 16:08:36	5 Hours 7 Minutes	true
2024-08-13 16:08:41	Assigned to Duration	CMD 12B Waiver: CMD12B0003755	Awaiting CMD Director Approval	2024-08-13 16:08:36	2024-08-14 12:21:36	20 Hours 13 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:50:32 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003813	Request Status:	Completed
Requested for:	Wendy Chan	State:	Completed
Department Head/Delegated authority:	Kimmie Wu	Waiver Type:	12B Waiver
Opened:	2024-07-29 17:26:47	12B Waiver Type:	Standard
		Requesting Department:	
		Requester Phone:	(415) 837-7203
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Wendy Chan
		Watch list:	Wendy Chan, Wayne Lok

Short Description:

Specialized lidars certification to manufactory specification

Supplier ID:	0000046161	Requested Amount:	\$5,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$5,000.00
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000841720
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-07-03
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-06-30

Advertising:	false
Commodities, Equipment and Hardware :	false
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

(a) PB ELECTRONICS; (b) Calibrattes and repairs the radar/Lidar Unit to use in obtain speed vehicles. The Radar/Lidar need to use t in utilized the enforcement of speed citations. DOJ requires certify Laser/Lidar annually for accuratecy measuring; (c) PB ELECTRONICS specialized lidar certification to manufactory specification.

If you have made an effort to have the supplier comply, explain it here. If not,:

We tried numerous times to have supplier to comply without any responds.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliance source to service proprietary radar/lidar equipment to accurately measure the speed of vehicles to enforce citations.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
Reason for Determination:			
This is a proprietary item with specific requirements required by DOJ .Approved under 12B.5-1(d)(1) authority.			

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:	
Sole Source – Non Property Contract Justification Reason:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
Explain why this is a Sole Source:	

12B.5-1(a)(1) (Property Contracts)

City Property Status:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:	
CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:	

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

It is essential because we want to enforce the speeding law.

12B.5-1(d)(1) (No Vendors Comply) Question2:

The need to have RADAR/LIDAR calibratate annual according to DOJ requirement.

12B.5-1(d)(1) (No Vendors Comply) Question3:

We contact the supplier nenerous times to become a compiance vendor but did not get any responds

12B.5-1(d)(1) (No Vendors Comply) Question4:

No Compliance Supplier for this type of services.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:
Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003813
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Kimmie Wu	CMD 12B Waiver: CMD12B0003813	2024-07-29 17:30:00		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = 922a86c41bf38a50a835a687624bcb47
Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-30 17:29:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003813	Completed	2024-07-30 17:29:20			false
2024-07-30 11:16:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003813	Awaiting CMD Analyst Approval	2024-07-30 11:16:38	2024-07-30 14:13:29	2 Hours 56 Minutes	true
2024-07-29 17:30:01	OCA 12B Metric	CMD 12B Waiver: CMD12B0003813	Dept. Head approval	2024-07-29 17:30:00	2024-07-29 17:30:00	0 Seconds	true
2024-07-29 17:30:01	OCA 12B Metric	CMD 12B Waiver: CMD12B0003813	Draft	2024-07-29 17:30:00	2024-07-30 11:16:38	17 Hours 46 Minutes	true
2024-07-29 17:26:51	OCA 12B Metric	CMD 12B Waiver: CMD12B0003813	Draft	2024-07-29 17:26:47	2024-07-29 17:30:00	3 Minutes	true
2024-07-30 14:13:30	OCA 12B Metric	CMD 12B Waiver: CMD12B0003813	Awaiting CMD Director Approval	2024-07-30 14:13:29	2024-07-30 17:29:20	3 Hours 15 Minutes	true
2024-07-30 14:13:30	Assigned to Duration	CMD 12B Waiver: CMD12B0003813	Awaiting CMD Director Approval	2024-07-30 14:13:29	2024-07-30 17:29:20	3 Hours 15 Minutes	true
2024-07-29 17:26:51	Assigned to Duration	CMD 12B Waiver: CMD12B0003813	Draft	2024-07-29 17:26:47	2024-07-29 17:30:00	3 Minutes	true
2024-07-29 17:30:01	Assigned to Duration	CMD 12B Waiver: CMD12B0003813	Dept. Head approval	2024-07-29 17:30:00	2024-07-29 17:30:00	0 Seconds	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-30 11:16:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003813	Awaiting CMD Analyst Approval	2024-07-30 11:16:38	2024-07-30 14:13:29	2 Hours 56 Minutes	true
2024-07-29 17:30:01	Assigned to Duration	CMD 12B Waiver: CMD12B0003813	Draft	2024-07-29 17:30:00	2024-07-30 11:16:38	17 Hours 46 Minutes	true
2024-07-30 17:29:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003813	Completed	2024-07-30 17:29:20			false

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:52:38 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003815	Request Status:	Completed
Requested for:	Diana Chien	State:	Completed
Department Head/Delegated authority:	Sean McFadden	Waiver Type:	12B Waiver
Opened:	2024-07-30 14:38:34	12B Waiver Type:	Standard
		Requesting Department:	REC
		Requester Phone:	(415) 831-2768
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Diana Chien
		Watch list:	

Short Description:

ASL/English Interpreter Service

Supplier ID:	0000055473	Requested Amount:	\$10,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$10,000.00
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000850676
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-07-30
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-06-30

Advertising:	false
Commodities, Equipment and Hardware :	false
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

- a) Jennie O'Shaughnessy DeLeon
b) ASL/English Interpreter -- services for RPD Therapeutic Recreation & Inclusion Division.
c) Rec Park is requesting service from Jennie O'Shaughnessy DeLeon for events during Camp Mather Inclusion week, and other various events during the 24/25 fiscal year.

If you have made an effort to have the supplier comply, explain it here. If not,:

Yes, however, supplier has not been able to complete their 12B compliance

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliant source to provide ASL/English interpreting services for events during Camp Mather Inclusion week and other events during the 24/25 fiscal year.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

Approved per 12B.5-1(d)(1) No vendors comply

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:
Sole Source – Non Property Contract Justification Reason:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:
Public Entity Sole Source – Non
Property Contract Justification
Reason:
Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:
Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:	false
Bulk Power:	false
Bulk Gas:	false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

Jennie O'Shaughnessy DeLeon is an ASL/English Interpreter, providing services for RPD Therapeutic Recreation & Inclusion Division.

12B.5-1(d)(1) (No Vendors Comply) Question2:

Rec Park is requesting service from this supplier for events during Camp Mather Inclusion week, and other various events during the 24/25 fiscal year.

12B.5-1(d)(1) (No Vendors Comply) Question3:

Her services were found to fulfill a disability accommodations request under the ADA for Camp Mather's Inclusion Week.

12B.5-1(d)(1) (No Vendors Comply) Question4:

Her services were found to fulfill a disability accommodations request under the ADA for Camp Mather's Inclusion Week.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk Purchasing under Charter Sec. 8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List

Table name: sysapproval_approver

Query Condition: Approval for = CMD12B0003815

Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Sean McFadden	CMD 12B Waiver: CMD12B0003815	2024-07-30 14:52:09		

Related List Title: Metric List

Table name: metric_instance

Query Condition: Table = u_cmd_12b_waiver AND ID = 804dae581b3f0e50a835a687624bcbc7

Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-30 14:52:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003815	Draft	2024-07-30 14:52:09	2024-07-30 14:52:09	0 Seconds	true
2024-07-30 14:52:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003815	Dept. Head approval	2024-07-30 14:52:09	2024-07-30 16:19:31	1 Hour 27 Minutes	true
2024-08-09 08:51:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003815	Awaiting CMD Director Approval	2024-08-09 08:51:19	2024-08-14 12:14:21	5 Days 3 Hours 23 Minutes	true
2024-08-14 12:14:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003815	Completed	2024-08-14 12:14:21			false
2024-07-30 14:38:35	OCA 12B Metric	CMD 12B Waiver: CMD12B0003815	Draft	2024-07-30 14:38:34	2024-07-30 14:52:09	13 Minutes	true
2024-07-30 16:19:35	OCA 12B Metric	CMD 12B Waiver: CMD12B0003815	Awaiting CMD Analyst Approval	2024-07-30 16:19:31	2024-08-09 08:51:19	9 Days 16 Hours 31 Minutes	true
2024-07-30 16:19:35	Assigned to Duration	CMD 12B Waiver: CMD12B0003815	Awaiting CMD Analyst Approval	2024-07-30 16:19:31	2024-08-09 08:51:19	9 Days 16 Hours 31 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-07-30 14:38:35	Assigned to Duration	CMD 12B Waiver: CMD12B0003815	Draft	2024-07-30 14:38:34	2024-07-30 14:52:09	13 Minutes	true
2024-07-30 14:52:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003815	Draft	2024-07-30 14:52:09	2024-07-30 14:52:09	0 Seconds	true
2024-07-30 14:52:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003815	Dept. Head approval	2024-07-30 14:52:09	2024-07-30 16:19:31	1 Hour 27 Minutes	true
2024-08-09 08:51:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003815	Awaiting CMD Director Approval	2024-08-09 08:51:19	2024-08-14 12:14:21	5 Days 3 Hours 23 Minutes	true
2024-08-14 12:14:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003815	Completed	2024-08-14 12:14:21			false

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:53:41 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003820	Request Status:	Completed
Requested for:	Tsz Yin Ko	State:	Completed
Department Head/Delegated authority:	Junko Laxamana	Waiver Type:	12B Waiver
Opened:	2024-08-01 16:05:36	12B Waiver Type:	Limited (Under 250K)
		Requesting Department:	DBI
		Requester Phone:	(682) 652-3554
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Tsz Yin Ko
		Watch list:	

Short Description:
AI for Executives Program at UC Berkeley Haas School of Business campus

Supplier ID:	0000009038	Requested Amount:	\$4,720.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$4,720.00
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000852842
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-09-09
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2024-09-11

Advertising:	false
Commodities, Equipment and Hardware :	false
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

- a) UC Berkeley Center For Executive Edu
- b) Three-day program at UC Berkeley Haas School of Business campus that provides interactive learning and networking
- c) UC Berkeley AI Training. In this AI program, City leadership will learn from distinguished Berkeley Haas faculty and industry experts how to evaluate AI systems and their potential impacts, gain strategies for AI adoption, and drive innovation within the organization

If you have made an effort to have the supplier comply, explain it here. If not,:

No effort made -- supplier must have tried to become 12B compliant, but their status remains in pending stage.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	<p>AI training program on how to evaluate AI systems, their potential impacts, gain strategies for AI adoption, and drive innovation within the organization.</p> <p>Effective June 24, 2024, the new Agreements with Government Entities Ordinance allows City departments to enter into agreements with other government entities more efficiently. Moving forward, departments no longer need to seek waivers for agreements with government entities, but the government entities should still complete the business registration process.</p>		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

UC cannot comply due to CalPERS

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:

Sole Source – Non Property Contract
Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :
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12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:
Public Entity Sole Source – Non Property Contract Justification Reason:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source (Public Entity):
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12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI) Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

UC Berkeley provides the AI Training.
In this AI program, City leadership will learn from distinguished Berkeley Haas faculty and industry experts how to evaluate AI systems and their potential impacts, gain strategies for AI adoption, and drive innovation within the organization

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

To stay current with advances in technology. Leadership will take the AI Training in UC Berkeley.

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

it does not conflict. The training is taken the place in UC Berkeley.

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:
Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:
12B.5-1(d)(2) (Bulk Purchasing) Question3:
12B.5-1(d)(2) (Bulk Purchasing) Question4:
12B.5-1(d)(2) (Bulk Purchasing) Question5:
12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)
12B.5-1(d)(3) (Sham Entity) Question1:
12B.5-1(d)(3) (Sham Entity) Question2:
12B.5-1(d)(3) (Sham Entity) Question3:
12B.5-1(d)(3) (Sham Entity) Question4:

Activities
Additional comments:

Related List Title: Approval List

Table name: sysapproval_approver

Query Condition: Approval for = CMD12B0003820

Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Junko Laxamana	CMD 12B Waiver: CMD12B0003820	2024-08-02 13:19:24		

Related List Title: Metric List

Table name: metric_instance

Query Condition: Table = u_cmd_12b_waiver AND ID = ea54d1cd1bfbc290a835a687624bcbb3

Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-02 13:23:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003820	Awaiting CMD Analyst Approval	2024-08-02 13:23:09	2024-08-06 10:46:06	3 Days 21 Hours 22 Minutes	true
2024-08-02 13:19:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003820	Dept. Head approval	2024-08-02 13:19:24	2024-08-02 13:19:24	0 Seconds	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-02 13:19:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003820	Draft	2024-08-02 13:19:24	2024-08-02 13:23:09	3 Minutes	true
2024-08-01 16:11:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003820	Draft	2024-08-01 16:11:39	2024-08-02 13:19:24	21 Hours 7 Minutes	true
2024-08-06 10:46:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003820	Awaiting CMD Director Approval	2024-08-06 10:46:06	2024-08-07 09:44:35	22 Hours 58 Minutes	true
2024-08-07 09:44:35	OCA 12B Metric	CMD 12B Waiver: CMD12B0003820	Completed	2024-08-07 09:44:35			false
2024-08-01 16:11:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003820	Draft	2024-08-01 16:11:39	2024-08-02 13:19:24	21 Hours 7 Minutes	true
2024-08-02 13:19:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003820	Dept. Head approval	2024-08-02 13:19:24	2024-08-02 13:19:24	0 Seconds	true
2024-08-07 09:44:35	Assigned to Duration	CMD 12B Waiver: CMD12B0003820	Completed	2024-08-07 09:44:35			false
2024-08-02 13:23:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003820	Awaiting CMD Analyst Approval	2024-08-02 13:23:09	2024-08-06 10:46:06	3 Days 21 Hours 22 Minutes	true
2024-08-02 13:19:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003820	Draft	2024-08-02 13:19:24	2024-08-02 13:23:09	3 Minutes	true
2024-08-06 10:46:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003820	Awaiting CMD Director Approval	2024-08-06 10:46:06	2024-08-07 09:44:35	22 Hours 58 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:06:06 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003821	Request Status:	Completed
Requested for:	Connie Jozami	State:	Completed
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-01 16:54:18	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Connie Jozami
		Watch list:	

Short Description:
Abbott - STI reagents for STI testing to be used with Alinity machine

Supplier ID:	0000026383	Requested Amount:	\$17,368.85
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$17,368.85
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000851463
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-01
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

a) Abbott b) PHD is buying STI reagents for the Alinity M instrument. These reagents are not part of the current contract and therefore they need a 12B waiver. c) These are specific reagents for the specific Alinity machine and only Abbott can provide them. This is a sole source vendor and PHD are not able to buy reagents from any other vendor

If you have made an effort to have the supplier comply, explain it here. If not,:

PHD have been working with Abbott to become compliant and they are currently working on it, but due to the large size of the company and the different divisions, it has been very complicated for the to become compliant.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliant source for STI reagents to use with the Abbott Alinity m system.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

Approved under 12B.5-1(d)(1) authority,

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:
Sole Source – Non Property Contract Justification Reason:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:	false
Bulk Power:	false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

These reagents are utilized in STI testing, which is a public health need.

12B.5-1(d)(1) (No Vendors Comply) Question2:

PHD have been working with Abbott to become compliant and they are currently working on it, however, this is a sole source vendor and PHD are not able to buy reagents compatible with the Alinity machine from any other vendor

12B.5-1(d)(1) (No Vendors Comply) Question3:

The only reagents that can be used in combination with the Alinity machine for STI testing are provided by Abbott. PHD is currently working with Abbott on becoming compliant.

12B.5-1(d)(1) (No Vendors Comply) Question4:

PHD provides STI testing to SF residents which is a needed public health service. In order to provide public health services like STI testing, PHD has found reagents compatible with current equipment that can only be provided by Abbott. however, PHD is working with the supplier on becoming compliant.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List

Table name: sysapproval_approver

Query Condition: Approval for = CMD12B0003821

Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003821	2024-08-01 17:13:55		

Related List Title: Metric List

Table name: metric_instance

Query Condition: Table = u_cmd_12b_waiver AND ID = b77fd9c91b7fc290a835a687624bcb4e

Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-01 17:03:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003821	Draft	2024-08-01 17:03:38	2024-08-01 17:13:55	10 Minutes	true
2024-08-23 14:27:35	OCA 12B Metric	CMD 12B Waiver: CMD12B0003821	Completed	2024-08-23 14:27:35			false
2024-08-01 17:14:00	OCA 12B Metric	CMD 12B Waiver: CMD12B0003821	Draft	2024-08-01 17:13:55	2024-08-22 10:21:20	20 Days 17 Hours 7 Minutes	true
2024-08-23 11:19:36	OCA 12B Metric	CMD 12B Waiver: CMD12B0003821	Awaiting CMD Director Approval	2024-08-23 11:19:36	2024-08-23 14:27:35	3 Hours 7 Minutes	true
2024-08-01 17:14:00	OCA 12B Metric	CMD 12B Waiver: CMD12B0003821	Dept. Head approval	2024-08-01 17:13:55	2024-08-01 17:13:55	0 Seconds	true
2024-08-22 10:21:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003821	Awaiting CMD Analyst Approval	2024-08-22 10:21:20	2024-08-23 11:19:36	1 Day 58 Minutes	true
2024-08-01 17:03:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003821	Draft	2024-08-01 17:03:38	2024-08-01 17:13:55	10 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-23 14:27:35	Assigned to Duration	CMD 12B Waiver: CMD12B0003821	Completed	2024-08-23 14:27:35			false
2024-08-23 11:19:36	Assigned to Duration	CMD 12B Waiver: CMD12B0003821	Awaiting CMD Director Approval	2024-08-23 11:19:36	2024-08-23 14:27:35	3 Hours 7 Minutes	true
2024-08-22 10:21:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003821	Awaiting CMD Analyst Approval	2024-08-22 10:21:20	2024-08-23 11:19:36	1 Day 58 Minutes	true
2024-08-01 17:14:00	Assigned to Duration	CMD 12B Waiver: CMD12B0003821	Dept. Head approval	2024-08-01 17:13:55	2024-08-01 17:13:55	0 Seconds	true
2024-08-01 17:14:00	Assigned to Duration	CMD 12B Waiver: CMD12B0003821	Draft	2024-08-01 17:13:55	2024-08-22 10:21:20	20 Days 17 Hours 7 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:54:49 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003827	Request Status:	Completed
Requested for:	Leon Ho	State:	Completed
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-02 14:02:59	12B Waiver Type:	Limited (Under 250K)
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Leon Ho
		Watch list:	

Short Description:

Laguna Honda's POC Arterial Blood Gas Machine supplies

Supplier ID:	0000018517	Requested Amount:	\$9,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$9,000.00
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000852139
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-02
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

(a) Idexx Distribution Corp. (b). Supplies for existing Laguna Honda's POC Arterial Blood Gas Machine in Respiratory therapy and used to carry out blood samples. (c) The consumables are machine specific and there is no other supplier.

If you have made an effort to have the supplier comply, explain it here. If not,:

Idexx is pending status. Until they can be found compliant or unable to comply, we are requesting a waiver in the interim as these are specialty products sold exclusively through Idexx.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliant source for specialty supplies and consumables for use on proprietary equipment.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

Approved under 12B.5-1(d)(1) authority

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:

Sole Source – Non Property Contract
Justification Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas:	false
12B.5-1(f) (SFPUC Bulk WPG) Question2:	
12B.5-1(f) (SFPUC Bulk WPG) Question1:	

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:
12B.5-1(d)(1) (No Vendors Comply) Question2:
12B.5-1(d)(1) (No Vendors Comply) Question3:
12B.5-1(d)(1) (No Vendors Comply) Question4:
12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:
These products are used towards Laguna Honda's POC Arterical Blood Gas Machine used for respiratory therapy, and is used towards the treatment of patients by carrying out blood samples.
12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :
The consumables are machine specific and Idexx is the sole supplier. Laguna Honda has existing arterial blood gas machines installed and in use for years.
12B.5-1(d)(1) (No Vendors Comply) Limited Question3:
The supplies are used for a machine that is used in the treatment of patients and there is no other supplier. Idexx's status is still found pending.
12B.5-1(d)(1) (No Vendors Comply) Limited Question4:
No

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:	
Has MTA qualified agreement as Bulk Purchasing under Charter Sec. 8A.102(b)?:	
Detail the nature of this Bulk Purchasing transaction:	
12B.5-1(d)(2) (Bulk Purchasing) Question1:	
12B.5-1(d)(2) (Bulk Purchasing) Question2:	
12B.5-1(d)(2) (Bulk Purchasing) Question3:	
12B.5-1(d)(2) (Bulk Purchasing) Question4:	
12B.5-1(d)(2) (Bulk Purchasing) Question5:	
12B.5-1(d)(2) (Bulk Purchasing) Question6:	

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:
12B.5-1(d)(3) (Sham Entity) Question2:
12B.5-1(d)(3) (Sham Entity) Question3:
12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003827
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003827	2024-08-02 14:07:27		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = 00e10e151b378690a835a687624bcb26
Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-07 09:35:42	OCA 12B Metric	CMD 12B Waiver: CMD12B0003827	Completed	2024-08-07 09:35:36			false
2024-08-02 14:03:01	OCA 12B Metric	CMD 12B Waiver: CMD12B0003827	Draft	2024-08-02 14:03:00	2024-08-02 14:07:27	4 Minutes	true
2024-08-05 09:32:05	OCA 12B Metric	CMD 12B Waiver: CMD12B0003827	Awaiting CMD Analyst Approval	2024-08-05 09:32:03	2024-08-06 14:21:28	1 Day 4 Hours 49 Minutes	true
2024-08-02 14:07:30	OCA 12B Metric	CMD 12B Waiver: CMD12B0003827	Dept. Head approval	2024-08-02 14:07:27	2024-08-05 09:32:03	2 Days 19 Hours 24 Minutes	true
2024-08-02 14:07:30	OCA 12B Metric	CMD 12B Waiver: CMD12B0003827	Draft	2024-08-02 14:07:27	2024-08-02 14:07:27	0 Seconds	true
2024-08-06 14:21:31	OCA 12B Metric	CMD 12B Waiver: CMD12B0003827	Awaiting CMD Director Approval	2024-08-06 14:21:28	2024-08-07 09:35:36	19 Hours 14 Minutes	true
2024-08-05 09:32:05	Assigned to Duration	CMD 12B Waiver: CMD12B0003827	Awaiting CMD Analyst Approval	2024-08-05 09:32:03	2024-08-06 14:21:28	1 Day 4 Hours 49 Minutes	true
2024-08-02 14:07:30	Assigned to Duration	CMD 12B Waiver: CMD12B0003827	Draft	2024-08-02 14:07:27	2024-08-02 14:07:27	0 Seconds	true
2024-08-02 14:03:01	Assigned to Duration	CMD 12B Waiver: CMD12B0003827	Draft	2024-08-02 14:03:00	2024-08-02 14:07:27	4 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-06 14:21:31	Assigned to Duration	CMD 12B Waiver: CMD12B0003827	Awaiting CMD Director Approval	2024-08-06 14:21:28	2024-08-07 09:35:36	19 Hours 14 Minutes	true
2024-08-07 09:35:42	Assigned to Duration	CMD 12B Waiver: CMD12B0003827	Completed	2024-08-07 09:35:36			false
2024-08-02 14:07:30	Assigned to Duration	CMD 12B Waiver: CMD12B0003827	Dept. Head approval	2024-08-02 14:07:27	2024-08-05 09:32:03	2 Days 19 Hours 24 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:54:10 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003829	Request Status:	Completed
Requested for:	Feng Ling Jiang	State:	Completed
Department Head/Delegated authority:	Michael Lambert	Waiver Type:	12B Waiver
Opened:	2024-08-02 20:18:13	12B Waiver Type:	Limited (Under 250K)
		Requesting Department:	LIB
		Requester Phone:	+14155574247
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Feng Ling Jiang
		Watch list:	

Short Description:

SFPL Press button supplies

Supplier ID:	0000028248	Requested Amount:	\$724.69
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$724.69
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000853103
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-02
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

(a)Dr. Don's Buttons

(b)Purchasing button makers and button making supplies. Items are to support youth services librarians who offer public programs for youth and their families.

(c)The library has previously purchased button makers and supplies by Dr. Don's Buttons. The supplies complement the button maker and are needed to continue with this program offering.

If you have made an effort to have the supplier comply, explain it here. If not,:

We have requested them to comply by providing instructions through calls

Cancel Notes:

CMD Analyst

CMD Analyst: Domenic Viterbo-Martinez

CMD Director: Stephanie Tang

CMD Analyst Decision: Reviewed and Approved

Select the reason for this request: 12B.5-1(d)(1) (No Vendors Comply)

CMD Analyst Comments: No compliant source for button makers and button making supplies for SFPL youth services programs.

CMD Director

CMD Director: Stephanie Tang

CMD Director Decision: Reviewed and Approved

Reason for Determination:

Approved under 12B.5-1(d)(1) authority

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:

Sole Source – Non Property Contract
Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

We've made an effort to have Dr. Don's Buttons comply with 12B.

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

Dr. Don's Buttons provides supplies that are needed to continue with youth and family button-making programming. Their supplies and button makers are not comparable to other organizations.

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

Dr. Don's Buttons allows youth services librarians to offer whole family programming, with an emphasis on intergenerational participation.

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

Yes

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:
Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003829
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michael Lambert	CMD 12B Waiver: CMD12B0003829	2024-08-02 20:28:04		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = 3cc793d91b73c690a835a687624bcbd0
Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-02 20:28:05	OCA 12B Metric	CMD 12B Waiver: CMD12B0003829	Dept. Head approval	2024-08-02 20:28:04	2024-08-04 17:56:59	1 Day 21 Hours 28 Minutes	true
2024-08-07 09:37:00	OCA 12B Metric	CMD 12B Waiver: CMD12B0003829	Completed	2024-08-07 09:36:57			false
2024-08-06 11:58:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003829	Awaiting CMD Director Approval	2024-08-06 11:58:08	2024-08-07 09:36:57	21 Hours 38 Minutes	true
2024-08-02 20:28:05	OCA 12B Metric	CMD 12B Waiver: CMD12B0003829	Draft	2024-08-02 20:28:04	2024-08-02 20:28:04	0 Seconds	true
2024-08-04 17:57:01	OCA 12B Metric	CMD 12B Waiver: CMD12B0003829	Awaiting CMD Analyst Approval	2024-08-04 17:56:59	2024-08-06 11:58:08	1 Day 18 Hours 1 Minute	true
2024-08-02 20:27:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003829	Draft	2024-08-02 20:27:35	2024-08-02 20:28:04	29 Seconds	true
2024-08-02 20:28:05	Assigned to Duration	CMD 12B Waiver: CMD12B0003829	Draft	2024-08-02 20:28:04	2024-08-02 20:28:04	0 Seconds	true
2024-08-02 20:28:05	Assigned to Duration	CMD 12B Waiver: CMD12B0003829	Dept. Head approval	2024-08-02 20:28:04	2024-08-04 17:56:59	1 Day 21 Hours 28 Minutes	true
2024-08-02 20:27:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003829	Draft	2024-08-02 20:27:35	2024-08-02 20:28:04	29 Seconds	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-07 09:37:00	Assigned to Duration	CMD 12B Waiver: CMD12B0003829	Completed	2024-08-07 09:36:57			false
2024-08-06 11:58:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003829	Awaiting CMD Director Approval	2024-08-06 11:58:08	2024-08-07 09:36:57	21 Hours 38 Minutes	true
2024-08-04 17:57:01	Assigned to Duration	CMD 12B Waiver: CMD12B0003829	Awaiting CMD Analyst Approval	2024-08-04 17:56:59	2024-08-06 11:58:08	1 Day 18 Hours 1 Minute	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:56:09 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003835	Request Status:	Completed
Requested for:	Susan Chan	State:	Completed
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-07 13:14:21	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	(415) 759-4512
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Susan Chan
		Watch list:	Susan Chan

Short Description:

Medical grade Thermostat for refrigerator and related equipment from supplier.

Supplier ID:	0000049687	Requested Amount:	\$162.42
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$162.42
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(2) (Bulk Purchasing)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000853931
Admin Code Chapter:	Chapter 21A GPO (DPH Only)	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-07
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2024-09-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

This waiver is for the purchase of twelve (12) strike, snap and (12) Fasterner, Latch for our existing commerical grade refrigerator. All Follett supplies / equipment on LHH campus is OSHA approved in the original submittals for selsmic bracing. LHH Facilities Department staff are fully trained to maintain, service and install follett equipment. Follett supplies/equipment has performed consistently and regulary passes annual hospital inspections from JACHO, CMS and other mandatory regulatory licensing bodies.

If you have made an effort to have the supplier comply, explain it here. If not,:

CMD has been in contact with Follett HR and provide detailed information on what is still required to become 12B Compliant.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(2) (Bulk Purchasing)
CMD Analyst Comments:	Bulk purchasing agreement for maintenance and repair of proprietary medical grade refrigerator and related equipment.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

Approved per Section 131.6(d)(2) (Bulk Purchasing). Follett products LLC.

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:
Sole Source – Non Property Contract Justification Reason:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:	false
Bulk Power:	false
Bulk Gas:	false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:
Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question2:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question3:

To fulfill the Board's desire to obtain the cost savings from using a GPO, pursuant to Chapter 21A.

12B.5-1(d)(2) (Bulk Purchasing) Question4:

Supplies for Proprietary equipment for repair or replacement of the product by an authorized service company.

12B.5-1(d)(2) (Bulk Purchasing) Question5:

The purpose of Chapter 12B is to ensure equal access to benefits, including health benefits, regardless of one's protected category. The use of a GPO ensures DPH can access the goods and services it needs to provide healthcare to SF residents in a cost-effective and reliable manner, thereby increasing their access to healthcare regardless of their status. In this regard, the use of this Vizient contractor is aligned with the intent of Chapter 12B.

12B.5-1(d)(2) (Bulk Purchasing) Question6:

Yes

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List

Table name: sysapproval_approver

Query Condition: Approval for = CMD12B0003835

Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003835	2024-08-07 13:19:41		

Related List Title: Metric List

Table name: metric_instance

Query Condition: Table = u_cmd_12b_waiver AND ID = ecb6affa1bb306d0a835a687624bcbcf

Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-08 15:12:26	OCA 12B Metric	CMD 12B Waiver: CMD12B0003835	Awaiting CMD Director Approval	2024-08-08 15:12:24	2024-08-14 12:23:29	5 Days 21 Hours 11 Minutes	true
2024-08-14 12:23:31	OCA 12B Metric	CMD 12B Waiver: CMD12B0003835	Completed	2024-08-14 12:23:29			false

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-07 13:19:45	OCA 12B Metric	CMD 12B Waiver: CMD12B0003835	Dept. Head approval	2024-08-07 13:19:41	2024-08-07 13:19:41	0 Seconds	true
2024-08-07 13:14:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003835	Draft	2024-08-07 13:14:22	2024-08-07 13:19:41	5 Minutes	true
2024-08-07 16:55:45	OCA 12B Metric	CMD 12B Waiver: CMD12B0003835	Awaiting CMD Analyst Approval	2024-08-07 16:55:45	2024-08-08 15:12:24	22 Hours 16 Minutes	true
2024-08-07 13:19:45	OCA 12B Metric	CMD 12B Waiver: CMD12B0003835	Draft	2024-08-07 13:19:41	2024-08-07 16:55:45	3 Hours 36 Minutes	true
2024-08-14 12:23:31	Assigned to Duration	CMD 12B Waiver: CMD12B0003835	Completed	2024-08-14 12:23:29			false
2024-08-07 13:19:45	Assigned to Duration	CMD 12B Waiver: CMD12B0003835	Draft	2024-08-07 13:19:41	2024-08-07 16:55:45	3 Hours 36 Minutes	true
2024-08-07 16:55:45	Assigned to Duration	CMD 12B Waiver: CMD12B0003835	Awaiting CMD Analyst Approval	2024-08-07 16:55:45	2024-08-08 15:12:24	22 Hours 16 Minutes	true
2024-08-07 13:14:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003835	Draft	2024-08-07 13:14:22	2024-08-07 13:19:41	5 Minutes	true
2024-08-08 15:12:26	Assigned to Duration	CMD 12B Waiver: CMD12B0003835	Awaiting CMD Director Approval	2024-08-08 15:12:24	2024-08-14 12:23:29	5 Days 21 Hours 11 Minutes	true
2024-08-07 13:19:45	Assigned to Duration	CMD 12B Waiver: CMD12B0003835	Dept. Head approval	2024-08-07 13:19:41	2024-08-07 13:19:41	0 Seconds	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 14:56:36 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003842	Request Status:	Completed
Requested for:	Kirby Tsai	State:	Completed
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-13 08:28:51	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	(628) 206-4617
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Kirby Tsai
		Watch list:	

Short Description:

GPO supplier Abbott Vascular provides life-changing medical device technology and solutions that treat cardiovascular conditions

Supplier ID:	0000026382	Requested Amount:	\$225,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$225,000.00
Document Type:	Contract	Enter Contract ID:	1000033953
12B Waiver Justification:	12B.5-1(d)(2) (Bulk Purchasing)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	
Admin Code Chapter:	Chapter 21A GPO (DPH Only)	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-07-01
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2026-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

Abbott Vascular focus on innovative technologies that can improve the way clinicians treat people with vascular diseases, irregular heartbeats and diseases of the heart's valves and other structures. Abbott Vascular provides life-changing medical device technology and solutions that treat cardiovascular conditions. This 12b waiver will allow us to order these products from this division of this Vizient vendor

If you have made an effort to have the supplier comply, explain it here. If not,:

Yes, we have provided the contact information of the Equal Benefits Program Contract Compliance unit and asked the supplier to follow up with them

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(2) (Bulk Purchasing)
CMD Analyst Comments:	The City has a bulk purchasing agreement with the supplier for the purchase of medical device technology and solutions to treat cardiovascular conditions.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

Approved per 12B.5-1(d)(2) Bulk Purchasing

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:
Sole Source – Non Property Contract Justification Reason:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:	false
Bulk Power:	false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question2:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question3:

To fulfill the Board's desire to obtain the cost savings from using a GPO, pursuant to Chapter 21A.

12B.5-1(d)(2) (Bulk Purchasing) Question4:

Yes, we have provided the contact information of the Equal Benefits Program Contract Compliance unit and asked the supplier to follow up with them

12B.5-1(d)(2) (Bulk Purchasing) Question5:

The purpose of Chapter 12B is to ensure equal access to benefits, including health benefits, regardless of one's protected category. The use of a GPO ensures DPH can access the goods and services it needs to provide healthcare to SF residents in a cost-effective and reliable manner, thereby increasing their access to healthcare regardless of their status. In this regard, the use of this Vizient contractor is aligned with the intent of Chapter 12B.

12B.5-1(d)(2) (Bulk Purchasing) Question6:

Yes

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003842
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003842	2024-08-13 08:49:44		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = bcee19f8eb881e10302bf284dad0cd53
Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-13 16:06:00	OCA 12B Metric	CMD 12B Waiver: CMD12B0003842	Awaiting CMD Director Approval	2024-08-13 16:05:56	2024-08-14 12:15:06	20 Hours 9 Minutes	true
2024-08-14 12:15:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003842	Completed	2024-08-14 12:15:06			false
2024-08-13 09:20:00	OCA 12B Metric	CMD 12B Waiver: CMD12B0003842	Awaiting CMD Analyst Approval	2024-08-13 09:19:57	2024-08-13 16:05:56	6 Hours 45 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-13 08:49:46	OCA 12B Metric	CMD 12B Waiver: CMD12B0003842	Draft	2024-08-13 08:49:44	2024-08-13 09:19:57	30 Minutes	true
2024-08-13 08:49:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003842	Draft	2024-08-13 08:49:40	2024-08-13 08:49:44	4 Seconds	true
2024-08-13 08:49:46	OCA 12B Metric	CMD 12B Waiver: CMD12B0003842	Dept. Head approval	2024-08-13 08:49:44	2024-08-13 08:49:44	0 Seconds	true
2024-08-13 08:49:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003842	Draft	2024-08-13 08:49:40	2024-08-13 08:49:44	4 Seconds	true
2024-08-13 08:49:46	Assigned to Duration	CMD 12B Waiver: CMD12B0003842	Dept. Head approval	2024-08-13 08:49:44	2024-08-13 08:49:44	0 Seconds	true
2024-08-13 16:06:00	Assigned to Duration	CMD 12B Waiver: CMD12B0003842	Awaiting CMD Director Approval	2024-08-13 16:05:56	2024-08-14 12:15:06	20 Hours 9 Minutes	true
2024-08-13 08:49:46	Assigned to Duration	CMD 12B Waiver: CMD12B0003842	Draft	2024-08-13 08:49:44	2024-08-13 09:19:57	30 Minutes	true
2024-08-14 12:15:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003842	Completed	2024-08-14 12:15:06			false
2024-08-13 09:20:00	Assigned to Duration	CMD 12B Waiver: CMD12B0003842	Awaiting CMD Analyst Approval	2024-08-13 09:19:57	2024-08-13 16:05:56	6 Hours 45 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:05:34 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003846	Request Status:	Completed
Requested for:	Rebecca Taylor	State:	Completed
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-13 11:52:16	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Rebecca M Taylor
		Watch list:	Rebecca M Taylor, Shileen.Gwin@sfdph.org

Short Description:

GPO supplier Abbott Laboratories provides variety of medical and nutritional products

Supplier ID:	0000026383	Requested Amount:	\$2,730,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$2,730,000.00
Document Type:	Contract	Enter Contract ID:	1000033960
12B Waiver Justification:	12B.5-1(d)(2) (Bulk Purchasing)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	
Admin Code Chapter:	Chapter 21A GPO (DPH Only)	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-07-01
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2027-12-31

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

Abbott Laboratories encompasses Abbott Nutrition as well. Abbott Laboratories provides innovative technologies that provide life-changing medical device technology and solutions that treat cardiovascular conditions (such as pacemakers). This 12b waiver will allow us to order these products from this division of this Vizient vendor.

If you have made an effort to have the supplier comply, explain it here. If not,:

Yes, we have provided the contact information of the Equal Benefits Program Contract Compliance unit and asked the supplier to follow up with them

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(2) (Bulk Purchasing)
CMD Analyst Comments:	Purchase of medical and nutritional products through a government bulk purchasing agreement.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
Reason for Determination:			
Approved - Bulk Purchasing authority.			

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:	
Sole Source – Non Property Contract Justification Reason:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
Explain why this is a Sole Source:	

12B.5-1(a)(1) (Property Contracts)

City Property Status:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	
CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:	
CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:	

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract
Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question2:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question3:

To fulfill the Board's desire to obtain the cost savings from using a GPO, pursuant to Chapter 21A.

12B.5-1(d)(2) (Bulk Purchasing) Question4:

Yes, we have provided the contact information of the Equal Benefits Program Contract Compliance unit and asked the supplier to follow up with them

12B.5-1(d)(2) (Bulk Purchasing) Question5:

The purpose of Chapter 12B is to ensure equal access to benefits, including health benefits, regardless of one's protected category. The use of a GPO ensures DPH can access the goods and services it needs to provide healthcare to SF residents in a cost-effective and reliable manner, thereby increasing their access to healthcare regardless of their status. In this regard, the use of this Vizient contractor is aligned with the intent of Chapter 12B.

12B.5-1(d)(2) (Bulk Purchasing) Question6:

Yes

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003846
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003846	2024-08-21 16:12:11		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = e47dce78eb045e10302bf284dad0cdca
Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-22 10:18:55	OCA 12B Metric	CMD 12B Waiver: CMD12B0003846	Awaiting CMD Analyst Approval	2024-08-22 10:18:53	2024-08-22 16:28:41	6 Hours 9 Minutes	true
2024-08-21 16:12:15	OCA 12B Metric	CMD 12B Waiver: CMD12B0003846	Draft	2024-08-21 16:12:11	2024-08-21 16:12:11	0 Seconds	true
2024-08-21 16:12:15	OCA 12B Metric	CMD 12B Waiver: CMD12B0003846	Dept. Head approval	2024-08-21 16:12:11	2024-08-22 10:18:53	18 Hours 6 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-22 16:28:45	OCA 12B Metric	CMD 12B Waiver: CMD12B0003846	Awaiting CMD Director Approval	2024-08-22 16:28:41	2024-08-23 14:28:49	22 Hours	true
2024-08-13 11:52:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003846	Draft	2024-08-13 11:52:16	2024-08-21 16:12:11	8 Days 4 Hours 19 Minutes	true
2024-08-23 14:28:50	OCA 12B Metric	CMD 12B Waiver: CMD12B0003846	Completed	2024-08-23 14:28:49			false
2024-08-22 10:18:55	Assigned to Duration	CMD 12B Waiver: CMD12B0003846	Awaiting CMD Analyst Approval	2024-08-22 10:18:53	2024-08-22 16:28:41	6 Hours 9 Minutes	true
2024-08-21 16:12:15	Assigned to Duration	CMD 12B Waiver: CMD12B0003846	Draft	2024-08-21 16:12:11	2024-08-21 16:12:11	0 Seconds	true
2024-08-13 11:52:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003846	Draft	2024-08-13 11:52:16	2024-08-21 16:12:11	8 Days 4 Hours 19 Minutes	true
2024-08-23 14:28:50	Assigned to Duration	CMD 12B Waiver: CMD12B0003846	Completed	2024-08-23 14:28:49			false
2024-08-21 16:12:15	Assigned to Duration	CMD 12B Waiver: CMD12B0003846	Dept. Head approval	2024-08-21 16:12:11	2024-08-22 10:18:53	18 Hours 6 Minutes	true
2024-08-22 16:28:45	Assigned to Duration	CMD 12B Waiver: CMD12B0003846	Awaiting CMD Director Approval	2024-08-22 16:28:41	2024-08-23 14:28:49	22 Hours	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:02:04 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003854	Request Status:	Rejected by CMD Analyst
Requested for:	Connie Jozami	State:	Rejected
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-14 16:47:59	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Connie Jozami
		Watch list:	

Short Description:
Alameda County - Rabies Testing Services at Alameda County DPH

Supplier ID:	0000025983	Requested Amount:	\$5,000.00
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$5,000.00
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000842536
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-14
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2027-06-30

Advertising:	false
Commodities, Equipment and Hardware :	false
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

- a) Alameda County
- b) kits for rabies testing. This is an essential public health service.
- c) it is the closest county with state approved public health laboratory that facilitates rabies testing for all suspected rabid animals

If you have made an effort to have the supplier comply, explain it here. If not,:

Requestor will work with supplier on compliance by guiding them to the appropriate resources. This is the only supplier that meets distance and public health laboratory requirements for rabies testing.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Rejected	Select the reason for this request:	

CMD Analyst Comments:	Effective June 24, 2024, the new Agreements with Government Entities Ordinance allows City departments to enter into agreements with other government entities more efficiently. Moving forward, departments no longer need to seek waivers for agreements with government entities, but the government entities should still complete the business registration process.
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CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	
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Reason for Determination:

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:	
Sole Source – Non Property Contract Justification Reason:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:	

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:	
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:	

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:
Public Entity Sole Source – Non Property Contract Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI) Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:

false

Bulk Power:

false

Bulk Gas:

false

12B.5-1(f) (SFPUC Bulk WPG) Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

Rabies testing is an essential public health service for SF residents

12B.5-1(d)(1) (No Vendors Comply) Question2:

Requestor is requesting a waiver per Fiscal. The annual spending for this supplier is greater than \$5k for the whole City

12B.5-1(d)(1) (No Vendors Comply) Question3:

Requestor will reach out to them and send them the link to update their 12B status.
It is the closest State Approved Public Health Laboratory that Facilities Rabies Testing for all suspected Raid Animal. Therefore, Rabies Testing Service is held at Alameda County DPH.

12B.5-1(d)(1) (No Vendors Comply) Question4:

This is an essential service, requestor will reach out to work on compliance. Testing Service is held at Alameda County DPH.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk Purchasing under Charter Sec. 8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title:Approval List

Table name:sysapproval_approver

Query Condition:Approval for = CMD12B0003854

Sort Order:Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003854	2024-08-15 08:18:35		

Related List Title:Metric List

Table name:metric_instance

Query Condition:Table = u_cmd_12b_waiver AND ID = d6ba501deb4c1250302bf284dad0cd56

Sort Order:None

10 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-15 08:18:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003854	Dept. Head approval	2024-08-15 08:18:35	2024-08-15 08:18:35	0 Seconds	true
2024-08-14 16:59:55	OCA 12B Metric	CMD 12B Waiver: CMD12B0003854	Draft	2024-08-14 16:59:51	2024-08-15 08:18:35	15 Hours 18 Minutes	true
2024-08-15 08:18:40	OCA 12B Metric	CMD 12B Waiver: CMD12B0003854	Draft	2024-08-15 08:18:35	2024-08-15 12:23:58	4 Hours 5 Minutes	true
2024-08-15 12:24:00	OCA 12B Metric	CMD 12B Waiver: CMD12B0003854	Awaiting CMD Analyst Approval	2024-08-15 12:23:58	2024-08-15 14:45:41	2 Hours 21 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-15 14:45:45	OCA 12B Metric	CMD 12B Waiver: CMD12B0003854	Rejected by CMD Analyst	2024-08-15 14:45:41			false
2024-08-14 16:59:55	Assigned to Duration	CMD 12B Waiver: CMD12B0003854	Draft	2024-08-14 16:59:51	2024-08-15 08:18:35	15 Hours 18 Minutes	true
2024-08-15 08:18:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003854	Dept. Head approval	2024-08-15 08:18:35	2024-08-15 08:18:35	0 Seconds	true
2024-08-15 14:45:45	Assigned to Duration	CMD 12B Waiver: CMD12B0003854	Rejected by CMD Analyst	2024-08-15 14:45:41			false
2024-08-15 12:24:00	Assigned to Duration	CMD 12B Waiver: CMD12B0003854	Awaiting CMD Analyst Approval	2024-08-15 12:23:58	2024-08-15 14:45:41	2 Hours 21 Minutes	true
2024-08-15 08:18:40	Assigned to Duration	CMD 12B Waiver: CMD12B0003854	Draft	2024-08-15 08:18:35	2024-08-15 12:23:58	4 Hours 5 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:04:21 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003856	Request Status:	Awaiting CMD Analyst Approval
Requested for:	Connie Jozami	State:	Work in Progress
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-15 13:55:02	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Connie Jozami
		Watch list:	

Short Description:
Custom Ink - sweatshirts for TB Prevention and Control program

Supplier ID:	0000021992	Requested Amount:	\$2,741.25
Is this a new waiver or are you modifying a previously approved waiver?:	New Waiver	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:		Previously Approved Amount:	\$0.00
		Total Requested Amount:	\$2,741.25
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000857120
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-15
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

a) Custom Ink b) the department is buying team sweatshirts for the TB Prevention and Control program as an employee engagement tool as recognition that this team works in challenging physical conditions that are sometimes very cold. The team works in the field as well as a non-climate-controlled clinic with open windows (for ventilation infection control purposes to prevent staff, visitors and other patients from getting infected with TB) which can get as cold as 54 degrees in the winter. c) requestor wanted to minimize the amount of staff time spent identifying a vendor who could provide the service and who was City approved (it seems in the meantime between when we first developed the order and now, this vendor fell out of 12B compliance).

If you have made an effort to have the supplier comply, explain it here. If not,:

Please find email attached showing efforts to get supplier into compliance.

Cancel Notes:

CMD Analyst

CMD Analyst:

CMD Analyst Decision:

CMD Analyst Comments:

CMD Director:

Select the reason for this request:

CMD Director

CMD Director:

CMD Director Decision:

Reason for Determination:

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:

Sole Source – Non Property Contract

Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract

Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non
Property Contract Justification
Reason:

Has DPH Commission qualified this
agreement as a Sole Source under
Chpt 21.42?:

Has MTA qualified this agreement as
a Sole Source under Charter Sec.
8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:

Bulk Power:

Bulk Gas:

false

false

false

12B.5-1(f) (SFPUC Bulk WPG)

Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

City residents need to be protected from tuberculosis (TB) – an infectious disease spread from person-to-person through the air that is a top cause of death from infectious disease worldwide. In order to do this we need to run a safe, well-staffed and well-trained tuberculosis control program including a TB clinic and TB field services. The proposed clothing items are part of boosting team morale by (1) helping build a sense of team belonging and (2) recognition of some of the physically challenging (cold) conditions we work in. The intent is to improve worker well-being and engagement, to improve staff retention/reduce turnover, reduce absenteeism and develop a culture of inclusion and belonging among team members.

12B.5-1(d)(1) (No Vendors Comply) Question2:

Requestor needs to purchase the sweatshirts as expediently as possible and the waiver is the quickest way to obtain the items while coordinating compliance with the supplier. Many staff hours have already been spent to (1) determine that the team wants sweatshirts (rather than another clothing item) and develop general design/messaging to include on sweatshirts, (2) find a company that can design and print these that is a City Vendor and (3) attempt to purchase them.

12B.5-1(d)(1) (No Vendors Comply) Question3:

Please see email attached. Requestor is in contact with supplier asking them to become compliant.

12B.5-1(d)(1) (No Vendors Comply) Question4:

Please see email attached showing efforts to make supplier comply.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk Purchasing under Charter Sec.

8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:
12B.5-1(d)(3) (Sham Entity) Question2:
12B.5-1(d)(3) (Sham Entity) Question3:
12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003856
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003856	2024-08-19 15:01:30		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = d6bcf821eb40d250302bf284dad0cdc9
Sort Order: None

8 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-19 15:01:31	OCA 12B Metric	CMD 12B Waiver: CMD12B0003856	Dept. Head approval	2024-08-19 15:01:30	2024-08-20 05:06:47	14 Hours 5 Minutes	true
2024-08-20 05:06:51	OCA 12B Metric	CMD 12B Waiver: CMD12B0003856	Awaiting CMD Analyst Approval	2024-08-20 05:06:47			false
2024-08-19 15:01:31	OCA 12B Metric	CMD 12B Waiver: CMD12B0003856	Draft	2024-08-19 15:01:30	2024-08-19 15:01:30	0 Seconds	true
2024-08-15 14:03:26	OCA 12B Metric	CMD 12B Waiver: CMD12B0003856	Draft	2024-08-15 14:03:21	2024-08-19 15:01:30	4 Days 58 Minutes	true
2024-08-19 15:01:31	Assigned to Duration	CMD 12B Waiver: CMD12B0003856	Draft	2024-08-19 15:01:30	2024-08-19 15:01:30	0 Seconds	true
2024-08-15 14:03:26	Assigned to Duration	CMD 12B Waiver: CMD12B0003856	Draft	2024-08-15 14:03:21	2024-08-19 15:01:30	4 Days 58 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-19 15:01:31	Assigned to Duration	CMD 12B Waiver: CMD12B0003856	Dept. Head approval	2024-08-19 15:01:30	2024-08-20 05:06:47	14 Hours 5 Minutes	true
2024-08-20 05:06:51	Assigned to Duration	CMD 12B Waiver: CMD12B0003856	Awaiting CMD Analyst Approval	2024-08-20 05:06:47			false

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:02:39 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003860	Request Status:	Completed
Requested for:	Romeo Alberto	State:	Completed
Department Head/Delegated authority:	Sailaja Kurella	Waiver Type:	12B Waiver
Opened:	2024-08-16 13:25:53	12B Waiver Type:	Standard
		Requesting Department:	ADM
		Requester Phone:	+16286521601
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Romeo Alberto
		Watch list:	

Short Description:

Two Ballistic Shield Dolly Systems for the Police Department. This modification is to update the Purchase Order ID only.

Supplier ID:	0000054989	Requested Amount:	\$45,039.62
Is this a new waiver or are you modifying a previously approved waiver?:	Modification – Prior Waiver Approved in ServiceNow	Increase Amount:	\$0.00
Last Approved 12B Waiver Request:	CMD12B0003657	Previously Approved Amount:	\$45,039.62
		Total Requested Amount:	\$45,039.62
Document Type:	Purchase Order	Enter Contract ID:	
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	0000856164
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-06-21
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2025-01-01

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	false
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

This modification is to update the Purchase Order ID only. The waiver number CMD12B0003657 that we are modifying listed PO number 0000836918 which was canceled because all of the necessary compliance documents were not received prior to the end of the 23-24 fiscal year. This Purchase Order ID 0000856164 listed in this modification is the new 24-25 fiscal year replacement Purchase Order. There are no changes to the amount or dates.

OCA conducted a solicitation for two (2) ballistic shield dolly systems and received only one bid from RG Beck Az, Inc dba TYR Tactical, LLC.

Police are purchasing ballistic shield dolly systems in order to increase the safety, protection, and well-being of it's Officer's, especially in small, enclosed spaces. For example, there has been a recent increase in incidents involving confrontations in narrow hallways in residential hotels in which these ballistic shield dolly systems would be frequently used. Furthermore, TYR Tactical Ballistic Shield Dolly Systems fully meet the specifications required by the Police Department, and since RG Beck Az, Inc dba TYR Tactical, LLC is the manufacturer of TYR Tactical Ballistic Shield Dolly Systems, the purchase is also cost effective.

Since RG Beck Az, Inc dba TYR Tactical, LLC was the only Bidder, if the 12B waiver is not approved, the Police Department will not be able to purchase ballistic shield dolly systems at this time and will not be able to further ensure the safety of its Officers and the Citizens they are tasked to protect.

If you have made an effort to have the supplier comply, explain it here. If not,:

OCA has provided guidance to the Supplier to complete the 12B process. RG Beck Az, Inc dba TYR Tactical, LLC has responded by stating: "Regarding 12B compliance, TYR Tactical will not be able to complete a 12B Equal Benefits Ordinance Declaration, as TYR Tactical does not fully comply with this administrative code. To become compliant, TYR Tactical would be obligated to completely restructure our employee benefits for over 450 employees. "

When asked if they can comply with 12B solely with respect to their San Francisco employees or those working on this Purchase Order, they replied : "TYR Tactical does not currently employ any individuals within San Francisco, and TYR Tactical does not obtain the ability to extend different benefits on an individual basis to employees. Given these circumstances, TYR Tactical would like to proceed with the request for waiver of this administrative code."

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliant source for ballistic shield dolly systems for the safety, protection, and well-being of SFPD officers.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	Reviewed and Approved
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Reason for Determination:

Approved. Updated for documentation of information only,

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:
Sole Source – Non Property Contract Justification Reason:
Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:
Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract

Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non Property Contract Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)

Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

This Purchase Order is for two (2) ballistic shield dolly systems to protect Police Department Personnel in dangerous and potentially life threatening situations, not only affecting those Police Officers directly involved, but the City residents that are in close proximity to these events, and thus may be in danger themselves.

12B.5-1(d)(1) (No Vendors Comply) Question2:

The Police identified the need and have been preparing for these ballistic shield dolly systems to be purchased for approximately a year but have only recently received the budget to do so. The Police do not have any ballistic shield dolly systems. As such, the Police have an urgent need to place an order as soon as possible, otherwise the Police will continue to lack the proper protective equipment to ensure the safety of it's Officers and the City residents they are tasked to protect.

12B.5-1(d)(1) (No Vendors Comply) Question3:

OCA conducted a public formal solicitation providing all Bidders and Suppliers the opportunity to submit a bid, including invitations to a Bidder's List containing multiple 12B Compliant Suppliers that specialize in public safety equipment and supplies. OCA conducted outreach to multiple vendors, including bid due date email reminders, and posted an addendum to extend the solicitation, however, OCA still received only one bid from RG Beck Az, Inc dba TYR Tactical, LLC.

12B.5-1(d)(1) (No Vendors Comply) Question4:

All Bidders and Suppliers were given the opportunity to submit a Bid through a public formal solicitation. OCA extended the solicitation and conducted outreach to multiple vendors and still received only one bid. Without this purchase, the Police Department is not fully ensuring the protection and safety of its Officer's and the residents of San Francisco.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Not Applicable

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:
Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List
Table name: sysapproval_approver
Query Condition: Approval for = CMD12B0003860
Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Sailaja Kurella	CMD 12B Waiver: CMD12B0003860	2024-08-16 15:20:24		2024-08-16 17:57:19 - Sailaja Kurella (Comments) reply from: sailaja.kurella@sfgov.org Ref:TIS5239504_hkBzv XyulsBLCr7GRa4E Get Outlook for iOS<https://aka.ms/o0uk ef>

Related List Title: Metric List

Table name: metric_instance

Query Condition: Table = u_cmd_12b_waiver AND ID = 51affdbdebc85650302bf284dad0cdb0

Sort Order: None

12 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-16 15:20:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003860	Draft	2024-08-16 15:20:24	2024-08-16 15:20:24	0 Seconds	true
2024-08-19 10:48:06	OCA 12B Metric	CMD 12B Waiver: CMD12B0003860	Awaiting CMD Director Approval	2024-08-19 10:48:05	2024-08-19 16:04:18	5 Hours 16 Minutes	true
2024-08-19 16:04:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003860	Completed	2024-08-19 16:04:18			false
2024-08-16 13:25:55	OCA 12B Metric	CMD 12B Waiver: CMD12B0003860	Draft	2024-08-16 13:25:53	2024-08-16 15:20:24	1 Hour 54 Minutes	true
2024-08-16 17:57:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003860	Awaiting CMD Analyst Approval	2024-08-16 17:57:20	2024-08-19 10:48:05	2 Days 16 Hours 50 Minutes	true
2024-08-16 15:20:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003860	Dept. Head approval	2024-08-16 15:20:24	2024-08-16 17:57:20	2 Hours 36 Minutes	true
2024-08-16 13:25:55	Assigned to Duration	CMD 12B Waiver: CMD12B0003860	Draft	2024-08-16 13:25:53	2024-08-16 15:20:24	1 Hour 54 Minutes	true
2024-08-16 15:20:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003860	Dept. Head approval	2024-08-16 15:20:24	2024-08-16 17:57:20	2 Hours 36 Minutes	true
2024-08-19 10:48:06	Assigned to Duration	CMD 12B Waiver: CMD12B0003860	Awaiting CMD Director Approval	2024-08-19 10:48:05	2024-08-19 16:04:18	5 Hours 16 Minutes	true
2024-08-16 17:57:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003860	Awaiting CMD Analyst Approval	2024-08-16 17:57:20	2024-08-19 10:48:05	2 Days 16 Hours 50 Minutes	true
2024-08-19 16:04:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003860	Completed	2024-08-19 16:04:18			false

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-16 15:20:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003860	Draft	2024-08-16 15:20:24	2024-08-16 15:20:24	0 Seconds	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-26 15:03:45 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003863	Request Status:	Awaiting CMD Director Approval
Requested for:	Selina Ng	State:	Work in Progress
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-19 16:20:49	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Selina Ng
		Watch list:	

Short Description:
Digitizing previously submitted 12B waiver and extending contract term for 2 additional years

Supplier ID:	0000008516	Requested Amount:	\$0.00
Is this a new waiver or are you modifying a previously approved waiver?:	Modification – Prior Waiver Approved in ServiceNow	Increase Amount:	\$17,400,000.00
Last Approved 12B Waiver Request:	CMD12B0003699	Previously Approved Amount:	\$2,200,000.00
		Total Requested Amount:	\$19,600,000.00
Document Type:	Contract	Enter Contract ID:	1000002827
12B Waiver Justification:	12B.5-1(d)(1) (No Vendors Comply)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	
Admin Code Chapter:	Chapter 21 Goods and Services	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-07-01
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2026-06-30

Advertising:	false
Commodities, Equipment and Hardware :	true
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

(a) Walgreens Co

(b) Contractor will provide Third Party Pharmacy Claims Adjudication (TPA) and 340B Program Specialized Services for the City and County of San Francisco Department of Public Health's (DPH) integrated service delivery division, San Francisco Health. Under this contract, SFGH will purchase, own, and pay for the drugs prescribed to its patients and to be dispensed by Walgreens, so SFGH patients may get their outpatient prescription drugs in their own neighborhood without traveling back to SFGH.

(c) Walgreen's is the sole source company capable of handling 340B Program administration requirements and has multiple geographically diverse locations throughout the city, especially in neighborhoods with the most vulnerable patients in the community, allowing patients to get prescription drugs in their own neighborhoods. The program would not function using multiple vendors and would leave large areas of San Francisco without a neighborhood pharmacy (most notably Bayview/Hunters Point area, requiring patients to who are sick and disabled to travel to other parts of the City for their prescriptions). The Federal 340B Program is an important part of a health care safety net, allowing eligible covered entities such as San Francisco General Hospital (SFGH) to improve and expand services to some of the most vulnerable patients in the community. It requires participating pharmaceutical manufacturers to extend discounted pricing to health care providers such as SFGH for outpatient drugs. Under this contract, SFGH will purchase, own, and pay for the drugs prescribed to its patients and to be dispensed by Walgreens, so SFGH patients may get their outpatient prescription drugs in their own neighborhood. Walgreens is also the sole company that meets the Information Systems requirements to interfacce with San Francisco Health System to upload patient information, drug prescription information, identift payer sources for adjudication, and possess deatiled reporting capabiltiies.

If you have made an effort to have the supplier comply, explain it here. If not,:

A previous 12B sole source waiver was approved in 2016, which states that Walgreens is the sole pharmacy that meets Information Systems requirements for providing pharmacy claims adjudication and specialized program administration services.

Cancel Notes:

CMD Analyst

CMD Analyst:	Domenic Viterbo-Martinez	CMD Director:	Stephanie Tang
CMD Analyst Decision:	Reviewed and Approved	Select the reason for this request:	12B.5-1(d)(1) (No Vendors Comply)
CMD Analyst Comments:	No compliant source to administer Third Party Pharmacy Claims Adjudication and 340B Program Specialized Services so that DPH can purchase, own, and pay for medications prescribed to SFGH patients to be dispensed by Walgreens so that patients can pick up their medication(s) in their neighborhood without having to travel back to SFGH.		

CMD Director

CMD Director:	Stephanie Tang	CMD Director Decision:	
Reason for Determination:			
Approved uner 12B.5-1(d)(1) authority.			

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:

Sole Source – Non Property Contract

Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:

Public Entity Sole Source – Non Property Contract Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI)
Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:
12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:
12B.5-1(e) Investments Question2:
12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water:	false
Bulk Power:	false
Bulk Gas:	false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:
Provide Third Party Pharmacy Claims Adjudication (TPA) and 340B Program Specialized Services for the City and County of San Francisco Department of Public Health's (DPH) integrated service delivery division, San Francisco Health. Under this contract, SFGH will purchase, own, and pay for the drugs prescribed to its patients and to be dispensed by Walgreens, so SFGH patients may get their outpatient prescription drugs in their own neighborhood without traveling back to SFGH.

12B.5-1(d)(1) (No Vendors Comply) Question2:
A previous 12B sole source waiver was approved in 2016, which states that Walgreens is the sole pharmacy that meets Information Systems requirements for providing pharmacy claims adjudication and specialized program administration services. A waiver request is needed to digitize a previously submitted 12B waiver which has now been expired, and extending contract term for 2 additional years.

12B.5-1(d)(1) (No Vendors Comply) Question3:

-RFP was issued on June 6, 2013.

-The RFP was directed to vendors who are capable to provide Third Party Pharmacy Claims Adjudication (TPA) and 340B Program Specialized Services for the City and County of San

Francisco Department of Public Health's (DPH) integrated service delivery division, SAN FRANCISCO HEALTH. SAN FRANCISCO HEALTH is an integrated healthcare delivery system that operates within the Department of Public Health (DPH) for the City and County of San Francisco. Entities that comprise SAN FRANCISCO HEALTH are: San Francisco General Hospital (SFGH), primary and specialty care clinics on the SFGH campus, and thirteen (13) additional primary care clinics located in various parts of the City and County of San Francisco.

-Results unknown: previous analyst did not document results in internal folder

-The objective for the RFP was to select a winning vendor who had an excellent understanding of the Federal 340B drug purchasing program to provide specialized services to coordinate its participation in the program. Services sought include those required to be compliant with all aspects of federal published 340B program guidance, 340B inventory management, outpatient prescription claims adjudication services for patients who receive care from San Francisco Health providers, and 340B contract pharmacy network management. Among other specific services, the successful bidder will possess the ability to accept from SAN FRANCISCO HEALTH and upload into their TPA systems, patient eligibility data every ten (10) minutes; have capacity to identify when drugs dispensed or administered may be replenished with 340B drug purchases; have systems to adjudicate at network pharmacies prescription claims for eligible patients written by eligible providers for drugs on the SAN FRANCISCO HEALTH Drug Formulary; and bring to the partnership a network of retail community pharmacies located within the City and County of San Francisco. This network shall consist of no less than fifteen (15) retail community pharmacies located in various areas, preferably near SAN FRANCISCO HEALTH primary care clinics, of San Francisco County. Additionally, the successful partner will possess systems and processes to identify payer sources (i.e. SAN FRANCISCO HEALTH, Medicare, Medicaid managed care and commercial insurance) for adjudicated prescriptions; track dispensed drug by 11-digit NDC number; provide reports for replenishment to dispensing pharmacy(s) with drugs purchased by SAN FRANCISCO HEALTH under the Federal 340B program; ability to compare and apply different pricing and cost information to individual adjudicated claims based on SAN FRANCISCO HEALTH defined parameters; and extensive capabilities for generating financial, operational and 340B compliance verification reports. Therefore, Walgreens was the only proposer awarded due to their established credibility and robust system which could accommodate the scope of the services requested.

12B.5-1(d)(1) (No Vendors Comply) Question4:

A competitive RFP process was solicited for this contract in 2013, which included the 12B clause and does not discriminate based on the criteria set forth in Chapter 12B.

12B.5-1(d)(1) (No Vendors Comply) Question5:

Yes

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk Purchasing under Charter Sec.

8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

12B.5-1(d)(2) (Bulk Purchasing) Question2:

12B.5-1(d)(2) (Bulk Purchasing) Question3:

12B.5-1(d)(2) (Bulk Purchasing) Question4:

12B.5-1(d)(2) (Bulk Purchasing) Question5:

12B.5-1(d)(2) (Bulk Purchasing) Question6:

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title:Approval List

Table name:sysapproval_approver

Query Condition:Approval for = CMD12B0003863

Sort Order:Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003863	2024-08-19 16:42:27		

Related List Title:Metric List

Table name:metric_instance

Query Condition:Table = u_cmd_12b_waiver AND ID = 8574c27aeb4c5610302bf284dad0cd7a

Sort Order:None

10 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-19 16:37:05	OCA 12B Metric	CMD 12B Waiver: CMD12B0003863	Draft	2024-08-19 16:37:03	2024-08-19 16:42:27	5 Minutes	true
2024-08-19 16:42:30	OCA 12B Metric	CMD 12B Waiver: CMD12B0003863	Dept. Head approval	2024-08-19 16:42:27	2024-08-20 05:06:22	12 Hours 23 Minutes	true
2024-08-19 16:42:30	OCA 12B Metric	CMD 12B Waiver: CMD12B0003863	Draft	2024-08-19 16:42:27	2024-08-19 16:42:27	0 Seconds	true
2024-08-20 05:06:25	OCA 12B Metric	CMD 12B Waiver: CMD12B0003863	Awaiting CMD Analyst Approval	2024-08-20 05:06:22	2024-08-20 16:14:19	11 Hours 7 Minutes	true

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-20 16:14:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003863	Awaiting CMD Director Approval	2024-08-20 16:14:19			false
2024-08-19 16:42:30	Assigned to Duration	CMD 12B Waiver: CMD12B0003863	Draft	2024-08-19 16:42:27	2024-08-19 16:42:27	0 Seconds	true
2024-08-20 05:06:25	Assigned to Duration	CMD 12B Waiver: CMD12B0003863	Awaiting CMD Analyst Approval	2024-08-20 05:06:22	2024-08-20 16:14:19	11 Hours 7 Minutes	true
2024-08-20 16:14:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003863	Awaiting CMD Director Approval	2024-08-20 16:14:19			false
2024-08-19 16:37:05	Assigned to Duration	CMD 12B Waiver: CMD12B0003863	Draft	2024-08-19 16:37:03	2024-08-19 16:42:27	5 Minutes	true
2024-08-19 16:42:30	Assigned to Duration	CMD 12B Waiver: CMD12B0003863	Dept. Head approval	2024-08-19 16:42:27	2024-08-20 05:06:22	12 Hours 23 Minutes	true

Report Title: CMD 12B Waiver Details
Run Date and Time: 2024-08-27 11:24:00 Pacific Daylight Time
Run by: ServiceNow Admin
Table name: u_cmd_12b_waiver

CMD 12B Waiver

Number:	CMD12B0003877	Request Status:	Awaiting CMD Analyst Approval
Requested for:	Alejandro Garcia	State:	Work in Progress
Department Head/Delegated authority:	Michelle Ruggels	Waiver Type:	12B Waiver
Opened:	2024-08-26 17:20:52	12B Waiver Type:	Standard
		Requesting Department:	DPH
		Requester Phone:	(628) 206-7456
		Awaiting Info from:	
		Awaiting Info reason:	
		Opened by:	Alejandro Garcia
		Watch list:	

Short Description:
Arup Laboratories testing and diagnostics.

Supplier ID:	0000025056	Requested Amount:	\$0.00
Is this a new waiver or are you modifying a previously approved waiver?:	Modification – Prior Waiver Approved in ServiceNow	Increase Amount:	\$1,700,000.00
Last Approved 12B Waiver Request:	CMD12B0003772	Previously Approved Amount:	\$7,800,000.00
		Total Requested Amount:	\$9,500,000.00
Document Type:	Contract	Enter Contract ID:	1000020168
12B Waiver Justification:	12B.5-1(d)(2) (Bulk Purchasing)	Enter Requisition ID:	
City Treasurer:	Jose Cisneros	Enter Purchase Order ID:	
Admin Code Chapter:	Chapter 21A GPO (DPH Only)	Enter Direct Voucher ID:	
Select Chapter 21.04 Section:		Waiver Start Date:	2024-08-19
Confirm Dept. has documented this agreement as a Sole Source:		Waiver End Date:	2024-10-31

Advertising:	false
Commodities, Equipment and Hardware :	false
Equipment and Vehicle Lease:	false
On Premise Software and Support:	false
Online Content, Reports, Periodicals and Journals:	false
Professional and General Services:	true
Software as a Service (SaaS) and Cloud Software Applications:	false
Vehicles and Trailers:	false

Detail the purpose of this contract is and what goods and/or services the contra:

(a) ARUP LABORATORIES INC

(b) NATIONAL COMMERCIAL REFERENCE LAB TESTING FOR ZSFGH CLINICAL LABORATORY TESTING OF BLOOD,BODY FLUIDS AND TISSUES INTENDED FOR MEDICAL DIAGNOSIS.SERVICE IS REQUIRED FOR LABORATORY TESTS NECESSARY FOR PATIENT CARE

(c) SFDPH is using suppliers found though the group purchasing authority and ARUP is the only service supplier providing this laboratory testing of serology.

If you have made an effort to have the supplier comply, explain it here. If not,:

Supplier is pending compliance; in hte interim, we are seeking a waiver to provide laboratory services related to serology testing and HIV markers.

Anatomic Pathology

Chemistry & Toxicology

Genetics

Hematopathology

Hemostasis

Immunology

Infectious Disease

Oncology

Pediatrics

Women's Health

Cancel Notes:

CMD Analyst

CMD Analyst:

CMD Analyst Decision:

CMD Analyst Comments:

CMD Director:

Select the reason for this request:

CMD Director

CMD Director:

CMD Director Decision:

Reason for Determination:

12B.5-1(a)(1) (Non Property Contracts)

Select OCA Solicitation Waiver:

Sole Source – Non Property Contract

Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source:

12B.5-1(a)(1) (Property Contracts)

City Property Status:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question1:

CMD 12B.5-1(a)(1) (Sole Source – Property Contracts) Question2:

12B.5-1(a)(1)(Property Contracts)

Sole Source – Property Contract Justification Reason:

12B.5-1(a)(2) (Declared Emergency)

12B.5-1(a)(2) (Declared Emergency) Question2:

12B.5-1(a)(3) (Specialized Litigation)

12B.5-1(a)(3) (Specialized Litigation) Question1 :

12B.5-1(a)(3) (Specialized Litigation) Question2:

12B.5-1(b) (Public Entity-Non Property)

Select OCA Solicitation Waiver:
Public Entity Sole Source – Non Property Contract Justification Reason:

Has DPH Commission qualified this agreement as a Sole Source under Chpt 21.42?:

Has MTA qualified this agreement as a Sole Source under Charter Sec. 8A.102(b)?:

Explain why this is a Sole Source (Public Entity):

12B.5-1(b) (Public Entity-Property)

12B.5-1(b) (Public Entity SS-PC) Question1:

12B.5-1(b) (Public Entity - Substantial)

12B.5-1(b) (Public Entity-SPI) Question1:

12B.5-1(c) (Conflicting Grant Terms)

12B.5-1(c) (Conflicting Grant Terms) Question1:

12B.5-1(c) (Conflicting Grant Terms) Question2:

12B.5-1(e) Investments and Services

12B.5-1(e) Investments Question1:

12B.5-1(e) Investments Question2:

12B.5-1(e) Investments Question3:

12B.5-1(f) (SFPUC Bulk Water, Power and

Bulk Water: false

Bulk Power: false

Bulk Gas: false

12B.5-1(f) (SFPUC Bulk WPG)
Question2:

12B.5-1(f) (SFPUC Bulk WPG) Question1:

12B.5-1(d)(1) (No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Question1:

12B.5-1(d)(1) (No Vendors Comply) Question2:

12B.5-1(d)(1) (No Vendors Comply) Question3:

12B.5-1(d)(1) (No Vendors Comply) Question4:

12B.5-1(d)(1) (No Vendors Comply) Question5:

12B.5-1(d)(1)(No Vendors Comply)

12B.5-1(d)(1) (No Vendors Comply) Limited Question1:

12B.5-1(d)(1) (No Vendors Comply) Limited Question2 :

12B.5-1(d)(1) (No Vendors Comply) Limited Question3:

12B.5-1(d)(1) (No Vendors Comply) Limited Question4:

12B.5-1(d)(2) (Bulk Purchasing)

Select OCA Solicitation Waiver:

Has MTA qualified agreement as Bulk
Purchasing under Charter Sec.
8A.102(b)?:

Detail the nature of this Bulk Purchasing transaction:

12B.5-1(d)(2) (Bulk Purchasing) Question1:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question2:

Per Admin Code Section 21A.2(a)

(2) Healthcare GPOs obtain cost savings by pooling their members' purchasing power and negotiating lower prices from their participating vendors. Healthcare GPOs also provide their members with cost savings by conducting a competitive bidding process for some – though not all – of the goods and services offered by their suppliers.

(3) Membership in Healthcare GPOs allows DPH to employ a streamlined process for procuring goods and services, thereby reducing administrative burdens, facilitating improved quality of care, and saving DPH millions of dollars each fiscal year.

12B.5-1(d)(2) (Bulk Purchasing) Question3:

To fulfill the Board's desire to obtain the cost savings from using a GPO, pursuant to Chapter 21A.

12B.5-1(d)(2) (Bulk Purchasing) Question4:

Arup Laboratories is a supplier through bulk purchasing/GPO/Vizient so SFDPH is using suppliers found though this purchasing authority.

12B.5-1(d)(2) (Bulk Purchasing) Question5:

The purpose of Chapter 12B is to ensure equal access to benefits, including health benefits, regardless of one's protected category. The use of a GPO ensures DPH can access the goods and services it needs to provide healthcare to SF residents in a cost-effective and reliable manner, thereby increasing their access to healthcare regardless of their status. In this regard, the use of this Vizient contractor is aligned with the intent of Chapter 12B.

12B.5-1(d)(2) (Bulk Purchasing) Question6:

Yes

12B.5-1(d)(3) (Sham Entity)

12B.5-1(d)(3) (Sham Entity) Question1:

12B.5-1(d)(3) (Sham Entity) Question2:

12B.5-1(d)(3) (Sham Entity) Question3:

12B.5-1(d)(3) (Sham Entity) Question4:

Activities

Additional comments:

Related List Title: Approval List

Table name: sysapproval_approver

Query Condition: Approval for = CMD12B0003877

Sort Order: Order in ascending order

1 Approvals

State	Approver	Approving	Created	Approval set	Comments
Approved	Michelle Ruggels	CMD 12B Waiver: CMD12B0003877	2024-08-26 17:25:15		

Related List Title: Metric List
Table name: metric_instance
Query Condition: Table = u_cmd_12b_waiver AND ID = 4d555ec53b945610cf49eef764e45aae
Sort Order: None

8 Metrics

Created	Definition	ID	Value	Start	End	Duration	Calculation complete
2024-08-26 17:41:10	OCA 12B Metric	CMD 12B Waiver: CMD12B0003877	Awaiting CMD Analyst Approval	2024-08-26 17:41:09			false
2024-08-26 17:24:50	OCA 12B Metric	CMD 12B Waiver: CMD12B0003877	Draft	2024-08-26 17:24:46	2024-08-26 17:25:15	29 Seconds	true
2024-08-26 17:25:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003877	Draft	2024-08-26 17:25:15	2024-08-26 17:41:09	15 Minutes	true
2024-08-26 17:25:20	OCA 12B Metric	CMD 12B Waiver: CMD12B0003877	Dept. Head approval	2024-08-26 17:25:15	2024-08-26 17:25:15	0 Seconds	true
2024-08-26 17:24:50	Assigned to Duration	CMD 12B Waiver: CMD12B0003877	Draft	2024-08-26 17:24:46	2024-08-26 17:25:15	29 Seconds	true
2024-08-26 17:41:10	Assigned to Duration	CMD 12B Waiver: CMD12B0003877	Awaiting CMD Analyst Approval	2024-08-26 17:41:09			false
2024-08-26 17:25:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003877	Draft	2024-08-26 17:25:15	2024-08-26 17:41:09	15 Minutes	true
2024-08-26 17:25:20	Assigned to Duration	CMD 12B Waiver: CMD12B0003877	Dept. Head approval	2024-08-26 17:25:15	2024-08-26 17:25:15	0 Seconds	true

Frog 1
1995,

July 2024

28



Hello-

We're worried that the
commission on Judicial
Performance isn't

functioning properly.

We repeatedly asked them
to interview with the

Superior Court of
California, County of

Santa Clara w/ regards
to our family's experience -

the Western Family

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1.800.574.7272, www.portlandpress.net
Photo by Russell Johnson

Photo by Russell Johnson

The Board of Supervisors
SF County

1 Dr. Carlton B. Goodlett Place

City Hall

Room 244

San Francisco, CA 94102

~~Thank you~~

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2024 AUG -5 AM 8:47
BY JA BOS-11

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Annual Public Hearing Regarding Pest Management Activities on City Properties, August 13 2024 - public comment
Date: Monday, August 12, 2024 11:24:26 AM
Attachments: [SF ordinance_00401-96.pdf](#)

Hello,

Please see attached and below communication regarding herbicides.

Regards,

John Bullock
 Office of the Clerk of the Board
 San Francisco Board of Supervisor
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 (415) 554-5184
BOS@sfgov.org | www.sfbos.org

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From: Anastasia Glikshtern <apglikshtern@gmail.com>
Sent: Monday, August 12, 2024 10:48 AM
To: Iyer, Shoba (ENV) <shoba.iyer@sfgov.org>; Tanenberg, Diedre (ENV) <diedre.tanenberg@sfgov.org>
Cc: Jue, Tyrone (ENV) <tyrone.jue@sfgov.org>; Hernandez, Gabriel (ENV) <gabriel.hernandez@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>; Joel Engardio <jengardio@gmail.com>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>
Subject: Annual Public Hearing Regarding Pest Management Activities on City Properties, August 13

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

Another year, another public hearing on pesticides... This year I'm copying most of my last year comment - since, as usual, San Francisco continues pouring high toxicity herbicides into our parks:

"High toxicity herbicides are very bad for the environment and people and should never be used.

They are applied against plants - which can be removed mechanically, if needed - and they poison soil and water and all of us.

They are very expensive (even without accounting for healthcare costs associated with chemical contamination). Nearly all synthetic pesticides are derived from fossil fuels, and like other petrochemical products such as plastics and nitrogen fertilizer, they emit greenhouse gasses throughout their manufacturing and use. Here is a recent article on relationship between pesticides and climate change:

<https://www.desmog.com/2023/01/17/pesticides-vicious-cycle-climate-change-panna/>

Once again, from 2019 San Francisco Forest Alliance post:

"...

- Herbicidal chemicals are more toxic, more persistent, more mobile and **more dangerous than their manufacturers disclose;**
- The aesthetic or ideological “danger” from “**weeds**” is **not a risk to health** and welfare;
- Scientific **studies associate exposure to herbicides with cancer**, developmental and learning disabilities, nerve and immune system damage, liver or kidney damage, reproductive impairment, birth defects, and disruption of the endocrine system;
- There is no safe dose of exposure to those chemicals because they **persist in soil, water, and animal tissue**, so even low levels of exposure could still accumulate and harm humans, animals, and the environment;
- **Especially vulnerable individuals** include infants, children, pregnant women, the elderly, people with compromised immune systems and chemical sensitivities;
- **Toxic runoff from herbicides pollute streams and groundwater**, and therefore the drinking water sources;
- Herbicides are **harmful to pets and wildlife** – including threatened and endangered species, plants,

and natural ecosystems;

- Herbicides are harmful to soil microbiology and **contaminate soil into the future, reducing biodiversity** in sensitive areas.

People have a right not to be involuntarily exposed to herbicides in the air, water or soil that inevitably result from chemical drift and contaminated runoff."

...

The articles about new studies pointing to awful consequences of using pesticides come out frequently. Here is a recent one - Pesticide and Herbicide Use Identified as Chief Cause of Bird Population Decline in Europe <https://attra.ncat.org/pesticide-and-herbicide-use-identified-as-chief-cause-of-bird-population-decline-in-europe/> But the Department of the Environment, IPM, RPD say herbicides are used for BIODIVERSITY?!

In conclusion I'd like to remind you that cancer rates are rising. It is now expected that one in two people will get cancer during their lifetime. If/when you learn about a member of your family, or a friend being diagnosed with a 'bad' or 'good' cancer, or if/when it is your own diagnosis, please remember that you contributed to chemical contamination and therefore to the disease."

Since in all pesticide related notes the Environment Department boasts that "San Francisco City staff have been national leaders in integrated pest management (IPM) since the City passed its Integrated Pest Management Ordinance in 1996", I'm attaching the 1996 pesticide ordinance and providing a quote from it:

"SEC. 39.4. REDUCTION IN USE OF PESTICIDES. By January 1, 1998, any City department that uses one or more pesticides other than the pesticides subject to the ban under Section 39.3, shall reduce by fifty percent (50%) the cumulative volume of such pesticides that it used in calendar year 1996. **By January 1, 2000**, any City department that uses one or more pesticides other than the pesticides subject to the ban under Section 39.3, **shall reduce by one hundred percent (100%) the cumulative volume of such pesticides that it used in calendar year 1996**, except for those pesticides that the Board of Supervisors has reviewed and approved for use for purposes of protection of public safety or public health, based on a recommendation from the Commission on the Environment."

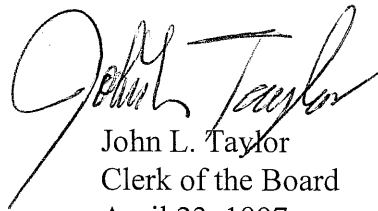
Would anybody here seriously claim that sour grass poisoning is needed "for purposes of protection of public safety or public health"?

Sincerely,

Anastasia Glikshtern

E R R A T A

To correct Page 5, Line 21, after "with" by adding the word "Sub" to read: "in accordance with Subsection (a) in right of way locations that".


John L. Taylor
Clerk of the Board
April 23, 1997

FILE NO. 97-96-52

As amended in Board
10/7/96

ORDINANCE NO. 401-96

[Pesticides]

AMENDING THE SAN FRANCISCO ADMINISTRATIVE CODE BY ADDING
CHAPTER 39 THERETO TO REQUIRE CITY DEPARTMENTS TO MINIMIZE THE
USE OF PESTICIDES AND DEVELOP INTEGRATED PEST MANAGEMENT
POLICIES.

Note: This entire section is new.

Be it ordained by the People of the City and County of San
Francisco:

Section 1. The San Francisco Administrative Code is
hereby amended by adding Chapter 39, Sections 39.1 through
39.8, to read as follows:

CHAPTER 39

CITY PESTICIDE MANAGEMENT PROGRAM

Sec. 39.1.	Purpose and Findings
Sec. 39.2.	Definitions
Sec. 39.3.	Ban on Use of Toxicity Category I Pesticides
Sec. 39.4.	Reduction in Use of Pesticides
Sec. 39.5.	Notice of Pesticide Use
Sec. 39.6.	Development and Implementation of Integrated Pest Management Plans
Sec. 39.7.	Recordkeeping of Pesticide Applications
Sec. 39.8.	<u>Exemptions</u>

SEC. 39.1. PURPOSE AND FINDINGS. The Board of
Supervisors hereby finds and declares that it shall be the

Supervisors Shelley, Alioto 1 n:\pucw\ewarren\board\pestvi.ord
Ammiano, Bierman, Katz, Leal, 10/7/96
Teng, Yaki

1 policy of the City and County of San Francisco to eliminate or
2 reduce the use of pesticide applications by City departments to
3 the maximum extent feasible and to develop and implement
4 Integrated Pest Management policies in City departments.

5 **SEC. 39.2. DEFINITIONS.** Whenever used in this ordinance,
6 the following terms shall have the meanings set forth below.
7

8 (a) "Agricultural Commissioner" means the County
9 Agricultural Commissioner for the City and County of San
10 Francisco.

11 (b) "City department" means any department of the City
12 and County of San Francisco. City department does not include
13 any other local agency or any federal or state agency.
14

15 (c) "Commission on the Environment" means the Commission
16 on the Environment provided for by San Francisco Charter
17 Section 4.118.
18

19 (d) "Integrated Pest Management" means a pest management
20 method that combines biological, cultural, physical, and
21 chemical tools to minimize health, environmental and financial
22 risks. The method uses extensive knowledge about pests, such
23 as infestation thresholds, life histories, environmental
24

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Teng, Yaki

1 requirements and natural enemies to complement and facilitate
2 biological and other natural control of pests. The method uses
3 the least toxic synthetic pesticides only as a last resort to
4 controlling pests.

5 (e) "Pesticide" means economic poison as defined in
6 Division 7 of the California Food and Agricultural Code.
7

8 (f) "Toxicity Category I Pesticide" means any pesticide
9 that meets United States Environmental Protection Agency
10 criteria for Toxicity Category I under Section 156.10 of Part
11 156 of Title 40 of the Code of Federal Regulations.
12

13 **SEC. 39.3. BAN ON USE OF TOXICITY CATEGORY I PESTICIDES.**

14 Effective January 1, 1997, no City department shall use any
15 Toxicity Category I Pesticide, any pesticide containing a
16 chemical identified by the State of California as a chemical
17 known to the State to cause cancer or reproductive toxicity
18 pursuant to the California Safe Drinking Water and Toxic
19 Enforcement Act of 1986, and any pesticide classified as a
20 human carcinogen, probable human carcinogen or possible human
21 carcinogen by the United States Environmental Protection
22 Agency, Office of Prevention, Pesticides and Toxic Substances.
23
24

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Teng, Yaki

1 **SEC. 39.4. REDUCTION IN USE OF PESTICIDES.** By January 1,
2 1998, any City department that uses one or more pesticides
3 other than the pesticides subject to the ban under Section
4 39.3, shall reduce by fifty percent (50%) the cumulative volume
5 of such pesticides that it used in calendar year 1996. By
6 January 1, 2000, any City department that uses one or more
7 pesticides other than the pesticides subject to the ban under
8 Section 39.3, shall reduce by one hundred percent (100%) the
9 cumulative volume of such pesticides that it used in calendar
10 year 1996, except for those pesticides that the Board of
11 Supervisors has reviewed and approved for use for purposes of
12 protection of public safety or public health, based on a
13 recommendation from the Commission on the Environment.
14
15

16 **SEC. 39.5. NOTICE OF PESTICIDE USE.** (a) Except as
17 provided in subdivision (b) hereof, within one hundred and
18 twenty (120) days of the effective date of this ordinance, any
19 City department using any pesticide shall comply with the
20 following notification procedures:
21
22
23
24

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Teng, Yaki

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10/7/96

1 (1) Signs shall be posted at least four days before
2 application of the pesticide and remain posted at least four
3 days after application of the pesticide.

4 (2) Signs shall be posted (a) at every entry point where
5 the pesticide is applied if the pesticide is applied in an
6 enclosed area, and (b) in highly visible locations around the
7 perimeter of the area where the pesticide is applied if the
8 pesticide is applied in an open area.

9 (3) Signs shall be of a standardized design that are
10 easily recognizable to the public and workers.

11 (4) Signs shall contain the name and active ingredient of
12 the pesticide, the target pest, the date of pesticide use, the
13 signal word indicating the toxicity category of the pesticide,
14 the date for re-entry to the area treated, and the name and
15 contact number for the city department responsible for the
16 application.

17 (b) City departments shall not be required to post signs
18 in accordance with ^{Sub}section (a) in right of way locations that
19 the general public does not use for recreational purposes.
20 However, each City department that uses pesticides in such

21 Supervisors Shelley, Alioto 5 n:\pucw\ewarren\board\pestvi.ord
22 Ammiano, Bierman, Katz, Leal, 10/7/96
23 Teng, Yaki
24

1 right of way locations shall develop and maintain a public
2 access telephone number about pesticide applications in the
3 right of way areas. Information readily available by calling
4 the public access number shall include for any pesticide that
5 will be applied within the next four days or has been applied
6 within the last four days: a description of the area of the
7 pesticide application, the name and active ingredient of the
8 pesticide, the target pest, the date of pesticide use, the
9 signal word indicating the toxicity category of the pesticide,
10 the re-entry period of the area treated and the name and
11 contact number for the City department responsible for the
12 application. Information about the public access telephone
13 number shall be posted in a public location at the City
14 department's main office building.
15
16

17 **SEC. 39.6. DEVELOPMENT AND IMPLEMENTATION OF INTEGRATED**
18 **PEST MANAGEMENT POLICY.** (a) Each City department that uses
19 pesticides shall develop and implement an Integrated Pest
20 Management (IPM) Policy. For purposes of development of the
21 policies, Integrated Pest Management shall have the meaning
22 given that term in this ordinance.
23
24

25 Supervisors Shelley, Alioto 6 n:\pucw\ewarren\board\pestvi.ord
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Teng, Yaki

1 (b) The City department shall use an independent
2 consultant with at least three years experience in developing
3 and implementing IPM policies that emphasize the least toxic
4 alternatives to pesticides to assist the City department in
5 preparation of its IPM policy. The IPM policy shall identify
6 resources the City department has and will need to implement
7 the policy, including personnel trained in IPM practices. The
8 policy shall identify the actions the City department is taking
9 to obtain any needed resources to implement the policy.
10

11 (c) The Agricultural Commissioner shall assist City
12 departments in implementing IPM policies to the extent
13 resources are available to the Agricultural Commissioner to
14 provide such assistance.
15

16 (d) Each City department required to develop an IPM
17 policy shall submit a draft of its IPM policy to the Commission
18 on the Environment. The Commission shall review and may make
19 recommendations on the draft IPM policy regarding conformity
20 with long-term plans for environmental sustainability adopted
21 by the Commission.
22
23
24

25 Supervisors Shelley, Alioto
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10/7/96

1 (e) After the Commission on the Environment has completed
2 its review of the draft IPM policy, the City department shall
3 submit the draft IPM policy to the board or commission for the
4 department or the City Administrator for any department under
5 the City Administrator. If the Commission on the Environment
6 recommended any modifications in the draft IPM policy, the City
7 department shall advise the board, commission or City
8 Administrator, as applicable, of such recommendations and any
9 proposed modifications to the draft IPM policy which the
10 department determines are appropriate.
11

12 (f) No later than July 1, 1997 and quarterly thereafter,
13 City departments that use pesticides shall report to the
14 Commission on the Environment on the status of their efforts to
15 adopt and implement IPM policies and to comply with the other
16 provisions of the ordinance. The Commission on the Environment
17 shall provide an annual report to the Board of Supervisors on
18 the status of City department efforts.
19
20

21 **SEC. 39.7. RECORDKEEPING OF PESTICIDE APPLICATIONS. (a)**

22 Each department, board or commission that uses pesticides shall
23
24

25 Supervisors Shelley, Alioto 8 n:\pucw\ewarren\board\pestvi.ord
Ammiano, Bierman, Katz, Leal, 10/7/96
Teng, Yaki

1 keep records of each pesticide application. Each application
2 record shall include the following information:

- 3 (1) the pesticide used.
4 (2) the site of the pesticide application.
5 (3) the date the pesticide was used.
6 (4) the name of the pesticide applicator.
7 (5) the application equipment used.
8

9 (b) Application records shall be made available to the
10 public upon request in accordance with the provisions of the
11 San Francisco Sunshine Ordinance, San Francisco Administrative
12 Code, Chapter 67.
13

14 SEC. 39.8. EXEMPTIONS. This chapter will not apply to
15 use of any pesticide for the purpose of improving or
16 maintaining water quality at drinking water treatment plants,
17 wastewater
18

19 ///

20 ///

21 ///

22 ///

23 ///

24
25 Supervisors Shelley, Alioto
Ammiano, Bierman, Katz, Leal,
Teng, Yaki

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10/7/96

10/7/96

rt

1 treatment plants, reservoirs and related collection,
2 distribution and treatment facilities.

3 APPROVED AS TO FORM:

4 LOUISE H. RENNE
5 City Attorney

6
7 By: Elaine C. Tolan
8 Deputy City Attorney

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25 Supervisors Shelley, Alioto 10
Ammiano, Bierman, Katz, Leal,
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10/7/96

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Dept.	Phone #	
Fax # <i>552 1782</i>	Fax #	

Board of Supervisors, San Francisco

Passed for Second Reading

October 7, 1996

Ayes: Supervisors Alioto Ammiano
Bierman Brown Hsieh Katz Kaufman
Leal Shelley Teng Yaki

§ Finally Passed

§

§ October 15, 1996

§

§

§ Ayes: Supervisors Alioto Ammiano
§ Bierman Brown Hsieh Kaufman Leal
§ Shelley Teng Yaki

§

§ Absent: Supervisor Katz

I hereby certify that the foregoing ordinance
was finally passed by the Board of Supervisors
of the City and County of San Francisco

File No.
97-96-52

OCT 21 1996

Date Approved

John Taylor
Clerk

Daniel Brown
Mayor

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Grand View Avenue Incident Concerns
Date: Tuesday, August 13, 2024 11:36:42 AM

Hello,

Please see below communication regarding Grand View Avenue.

Regards,

John Bullock
 Office of the Clerk of the Board
 San Francisco Board of Supervisor
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 (415) 554-5184
BOS@sfgov.org | www.sfbos.org

Disclosures: 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

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

From: Arpit Akkinipalli <aakkinipalli@icloud.com>
 Sent: Tuesday, August 13, 2024 10:17 AM
 To: SFPD, Chief (POL) <sfpdchief@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
 Subject: Grand View Avenue Incident Concerns

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

Hello there,

I just wanted to raise a concern that lately the incidents on Grand View Ave (and 25th) have been increasing in frequency. Last night there were cars broken into, a couple of weeks ago around 3am I saw a car with 4 people in it checking parked cars on the street and then proceeded to put a Prius on a jack and steal some components from underneath and generally more incidents related to car break ins, package theft, and other have been on the rise.

I've lived in this specific neighborhood since 2021 but the crime of late has been concerning especially given the increased frequency. Is it possible to install a camera or other solutions to help deter this and prevent from getting worse?

I really appreciate what you and your department do for the city and not sure if this is even big enough to scratch the

list of issues ya'll have to deal with but I did want to at least write and raise a concern on the increasing crime.

Thank you!

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: MAYOR LONDON GREED IS A HOMELESS HATING FAT CUNT (RE: JOURNEY HOME)
Date: Wednesday, August 14, 2024 2:33:33 PM

Hello,

Please see below communication from Jordan Davis regarding various subjects.

Regards,

John Bullock
 Office of the Clerk of the Board
 San Francisco Board of Supervisor
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 (415) 554-5184
BOS@sfgov.org | www.sfbos.org

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

From: Jordan Davis <jodav1026@gmail.com>
 Sent: Wednesday, August 14, 2024 1:25 PM
 To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; StefaniStaff (BOS) <stefanistaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; PeskinStaff (BOS) <peskinstaff@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; EngardioStaff (BOS) <EngardioStaff@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; RonenStaff (BOS) <ronenstaff@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Waltonstaff (BOS) <waltonstaff@sfgov.org>; TransCitySF (ADM) <Transcitysf@sfgov.org>; Short, Carla (DPW) <Carla.Short@sfdpw.org>
 Subject: MAYOR LONDON GREED IS A HOMELESS HATING FAT CUNT (RE: JOURNEY HOME)

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

FUCK THE MAYOR FOR THIS "JOURNEY HOME" BULLSHIT!!! IT'S BAD ENOUGH THAT SHE IS

ACCELERATING SWEEPS, THANKS TO THIS CITY SUCKING THE DICKS OF CONSERVATIVE SUPREME COURT JUSTICES WHO GO AGAINST ALL OUR OTHER VALUES, BUT NOW, THAT FAT MARIE ANTOINETTE CUNT IN ROOM 200 JUST PULLED A BUSSING PROGRAM OUT HER ASS THAT DOESN'T HAVE THE SAME FUCKING SAFEGUARDS AGAINST GREYHOUND THERAPY. AND TOGETHERSF, LED BY RAPIST JAY CHENG AND GENOCIDAL KANISHCUNT THINKS THE BULLSHIT ASS MAYOR HAS TOO LITTLE POWER.

THIS IS FUCKING PERSONAL FOR ME. I MAY HAVE COME HERE HOMELESS, BUT MANY PEOPLE WHO ARE HOMELESS IN SF LIVED HERE BEFORE BECOMING HOMELESS, OR IF THEY CAME HERE, THEY ARE LIKELY TRANS AND QUEER AND FLEEING TOXIC FAMILY SITUATIONS OR RED STATES/HOSTILE AREAS. I FIND IT FUCKED UP THAT ON THE SAME DAY THE MAYOR RAISED THE TRANS FLAG, SHE ROLLS OUT A PROGRAM THAT WOULD SEND QUEER AND TRANS PEOPLE SEEKING A BETTER LIFE BACK TO UNSUPPORTIVE FAMILIES AND/OR RED STATES!!! WHERE'S OTI ON THIS? I GUESS HONEY MAHOGANY GOT THE JOB BECAUSE SHE THREW DEAN PRESTON AND POOR TRANS PEOPLE UNDER THE BUS, SHE AIN'T NOTHING BUT A POLITICAL CLIMBER AND AN AUNT CAITLIN (JENNER) AND THE OFFICE OF TRANSGENDER INITIATIVES' ONLY PURPOSE IS TO BE SHOT CALLERS AND CORRUPT WARD LEADERS!!!

AND SHELTER, FUCK THAT SHIT, AS AN AUTISTIC PERSON, CONGREGATE SHELTERS DON'T WORK FOR US, AND OUR WAY OUT OF SHELTER SHOULD NOT BE CONTINGENT ON THRIVING IN SHELTERS!! ARE WE BACKSLIDING ON THE PROMISE OF LOW-BARRIER SHELTERS LIKE THE OG NAV CENTER.

AND DON'T FUCKING GIVE ME SHIT ABOUT HOW I AM DISRESPECTING THE FIRST BLACK FEMALE MAYOR. SF IS ONLY 6% BLACK, YET 38% OF OUR UNHOUSED POPULATION IS BLACK, AND I CARE MORE ABOUT UNHOUSED BLACK PEOPLE THAN SOME UNCLE RUCKUS WANNABE WHO IS PERPETUATING WHITE SUPREMACIST SYSTEMS.

OH, AND THE BOARD OF SUPERVISORS IS COMPLICIT TOO? WHERE ARE THE CHARTER AMENDMENTS TO LIMIT MAYORAL POWER??? AS AN ITALIAN AMERICAN QUEER, I'D RATHER HAVE NO ITALIAN OR QUEER REPRESENTATION ON THE BOARD OF SUPERVISORS THAN HAVE SOME GERBIL STUFFING HOMELESS HATING HOMOS WHO GENTRIFY NEIGHBORHOODS WITH \$20 AVOCADO TOAST, KALE CUCUMBER SMOOTHIES, DICK SHAPED COOKIES, AND ISRAELI FLAGS LIKE MANDELMAN, ENGARDIO, AND DORSEY, OR SOME GABBAGOOB GOBBLING, SINATRA SINGING, GUINEA GREASEBALL WOP DAGOS LIKE STEFANI, DORSEY, AND ENGARDIO, THE FORMER USING A WOODEN SPOON TO BEAT YOUNG DOMINIC AND GIANNA AND THEN STIRRING THE RED GRAVY WITH IT. WE QUEER AND TRANS PEOPLE ARE TRYNA SURVIVE, AND WE NO GIVE A FLYING FUCK ABOUT THE CASTRO, AKA WIENERVILLE!!! AND I DID NOT LEAVE THE JERSEY SHORE FOR THE JERSEY SHORE TO COME HERE!!!!

AND ACAB 1312 TO THE COPS DOING THIS SHIT. THERE ARE NO SUCH THINGS AS GOOD COPS, THEY DON'T SOLVE HOMELESSNESS, THEY JUST STEAL PEOPLES IDS AND MEDICATION, EVEN IF THEY HAVE POCKETS, AND THEN GO HOME AND BEAT THEIR SPOUSES AND RAPE THEIR KIDS!!! I TRUST THE GANGSTAS MORE THAN THE FILTH, AND IF YOU SEND THE COPS AFTER ME FOR SPEAKING OUT, I WILL DROWN THIS CITY IN SO MUCH LITIGATION, YO GRANDKIDS GONNA NEED LAWYERS!!!!

AND ACAB INCLUDES THOSE WHO WORK FOR PUBLIC WORKS TOO. I THINK PUBLIC WORKS WORKERS SHOULD BE DEUNIONIZED!!!! IF WORKERS OPPRESS THE POOR, SEND IN THE PINKERTONS!!!!

YOU MOTHERFUCKERS GONNA GET YO PANTIES IN A WAD OVER MY LANGUAGE, BUT YOU CAN'T BLAME ME FOR REACTING WITH ANGER BECAUSE I AM ANGRY!!! REMEMBER THAT QUOTE FROM HARRY BRITT IN "THE LIFE AND TIMES OF HARVEY MILK"!!!! AND ONLY THROUGH USING LANGUAGE LIKE THIS WILL I GET YOUR ATTENTION!!!

WHEN THE BOARD GETS BACK, I PROMISE YOU I WILL BE THERE FOR PUBLIC COMMENT, AND IT

WILL BE MEANER AND NASTIER THAN EVER, AND AS LONG AS I COMPLY WITH LAWS AND SUBJECT MATTER JURISDICTION REGS, NOBODY, NOT THE BOARD PRESIDENT, NOT THE BOARD CLERK, AND NOT THE CITY ATTORNEY CAN STOP ME BECAUSE FREE SPEECH!! IF YOU KEEP FUCKING OPPRESSING POOR PEOPLE, I WILL CONTINUE TO MAKE YOU FUCKING WINCE WITH MY ACERBIC COMMENT, AS THE STANDARD SAYS!!!!

SERIOUSLY, GO TO FUCKING HELL!!!!

JORDAN (SHE/THEY)

1 August 2024

To the Office of the Clerk for the San Francisco Board of Supervisors, Angela Cavallo, for your consideration:

Stephen S. Wade & Edwin Stoodley
Le Mot Juste LLC, DBA Nosh Box SF
81 Langton St Unit 2, SF CA 94103
818-216-7663

Type 42 License (New application for location with existing history of type 42 use over 16 years).

7AM-10PM Daily

26 June 2024 was the initial 30 Day application and response period, ended 26 July 2024 with no comments or objections.

The license exists at a long-standing spot within the SoMa Nightlife and Entertainment District, as well as the SoMa Historical LGBTQ+ Leather Cultural District, serving both of those communities and uses. Aside from offering food alongside beverage throughout its operating hours, the business is LGBTQ+ owned and operated fitting within both the designations within the district. We have worked closely with both the community, neighborhood groups, and residents to address noise complaints and crowding issues related to prior businesses at this location, and have even taken the steps to adjust operating hours and risking minor financial loss to meet the community and our neighbors where they are. San Francisco is known as having a broad and fascinating food and beverage scene, and a bar specializing in California sparkling wines and produce is both a solid addition to the community as well as a showcase for tourists in the neighborhood visiting the state; we have coordinated with both the California Sparkling Winemakers Association, California Wheat Commission and California Fresh Fruit Association (as well as the California Association of Family Farms) in the sourcing and promotion of our establishment. The type 42 licencing allows us a straightforward use case for sparkling wines and no off-license sales, so all drinking activity will take place within the context of our space; we feel strongly that we will be a positive and celebratory environment for the neighborhood while keeping reigns on any disruptive behavior through design and intent. We hope this meets with your approval and hope to receive a full recommendation. Thank you for your time and consideration and we look forward to working with you and the Board of Supervisors on this matter.

RECEIVED
OFFICE OF SUPERVISOR
ANGELA CAVALLO
SAN FRANCISCO
2024 AUG 21 PM 3:38
BY  BOS-11

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: Rainbow Flag at Harvey Milk Plaza Omitted Set of Letters of Support - BOS File No. 240725 - LUT July 29, 2024
Date: Monday, July 29, 2024 1:12:00 PM
Attachments: [GBF HMP Landmarking Individual letters.pdf](#)

Hello,

Please see below and attached for 38 letters regarding File No. 240725, which is Item No. 2 on today's Land Use and Transportation Committee agenda.

File No. 240725: Planning Code - Landmark Designation - Rainbow Flag at Harvey Milk Plaza (Mandelman, Engardio, Dorsey, Peskin, Chan, Melgar)

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Ralph Hibbs <ralph.hibbs@gmail.com>
Sent: Sunday, July 28, 2024 6:49 PM
To: Carroll, John (BOS) <john.carroll@sfgov.org>
Cc: Thongsavat, Adam (BOS) <adam.thongsavat@sfgov.org>; Ralph Hibbs <ralph.hibbs@gmail.com>
Subject: Rainbow Flag at Harvey Milk Plaza Omitted Set of Letters of Support

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

John,

Despite all of our best efforts, one set of Letters of Support for Landmark Designation - Rainbow Flag at Harvey Milk Plaza, Agenda Item #2 in tomorrow's Land Use and Transportation Committee meeting did not make it into the Supervisor's packets.

The missing letters are in the attached file. I request you add them to the supervisor's packets prior to the meeting, if possible.

In public comment tomorrow, I will have a person recap all 3 sets of Support Letters collected, and leave a physical copy of the missing set.

I appreciate any accommodations you can make to get these to the supervisors prior to the meeting.

Regards,
Ralph Hibbs
Supporting the Gilbert Baker Foundation



May, 6, 2024

Attached is a PDF Binder of letters from the individuals in support of landmarking the Gilbert Baker Rainbow Flag Installation at Harvey Milk Plaza.

Carmen Neely	Executive Director, Harlem Pride
Monica Helms	Creator of the Trans Flag
Andy Humm	Co-Host Gay USA TV show
Tom Amiano	Former SF Supervisor
Arnaud Gautier-Fawas	Delegate for International Relations, Europe & France
Alumi Seeno	Okayama Pride, Japan
Ben Garcia	Executive Director, The American LGBTQ+ Museum
Kenneth Bunch aka Sister Vish	Founder, Sisters of Perpetual Indulgence
Donna Sachet	Entertainer/ Activist
Kathy Amendola	Cruisin' The Castro Walking Tours
Danny Nicoletta	Photographer
David Christenson	Director, Harvey Milk Photo Center
David Frier	Rochester, NY
Debra Walker	Artist, SF Police Commission, Former SF Arts Commission
Drew Dalton	Executive Director, ReportOUT, United Kingdom
Erik Bottcher	New York City Council, District three
Izzy Sweeny	ReportOUT, Madrid, Spain
Jay Shockley	Director NYC LGBT Historic Sites Project
Jaylene Quiles	First Trans Director, pride New Mexico
Jeff Sheehy	Former Supervisor, District 8, San Francisco, CA
Jeremy Prince	Former Director of exhibits, GLBT Historical Society
Cleve Jones	Activist, San Francisco, CA
Ken Jones	Activist, San Francisco, CA
Greg Miraglia	Professor of LGBT Studies, Napa College
Lorato Botshabelo	ReportOUT, South Africa
Maria Azzopardi	President, Allied Rainbow Communities, Malta
Mark Grech	Operations Chief, Allied Rainbow Communities, Malta
Michael T. Johnson	Author, RED, an illustrated Novel
Michelle Fisher	Curator, Museum of Fine Arts, Boston, Mass.
Akemi Ichikawa	President of Momoniji Okayama, Japan
Patrick Carney	Pink Triangle of Twin Peaks
Peter Tatchell	Peter Tatchell foundation, United Kingdom

Sarah Oltmeyer

Rick Foster

Steve Taylor

Thom Hansen aka Pansy

Toni Attard

Tony Simone

Ann Northrop

Artist, The Arcus Memorial, Vienna, Austria

Founder, You Are Safe Here

Vice President, Global Outreach, Interpride

Cherry grove, NY

European Arts Commission, Malta Representative

New York State Assembly, 75th District

Co-Host Gay USA TV

Respectfully,

A handwritten signature in blue ink, consisting of a large, stylized 'C' with a horizontal line through it, followed by a smaller, less distinct mark.

Charles Beal

He/Him

President, The Gilbert Baker foundation



***Celebrating Pride and Diversity in our SGL & LGBT
Communities and Organizations in Harlem!***

42 Macombs Place - New York, NY - 10039

Email: info@HarlemPride.org - Ph: 646.858.3125

January 17, 2024

To Whom It May Concern:

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

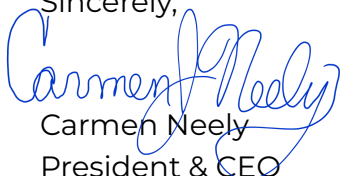
Gilbert Baker's installation was part of a series of his monumental artworks. The mile-long Rainbow Flag from 1994 commemorated New York City's 25th anniversary of the Stonewall riots. The Key West flag honored the original flag's 25th anniversary. (Measuring 1.25 miles, it set a world's record.)

But these iconic installations were temporary. The Rainbow Flag at Harvey Milk Plaza remains Baker's sole permanent installation. Baker made deliberate choices about its placement, height and location, to guarantee visibility from around the city. This Rainbow Flag firmly holds a place in LGBTQ+ history. To alter this work in any way would defy the artist's original intentions.

The timing for landmarking by the San Francisco Board of Supervisors and the Mayor is crucial. The LGBTQ+ community is under attack. Conservatives threaten trans rights and LGBTQ+ books and curricula. More than 40 towns and school districts now ban the Rainbow Flag.

It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Sincerely,


Carmen Neely
President & CEO

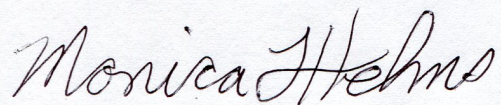
Dear Supervisor Mandelman,

My name is Monica Helms and I am the creator of the Transgender Pride Flag. I understand that you are trying to decide to landmark the flag pole at Castro and Market that flies the Gilbert Baker Rainbow Flag. As another flag designer, I think that is an amazing idea.

Gilbert designed a symbol that brings hope to all in the LGBTQ community, and having the special place where his flag flying in San Francisco is an honor he deserves. President Biden recently said that all embassies should fly the rainbow flag again, so he knows how important it is to show it for all to see. We need to ensure the spot in the Castro district is landmarked for all of history

Gilbert Baker will always be remembered as the creator of the Rainbow Pride Flag. He deserves to always be remembered in his favorite city by landmarking the site. Please make the pole a landmark site so his flag will proudly. There could be no better honor for him.

Oh, and while you're at it, how about erecting a flag pole in the Tenderloin District for the Transgender Pride Flag? Just a thought.

A handwritten signature in cursive script that reads "Monica Helms". The ink is dark and the signature is fluid, with the first and last names being more prominent than the middle name.

Monica Helms

US Navy Submarine Veteran



To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

Gilbert Baker's installation was part of a series of his monumental artworks. The mile-long Rainbow Flag from 1994 commemorated New York City's 25th anniversary of the Stonewall riots. The Key West flag honored the original flag's 25th anniversary. (Measuring 1.25 miles, it set a world's record.)

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The timing for landmarking by the San Francisco Board of Supervisors and the Mayor is crucial. The LGBTQ+ community is under attack. Conservatives threaten trans rights and LGBTQ+ books and curricula. More than 40 towns and school districts now ban the Rainbow Flag.

It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you

Andy Humm, Co-Host, GAY USA television news

To: The San Francisco Board of Supervisors and Planning Commissions

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow Flag that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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Thank you

Tom Amiano



Inter-LGBT

Délégation aux
Relations internationales,
à l'Europe,
et à la francophonie

Paris, France
January 11th 2024,

Subject: Letter of Support for the Preservation of the LGBT Rainbow Flag

To whom it may concern,

I am writing this letter to express my wholehearted support for the initiative to preserve the iconic LGBT Rainbow Flag, a symbol that transcends boundaries and stands as a beacon of equality, pride, and emancipation for countless individuals around the world.

The Rainbow Flag, created by the artist and LGBTQ+ rights activist Gilbert Baker, is more than just a piece of fabric; it is a profound work of art that has become the emblem of a global movement for human rights. As we witness ongoing challenges to equality and personal freedom in various parts of the world, including the West, preserving this symbol becomes not only an act of cultural stewardship but a commitment to defending the principles it represents.

San Francisco, the birthplace of the LGBT Rainbow Flag, holds a unique responsibility to safeguard this symbol that resonates with millions of people. Beyond its local significance, the flag has transcended geographical borders to become a universally recognized symbol of the LGBTQ+ struggle for pride and emancipation.

By registering, protecting, and celebrating the LGBT Rainbow Flag, the city of San Francisco will send a powerful message to the world, a message that champions diversity, resilience, and the unwavering commitment to human rights. In a time when these rights are under threat in many parts of the globe, preserving this symbol gains even greater significance.

Inter-LGBT, as the largest LGBT federation in France, urge you to support the efforts to ensure the long-term preservation of the LGBT Rainbow Flag by landmarking it and recognizing its status not just as a flag but as a work of art that encapsulates the spirit of a global community fighting for a more inclusive and accepting world.

Thank you for your dedication to this important cause.

Best regards,

Arnaud Gauthier-Fawas
Delegate for International Relations, Europe and the Francophonie
arnaud.gauthierfawas@inter-lgbt.org



L'interassociative lesbienne, gaie, bi et trans
c/o MVAC - 5, rue Perrée (boîte 8) - 75003 PARIS
Tél./Fax: 06 81 19 83 70 - <http://www.inter-lgbt.org> - contact@inter-lgbt.org
Membre de la Coordination InterPride France - Membre de l'ILGA
Membre fondateur du RAVAD (Réseau d'assistance aux victimes d'agressions et de discriminations) www.ravad.org
Organisatrice de la Marche des fiertés lesbiennes, gaies, bi et trans

2023.12.14

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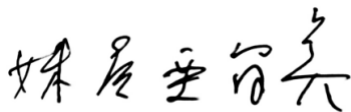
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Thank you



Alumi Senoo

Kurashiki
Okayama, JAPAN



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In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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But these iconic installations were temporary. The Rainbow Flag at Harvey Milk Plaza remains Baker's sole permanent installation. Baker made deliberate choices about its placement, height and location, to guarantee visibility from around the city. This Rainbow Flag firmly holds a place in LGBTQ+ history. To alter this work in any way would defy the artist's original intentions.

The timing for landmarking by the San Francisco Board of Supervisors and the Mayor is crucial. The LGBTQ+ community is under attack. Conservatives threaten trans rights and LGBTQ+ books and curricula. More than 40 towns and school districts now ban the Rainbow Flag.

It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you,

Ben Garcia
Executive Director
American LGBTQ+ Museum

To: The San Francisco Board of Supervisors and Historic Preservation
Commission

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow Flag that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

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Thank you

Sister Vish-Knew (Ken Bunch)

To: The San Francisco Board of Supervisors and Planning Commissions

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. This flag was a result of the request of Harvey Milk himself, recognizing the power of a symbol for the LGBTQ+ Community to rally around. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

Gilbert Baker's installation was part of a series of his monumental artworks. The mile-long Rainbow Flag from 1994 commemorated New York City's 25th anniversary of the Stonewall riots. The Key West flag honored the original flag's 25th anniversary. (Measuring 1.25 miles, it set a world's record.) I had the honor of seeing each of these incredible displays in person and cannot overstate their power and importance.

But these iconic installations were temporary. The Rainbow Flag at Harvey Milk Plaza remains Baker's sole permanent installation. Baker made deliberate choices about its placement, height and location, to guarantee visibility from around the city. This Rainbow Flag firmly holds a place in LGBTQ+ history. To alter this work in any way would defy the artist's original intentions.

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It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you.
Donna Sachet
San Francisco, CA
415-246-0375

February 14, 2022

National Park Service
National Register of Historical Places
1849 C Street NW (7228)
Washington, DC 20240

Re: The Rainbow Flag & Flagpole
Southwest Corner of Castro & Market Streets
San Francisco, California 94114

To Whom It May Concern,

It gives us great honor to support the National Register of Historical Places landmark status of Gilbert Baker's Rainbow Flag and Flagpole installation at Harvey Milk Plaza in San Francisco. This installation was designed by Baker, the creator of the LGBTQ+ Rainbow Flag, and installed with the help of San Francisco Mayor Willie Brown in November 1997.

The Rainbow Flag is the most recognizable cultural symbol in the world representing the Lesbian, Gay, Bi-sexual, Transgender and Queer people around the globe for the past 43 years.

The Rainbow Flag has, and continues to be, a beacon of hope, diversity, inclusivity and most of all, pride. Sadly, the LGBTQ community remains the most discriminated minority in the United States today. Over (30) states legally discriminate against LGBTQ's in regards to employment, healthcare, housing (eviction), and public accommodations (being refused services at restaurants, movie theaters, libraries and shops). In addition to this, there are currently 250 Anti-LGBTQ+ Bills in (41) states that are being lobbied into laws. Ten states have already passed them.

On a global scale, sexual and gender diversity is illegal in 70 countries where the simple act of coming out of the closet is met with harassment, beatings, jail and even death. Gilbert Baker designed the giant Rainbow Flag and flagpole at Harvey Milk Plaza to make sure this beacon of visibility would be flying 24 hours a day, 365 days a year. It was his wish that this installation would serve as a constant symbol of hope for people all over the world, yearning to take that first step out of the darkness of the closet into the light of freedom. The importance of preserving as well as, protecting the most important symbol of LGBTQ+ culture, the Rainbow Flag and Flagpole, is imperative to the future of LGBTQ+ culture.

In addition, this installation should be preserved as a significant work of art. Baker's Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago and the Kansas History Museum. It has also been featured in exhibits in France, Norway, Sweden, South Africa, Ireland and in cities across America including Philadelphia, Boston and Los Angeles. By preserving this iconic piece of LGBTQ history, it will continue to inspire positive social changes and the universal right to love around the world.

Thank you for your support.

Sincerely,

Kathy Amendola
Owner
Cruisin' the Castro Walking Tours
San Francisco, CA 94114

To whom It May Concern

I was a friend of the late Gilbert Baker and was working in the LGBT community as a documentary photographer covering the LGBT journey during the formative years of the creation rainbow flag. I also worked in Harvey Milk's camera store and on several of Harvey's political campaigns and I became friends with Charles Beal during the filming of Milk the movie and Charley and I have stayed close ever since, and I whole-heartedly support his leadership as Executive Director of the Gilbert Baker Foundation.

I write with advice on forthcoming policy making decisions that may come up with regard to moving the pre-existing site of the current rainbow flag monument at Market and Castro – please don't move it. Please DO afford yourselves of any and all guidance on this matter with the Gilbert Baker Foundation.

While I am also on the advisory board of the friends of the Harvey Milk Plaza and recognize the constantly morphing challenges of that larger long-term goal, I do hope that the Mayor's office and the Board of Supervisors will vote to not move the pre-existing flag monument as we move forward together on a good plan for the Plaza's future and its great history of protest and dissent and visibility and safety for LGBT people and their allies.

Thank you for all that you have done and continue to do on behalf of the LGBT civil rights journey and please don't hesitate to reach out if I can be of assistance to you in anyway and especially with regard to this issue.

Warmly – Dan Nicoletta

1223 NW Prospect Ave.
Grants Pass, Oregon, 97526
415-310-3072
dannic@charter.net



London N. Breed, Mayor
Philip A. Ginsburg, General Manager

**San Francisco Board of Supervisors
The Honorable Rafael Mandelman**

RE: Landmarking Gilbert Baker's Rainbow Flag Installation at Harvey Milk Plaza

April 11, 2021

Dear Supervisor Mandelman,

Regarding landmarking Gilbert Baker's Rainbow Flag installation at Harvey Milk Plaza. As Director of the Harvey Milk Photo Center, which is part of the San Francisco Rec & Parks Department, I would like to make the urgent case for preserving this iconic work of art as an official San Francisco Landmark.

I was privileged to work with Gilbert Baker, prior to his passing, while we were curating our 2017 Annual Art & Pride exhibit at Harvey Milk Photo Center. I can share with you his clear passion and enthusiasm for creating his beautiful and iconic flag, which resonates in the beauty of his vision, with the conversation we shared when preparing our 2017 exhibit. Recalling our last phone conversation, just hours prior to his passing on March 30, 2017, Gilbert was filled with pure enthusiasm and joy for being on this important community project, our Art & Pride- 2017 Exhibit. I will always treasure and honor our conversations.

Gilbert Baker's Rainbow Flag installation at Harvey Milk Plaza is as historically noteworthy as the LGBTQ civil rights movement that it symbolizes. The Rainbow Flag has evolved, as Gilbert envisioned, to become a clear unifying symbol of diversity, hope and liberation for all oppressed people. Such an iconic image deserves landmarking.

I humbly ask the Mayor, the Board of Supervisors, the Historic Preservation Commission, and the Citizens of San Francisco to officially landmark Gilbert Baker's Rainbow Flag installation at Harvey Milk Plaza. This designation will be a key reminder of the creator of this iconic flag, and a moving reminder honoring our beautiful diversity, while celebrating the humanitarian ideals which Gilbert gave the world. These words and his flag resonate when I think of Gilbert today, "We are stronger and enriched as one community, when we educate, honor, and support one another". The rainbow flag beautifully exemplifies these ideals.

Respectfully Yours,

Dave Christensen

Dave Christensen, Director, Harvey Milk Photo Center
San Francisco Recreation & Parks Department
50 Scott Street
San Francisco, CA 94117



To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

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It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you

David C. Frier, CISM, CISSP, CRISC
Rochester, NY



Debra Walker
540 Alabama Street #210
San Francisco, CA 94110
415-370-7091
dw@debrawalker.com

April 12, 2021

Mayor London Breed, the honorable Rafael Mandelman and the San Francisco Board of Supervisors
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Mayor London Breed, the honorable Rafael Mandelman and the San Francisco Board of Supervisors,

My name is Debra Walker. As you may know, I am a San Francisco artist. I came to this amazing city in 1983 to be queer and to paint. I am writing in full support of granting historic status to the Gilbert Baker LGBTQ pride flag and flag presentation at the corner of Castro and Market as part of Harvey Milk Plaza.

I am a SF Arts Commissioner, served as the tenant representative on the Building Inspection commission for two decades, am a past president of the Harvey Milk LGBTQ democratic Club, served as an elected member of the the SF Democratic Party County Committee for years, have run for supervisor and have been an activist on many issues since moving here over 40 years ago.

Gilbert Baker, the creator of the Pride Flag, was a friend of mine. I came to San Francisco in the eighties because San Francisco was a welcoming place. I came here to be queer and an artist. San Francisco represents a unique arts community that is immediately loud and out and makes no apologies for using its power to make political change. This is how and where I met Gilbert. We were both working in the shadows of various actions...out in the street in the middle of the night...me on political campaigns - he on so many issues facing our community at the time. Mutual admiration and the knowledge of how important symbols and art are to our world brought us together.

I was on my roof early this Easter Sunday and looking out over our city. I took in the beauty of SF and also the symbols cresting on our skyline. On churches and peaks.....and waving proud all the way over in the Castro - the pride flag at Castro and Market. I was filled with gratitude and so proud to live in this city..for our big, bold flag, waving in the ocean breeze, every day symbolizing the support our city gives us ALL!!!

That is why we need this flag and the memory of Gilbert Baker....to support us....to empower us....to give our city the opportunity - everyday - to support us, too.

Symbols inspire. Arts empowers. Long live our Pride Flag!!!

Sincerely,

(signed)

Debra Walker, Artist
Commissioner, San Francisco Arts Commission
Member, Grants for the Arts Advisory Panel



To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

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The timing for landmarking by the San Francisco Board of Supervisors and the Mayor is crucial. The LGBTQ+ community is under attack. Conservatives threaten trans rights and LGBTQ+ books and curricula. More than 40 towns and school districts now ban the Rainbow Flag.

It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you

Drew Dalton
Founder and Chair of Trustees
ReportOUT
www.reportout.org



ERIK BOTTCHER
COUNCIL MEMBER

**THIRD COUNCIL DISTRICT OF
THE CITY OF NEW YORK**
224 WEST 30TH STREET, #1206
NEW YORK, NY 10001

TELEPHONE
(212) 564-7757

January 3, 2024

To Whom It May Concern:

As the representative for New York City Council District 3, which includes the neighborhoods of the West Village, Chelsea and Hell's Kitchen, including the historic Stonewall Inn, I am writing to express my enthusiastic support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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It is critical that San Francisco, the birthplace of the Rainbow Flag, preserves this important work of art, and ensures that this beacon of liberation flies, at full mast, 365 days a year. When they erase our flag, they erase us all. Thank you for your consideration of this important matter.

Sincerely,

ERIK BOTTCHER
New York City Council Member
District 3

To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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Thank you

Isabelle Swaney

A stylized, handwritten signature in black ink, appearing to be 'IS' or 'ISABELLE'.



Making an invisible history visible

www.nyclgbtsites.org

December 2, 2021

Re: Letter of Support for Landmarking Gilbert Baker's Rainbow Flag, San Francisco

To the San Francisco Historic Preservation Commission:

The New York City LGBT Historic Sites Project strongly advocates for the landmark designation of Gilbert Baker's Rainbow flagpole installation at Harvey Milk Plaza in San Francisco. The Project is an award-winning cultural heritage initiative that has documented over 375 LGBT sites in New York City, including ones connected to Gilbert Baker, that illustrate the community's influence on American culture. The Project's work has also led to the designation of seven NYC Landmarks and the listing of ten sites on the National Register of Historic Places.

Gilbert Baker's Rainbow Flag, originally created in San Francisco in June 1978, has become a global symbol of the LGBT community. It was created "for all genders, all races and all ages...a flag for the Rainbow of Humanity." The flag itself, in its now many iterations around the world, symbolizes unity, support, protest, and pride. And – for a community that has historically had to remain invisible – its display inside and outside institutions, businesses, public spaces, and residences provides one of the most visible and instantly recognizable signs of LGBT expression and inclusion. Baker is an internationally recognized queer artist and activist who also has personal ties to New York City, where he lived from 1994 until his death in 2017. On June 25, 1994, in commemoration of the 25th anniversary of the Stonewall uprising, Baker set a world record when 10,000 volunteers unfurled a mile-long Rainbow Flag in front of the United Nations, making headlines around the globe. Cut-up portions of the flag were then brought to an ACT UP demonstration at St. Patrick's Cathedral to protest the Catholic Church's stance on homosexuality.

We support the Gilbert Baker Foundation's advocacy efforts to have the Rainbow Flag installation at Harvey Milk Plaza designated a San Francisco Landmark. This would preserve and officially recognize a symbolic work of queer art that is an icon of San Francisco and a beloved destination for visitors from around the world.

Sincerely,

Andrew S. Dolkart, Ken Lustbader, and Jay Shockley, Co-Directors
Amanda Davis, Project Manager

Copy: Charles Beal, president, the Gilbert Baker Foundation

October 13, 2021

San Francisco Historical Preservation Commission
San Francisco Board of Supervisors

My name is Jaylene Quiles. I am the first nonbinary trans Pride Director in New Mexico, and the first director of the first pride parade and pride celebration in my hometown of Las Vegas, NM 2019. I am a GLBTQI+ historian in New Mexico. My work and achievements have been in the Advocate, the LGBTQI News and the Antibully Podcast. I am a co-founder of the women's rugby team at the University Of New Mexico, as well as the first ever open trans-nonbinary person to run for office in the entire state of New Mexico.

I am writing to endorse the landmarking of the Rainbow Flag Installation at Harvey Milk Plaza that Gilbert Baker created in 1997.

There would be no other pride flags without the Rainbow Flag. To dismiss that fact would jeopardize our entire existence as GLBTQI+ humans, historians, leaders, activists, survivors and our youth's future. Gilbert taught me, we are above stereotypes and labels. We are whom we are and we should embrace whom we are.

If it wasn't for Gilbert Baker, and our Beautiful Pride Flag, many more of us would be dead.

Please, with all my heart and soul, landmark our Flag.

Please, embrace who we are. Please show us you are with us, and not against us. Let our first ever Historical Pride Flag fly free.

Thank you for your time and consideration of mine and my family's request.

My name is Jaylene Quiles and my pride flag is not for sale and neither are our rights.

With love and respect.

A Proud Gay. 

Jaylene Quiles

To Whom It May Concern

I support the landmarking of the historic work of art by Gilbert Baker, *The Rainbow Flag* installed at Harvey Milk Plaza in San Francisco, California. This work of art is not only the creation of the artist, Gilbert, but also symbolizes a liberation movement that has swept the world. In countries around the globe, communities, activists and allies fly the Rainbow Flag, often at great personal risk.

The importance of this symbol comes not only from the love of the community it represents but also from the antipathy of those who seek to destroy that community. Banning the flag along with persecution of those who display is on the rise. Daily, our community faces threats to our families and our very lives.

This work of art is a beacon of hope, empowerment and love, for both San Franciscans and for people from around the world. Its very existence is an act of defiance and resolute determination by us to not allow ourselves to be erased—something that has happened again and again in the ebbs of flow of history.

This installation, erected in 1997, holds special resonance for those of us surviving HIV/AIDS as a potent symbol of hope unfurled at a critical turning point in an epidemic that had killed almost half of the residents in the immediate neighborhood at the outset.

It is important to consider Baker's body of work as an artist. We should consider Baker's work as a vexillographer, spearheading the creation of the Rainbow Flag and creating massive, spectacular environmental works of art like the mile-long flag displayed at Pride in New York City in 1994 and the 1.25 mile coast to coast Rainbow Flag at Key West Pride in 2003. These, however, were temporary works. *The Rainbow Flag* at Harvey Milk Plaza was his one permanent installation. He planned this work over many years, identifying the location and planning the design of the various features.

To appreciate Gilbert's impact as an artist, we should consider the proliferation of flags representing the constellation of communities in our liberation movement. Flags derive from banners designed to lead armies into battle where we kill each other. Gilbert's work help spread the notion that flags can represent communities of love and affirm our identities, our individuality and our freedom.

Now is the time to landmark *The Rainbow Flag* at Harvey Milk Plaza. The LGBTQ+ community is under attack. Trans rights and lives are threatened. Drag

Queens are banned along with LGBTQ+ books. More than 40 towns and school districts now refuse to fly the Rainbow Flag.

The Board of Supervisors and the Mayor should take immediate action to preserve this important work of art and affirm the LGBTQ+ community. Show us you support us. We need *The Rainbow Flag* to fly, at full mast, 365 days a year. We need to be able to look to the sky and see it fly in all of its beauty and in the love of the community from which it came knowing that San Francisco supports us.

Thank you

A handwritten signature in black ink that reads "Jeff Sheehy". The signature is written in a cursive, flowing style with a large initial "J" and "S".

Jeff Sheehy

Jeremy J. Prince

November 2, 2023

To Whom It May Concern:

I am writing this letter in support of the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag in 1978) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride, belonging, and self-empowerment—for both residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library, The Philadelphia Art Museum and many more esteemed institutions.

Gilbert Baker's installation was part of a series of his monumental artworks. The mile-long Rainbow Flag from 1994 commemorated New York City's 25th anniversary of the Stonewall riots. The Key West flag honored the original flag's 25th anniversary; measuring 1.25 miles, it set a world's record!

More recently, I had the honor to co-curate an exhibition on Baker and his art as activism at the GLBT Historical Society Museum in the Castro, entitled, *Performance, Protest and Politics: The Art of Gilbert Baker* (2019-2022). Using materials from Baker's estate, and his own words through his posthumously published memoir, the exhibition examined how Baker blurred the lines between artist and activist, protester and performer, emphasizing his intuitive understanding of the ways art can serve as a powerful means to address political and social issues. Over the course of four decades, Baker melded his artistic gifts with his devotion to justice, employing a range of approaches—including sewing, painting, design and performance—to advocate for positive social change.

But these iconic installations were temporary. The Rainbow Flag at Harvey Milk Plaza remains Baker's sole permanent installation. Baker made deliberate choices about its placement, height and location, to guarantee visibility from around the city. This Rainbow Flag firmly holds a place in LGBTQ+ history. To alter this work in any way would defy the artist's original intentions.

The timing for landmarking by the San Francisco Board of Supervisors and the Mayor is crucial. The LGBTQ+ community is under attack. Conservatives threaten trans rights and LGBTQ+ books and curricula. More than 40 towns and school districts now ban the Rainbow Flag. It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you,



Jeremy J. Prince

Former Director of Exhibitions & Museum Operations
GLBT Historical Society

To: The San Francisco Board of Supervisors and Planning Commissions

Gilbert's Flag at Harvey Milk Plaza is one of the most significant examples of LGBTQ+ art in the world. When you look at this city and what we've contributed to this particular movement, I think it's important for people to remember that all of these things that happened because specific individual people had ideas and they had courage and they had backing and community to support them. And anybody who tries to fuck with that flag up at the corner is going to hear from me.

CLEVE JONES

On Aug 17, 2020, at 1:21 PM, Ken Jones <ken.jones.cor@gmail.com> wrote:
Greetings and Best Wishes. We are on the same page about Gilbert Baker's Flag Statue at Harvey Milk Plaza; and, there is no need to change or remove it. What I am suggesting (as a Community-builder, where there are great tensions about exclusion) is that we create a space for all the mis-under-non-represented Members of the LGBTQ Community who have designed some beautiful flags representing: The Kink Community, Asexual, Pansexual, Bisexual, Transgender, the newest edition, "Bears". Not that many people pay attention to my posts; but I see a plaza full of smaller flags watched over by the Granddaddy of them all.

Thank you for all you are doing to protect our institution.

Peace and Love. Ken Jones



From The Office Of Greg Miraglia

December 10, 2023

To Whom It May Concern:

My name is Greg Miraglia. I am a professor of LGBT studies at City College of San Francisco and at Napa Valley College. I write you today to urge your support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

I spent most of my working career in law enforcement at three different Bay Area police departments and rising to the position of deputy chief, most of the while hidden deeply in the closet. When I came out as a gay man, I was terrified of having my career ended because of homophobia. I quickly learned about the history of Gilbert Baker's rainbow flag and how it was created right here in San Francisco. I immediately developed a connection with that flag and embraced it as an important part of my own identity.

I've been teaching classes in LGBT studies now for more than a decade. Part of my instruction includes teaching young people the history of the rainbow flag and its importance in today's world. It is a powerful symbol of visibility, identity, and community grounded in San Francisco. When I bring my students to the Castro to see the places and artifacts of our history, we begin at Gilbert Baker's art installation – the giant rainbow flag that proudly flies high above the city. If there is one picture my students take during this tour, it is one taken under the flag and in front of the plaque bearing Gilbert's name. I can think of few other landmarks so important to San Francisco and the world more worthy of landmark status than this piece of art.

In a time when even here in our own United States LGBTQ+ people are under attack in the legislature and being victimized on the street in vicious hate crimes, there is no more critical a time than now for the San Francisco Board of Supervisors and Mayor to act. Designating this art installation a landmark will affirm for the world the importance of the rainbow flag preserve this installation as an important permanent part of San Francisco history.

Thank you.

A handwritten signature in black ink that reads "Greg Miraglia".

Greg Miraglia
Professor of LGBT Studies
City College of San Francisco
Napa Valley College

To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. Baker is recognized as an important political artist. His six-color Rainbow Flag is in the permanent collections of the Museum of Modern Art, the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum and many more esteemed institutions.

Gilbert Baker's installation was part of a series of his monumental artworks. The mile-long Rainbow Flag from 1994 commemorated New York City's 25th anniversary of the Stonewall riots. The Key West flag honored the original flag's 25th anniversary. (Measuring 1.25 miles, it set a world's record.)

But these iconic installations were temporary. The Rainbow Flag at Harvey Milk Plaza remains Baker's sole permanent installation. Baker made deliberate choices about its placement, height and location, to guarantee visibility from around the city. This Rainbow Flag firmly holds a place in LGBTQ+ history. To alter this work in any way would defy the artist's original intentions.

The timing for landmarking by the San Francisco Board of Supervisors and the Mayor is crucial. The LGBTQ+ community is under attack. Conservatives threaten trans rights and LGBTQ+ books and curricula. More than 40 towns and school districts now ban the Rainbow Flag.

It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you

A handwritten signature in black ink, appearing to read 'Lorato Botshabelo', with a stylized flourish at the end.

Lorato Botshabelo

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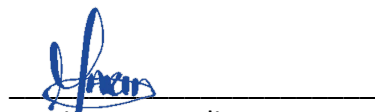
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Sincerely,



Maria Azzopardi
President, Allied Rainbow Communities, Malta



PROUD MEMBER OF
**EUROPEAN
PRIDE**
ORGANISERS
ASSOCIATION

Allied Rainbow Communities (VO/1136), 19 Triq San Mark, Valletta, Malta;

info@arc.org.mt | +356 9927 2999 | www.arc.org.mt



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Thank you

Mark Grech
Naxxar, Malta

December 13, 2023

To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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Thank you,

Michael T. Johnson

Michael T. Johnson
mtjohns96@gmail.com
717-321-4609
Pronouns: He/Him

Re: Landmarking Gilbert Baker's Rainbow Flag in San Francisco

January 21, 2024

To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow that flies there has become a beacon of pride and self-empowerment for both the residents of San Francisco and for visitors from around the world.

Gilbert Baker's Rainbow Flag at Harvey Milk Plaza deserves recognition as a historically significant art installation. I have a good vantage point from which to assess this. I am now the Ronald C. and Anita L. Wornick Curator of Contemporary Decorative Arts at the Museum of Fine Arts, Boston. Previously, I worked in curatorial roles at the Philadelphia Museum of Art, and the Museum of Modern Art (MoMA). I have also taught in undergraduate and graduate programs for over a decade, including at the University of Pennsylvania in the School of Design, Harvard University's Graduate School of Design, and at Baruch College at the City University of New York. I have worked with countless artists over the course of my twenty-year career.

Baker, who I had the pleasure of meeting and working with when I brought his flag into the MoMA collection, is recognized as an important political artist. His six-color Rainbow Flag is not only in the permanent collection of MoMA but also the London Design Museum, the Tang Museum, the Barack Obama Presidential Library in Chicago, The Philadelphia Art Museum, and many more esteemed institutions.

Gilbert Baker's installation was part of a series of his monumental artworks. The mile-long Rainbow Flag from 1994 commemorated New York City's 25th anniversary of the Stonewall riots. The Key West flag honored the original flag's 25th anniversary. (Measuring 1.25 miles, it set a world's record.)

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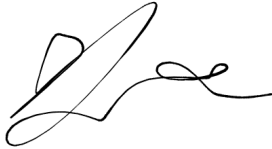
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It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Please do not hesitate to let me know should you require further elaboration or support from me for this landmarking request.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michelle Millar Fisher', with a stylized, flowing script.

Michelle Millar Fisher
Ronald C. and Anita L. Wornick Curator of Contemporary Decorative Arts
Museum of Fine Arts, Boston
e: mfisher@mfa.org
www.mfa.org



2023.12.14

To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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Thank you

市川明美

President of Momoniji Okayama
Akemi Ichikawa
Okayama,
JAPAN

<https://momoniji.net/>

The Honorable Rafael Mandelman

Supervisor

City Hall

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

RE: Landmark Status for Gilbert Baker's Flag Installation at Harvey Milk Plaza

Dear Supervisor Mandelman,

I am writing in support of the effort to landmark Gilbert Baker's Rainbow Flag Installation at Harvey Milk Plaza.

The very fact a pole and flag exist at Harvey Milk Plaza is a testament to Gilbert's determination against all odds, his vision, his dedication and fortitude – and his refusal to take “no” for an answer. He was a force of nature; heaven help those who dared get in his way.

I had the good fortune of knowing Gilbert personally. He was a huge fan of the gigantic art display I have worked to place upon Twin Peaks for over a quarter-century. There is a complex relationship between the Pink Triangle and the Rainbow flag. They are the yin-yang of LGBTQ symbolism. One was forged out of hatred and forced upon us while the other was inspired by love and optimism for a better future. The Rainbow Flag is the anecdote for the Pink Triangle. The Holocaust symbol of persecution represented our community for so long, until Gilbert Baker created a new, uplifting symbol of hope. His flag caught on and is now everywhere; how many non-national flags are known worldwide? Gilbert's creation is unique and universal. The Harvey Milk Plaza flag and pole are Gilbert's only permanent display.

Gilbert attended the Pink Triangle ceremony seven or eight times over the decades. I was honored that he flew out from NYC to present SF Pride's "*Gilbert Baker Pride Founders Award*" to me atop Twin Pinks at the 2015 Pink Triangle ceremony during Pride Weekend. It was also an honor to be loaned two of his handmade art pieces on Nazi Uniforms to display on mannequins at pink triangle ceremonies and in a display window about the Pink Triangle on Castro Street. Those uniforms were his last art piece. His most enduring art is of course the iconic Rainbow Flag which came about after SF Supervisor Harvey Milk asked Gilbert in 1978 to create something that would mobilize the community to fulfill Milk's message of "*hope*".

The pole and giant flag at Harvey Milk Plaza are a permanent memorial to the man and his creation. The flag is a symbol of inclusion, love, diversity, acceptance and hope. I understand it is eligible for landmark status for reasons listed by *The Gilbert Baker Foundation* because the installation meets at least two criteria listed by the National Register of Historic Places. Below are three criteria:

1. For its association with Gilbert Baker as an internationally significant artist and activist (National Register Criterion B);
2. As the only permanent installation in the world representing Gilbert Baker's internationally recognizable symbol of LGBTQ pride (National Register Criterion C);
3. Although this installation is only 24 years old in 2021, Baker's Rainbow Flag at Harvey Milk Plaza is eligible for the National Register under Criteria Consideration G as a property of exceptional importance that has achieved significance within the last 50 years.

Gilbert Baker inspired many, he educated many, and he was loved by many.

Thank you for your consideration.

Sincerely,

Patrick Carney

(415) 726-4914

The 26th annual Pink Triangle will be in June 2021

www.thepinktriangle.com



To Whom It May Concern

30 October 2023

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. I speak as a personal friend of Gilbert who worked with him in decades past.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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It is critical that San Francisco, the birthplace of the Rainbow Flag, preserve this important work of art. Ensure that this beacon of liberation flies, at full mast, 365 days a year, in support of sexual and gender minorities. When they erase our flag, they erase us all. Landmark this flag.

Thank you

Peter Tatchell
Director, Peter Tatchell Foundation
London UK

To the people,

As an artist, I wholeheartedly advocate for the landmarking of the Gilbert Baker Rainbow Flag at Harvey Milk Plaza in San Francisco.

Baker's Rainbow Flag isn't merely art; it's a historic masterpiece. Displayed in institutions worldwide, it echoes his monumental, temporary installations—the mile-long tribute to Stonewall in '94 and the record-setting Key West flag.

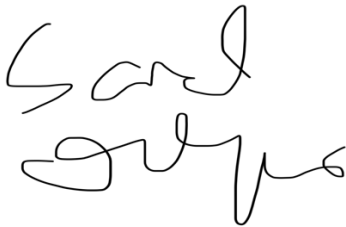
Amidst these, Harvey Milk Plaza remains Baker's sole permanent testament. Deliberately positioned for maximum visibility, it firmly secures its place in LGBTQ+ history. Altering it would defy the artist's original intent.

Now, as the LGBTQ+ community faces threats and erasure, the timing for landmarking is crucial. Preserving this symbol in San Francisco, its birthplace, becomes an act of defiance against those attempting to diminish identity and rights.

Let this flag soar high every day, a constant celebration of diversity and resilience. Please landmark this flag to ensure that voices and heritage stand tall against adversity.

In solidarity

Sarah Oltmeyer
Artist

A handwritten signature in black ink, reading "Sarah Oltmeyer". The signature is written in a cursive, flowing style. The first name "Sarah" is on the top line, and the last name "Oltmeyer" is on the bottom line, with the two names connected by a continuous line.



To: The San Francisco Board of Supervisors and Planning Commissions

I am writing to voice my full support for landmark status for the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza. As outlined on YouAreSafeHere.net, this flag stands as a proud symbol of LGBTQ+ identity, acceptance and empowerment.

As a gay man who came of age in the 1980s, I understand firsthand the discrimination and danger the LGBTQ+ community has historically faced. Harvey Milk Plaza and Gilbert Baker's rainbow flag installation there serve as a bold, hopeful counterpoint to that painful history. Especially now, with an alarming rise in anti-LGBTQ+ legislation threatening fundamental rights, preserving this iconic symbol of freedom is critically important.

Gilbert Baker was a visionary artist and gay rights activist. His rainbow flag is recognized globally as a symbol of LGBTQ+ pride and unity. Baker himself made careful choices regarding the flag's height, visibility, and placement within Harvey Milk Plaza. Granting landmark status would ensure his artistic vision is preserved as originally intended.

Myself and YouAreSafeHere.net stand in urging San Francisco, the birthplace of Baker's iconic rainbow flag, to affirm its commitment to LGBTQ+ equality and liberation. Please approve landmark status for the Gilbert Baker Rainbow Flag at Harvey Milk Plaza, guaranteeing this beacon of hope and self-empowerment continues flying proudly over the Castro for generations to come.

Thank you for your consideration,

Rick Foster

Rick Foster

Founder, YouAreSafeHere.net

THOM HANSEN
15 Park Street - #7
Norwalk, CT 06460

January 12, 2024

To Whom It May Concern

I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California. The Rainbow that flies there has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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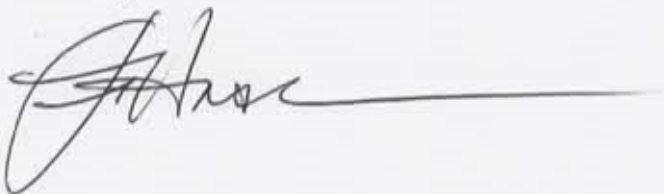
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Thank you

A handwritten signature in black ink, appearing to read 'Thom Hansen', followed by a long horizontal line extending to the right.

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I am writing this letter to show my support for the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza in San Francisco, California.

In 1997, Baker (the creator of the original LGBTQ+ Rainbow Flag) created this iconic San Francisco memorial under the leadership of then Mayor Willie Brown and in collaboration with the Harvey Milk LGBT Democratic Club. Since then, the Rainbow Flag at the corner of Market and Castro Streets has become a beacon of pride and self-empowerment — for both the residents of San Francisco and for visitors from around the world.

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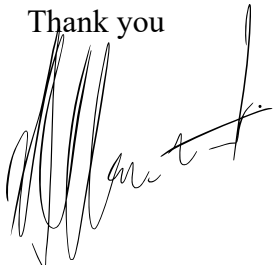
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Thank you

A handwritten signature in black ink, appearing to read 'Toni Attard', with a long, sweeping horizontal stroke extending to the right.

Toni Attard

Artistic Director EuroPride Valletta 2023

To: The San Francisco Board of Supervisors and Historic Preservation Commission

I'm writing in support of the landmarking of the Gilbert Baker Rainbow Flag installation at Harvey Milk Plaza. As we approach the 50th anniversary of the creation of the Flag, I think we must take notice of the overwhelming importance of this striking symbol to people all over the world, and therefore the crucial need to create this permanent home for it.

I'm a journalist — co-host of the longstanding weekly TV program Gay USA (gayusatv.org). Every week we report on the horrors and triumphs of life for LGBTQ+ people in every corner of the world. And in every one of those stories — literally every single one — the people involved are carrying, or fighting to carry, Gilbert's Rainbow Flag. In refugee camps in Kenya, in the streets of a now fully homophobic Moscow, in huge crowds of an emerging LGBTQ+ community in Taiwan, in Kyiv, Ukraine, fighting violent police in Istanbul, celebrating in the streets of Valparaíso and Rio and Bogotá, evading arrest and beatings in Jamaica, and yes, in small towns and cities around the U.S. where the battles continue, the Rainbow Flag flies bright and strong, giving strength and hope to millions upon millions hanging onto that hope by the proverbial "thread." An appropriate image in this context. Literally that thread.

All those people around the world need to see that the Rainbow Flag has a home, a place of creation, a place they can look to and hold onto to ground themselves. I hope you will give them that cornerstone.

Thank you,

Ann Northrop
Activist, Journalist
Co-Host, Gay USA

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Restore the 2024 Policy, Systems, and Environment Grants Funding
Date: Monday, July 29, 2024 4:32:00 PM

Hello,

Please see below for communication from William Easton regarding a Black Health Community Action Team (CAT) grant.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: William Easton <noreply@adv.actionnetwork.org>
Sent: Friday, July 26, 2024 9:46 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Restore the 2024 Policy, Systems, and Environment Grants Funding

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

Board of Supervisors Public Comment,

GLIDE's Center for Social Justice received a grant to create a Black Health Community Action Team (CAT) to engage leaders and community representatives of the Black community across San Francisco in a year-round cohort focused on preventing and mitigating harmful effects of diet-sensitive chronic diseases in the Black community through policy, research, and advocacy.

This program would form an important piece of addressing ongoing racial health disparities for the Black community in an innovative and empowering model, which is an underfunded type of work.

This grant funding comes from the Soda Tax (aka the Sugary Drink Distributors Tax/SDDT) through a recent RFP for the Policy Systems and Environments Grants, but the current version of the city budget makes significant cuts to that line item. Please support Supervisor

Chan's amendment to restore funding to community based grants funded by the soda tax so that this program can proceed as planned.

William Easton

ethicalemaildotorg@gmail.com

9 palm avenue

San Francisco, California 94118

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation. \(BOS\)](#); [Young, Victor \(BOS\)](#)
Subject: 2 Letters from Jackie Leonard-Dimmick
Date: Monday, July 29, 2024 4:39:00 PM
Attachments: [2 Letters from Jackie Leonard-Dimmick.pdf](#)

Hello,

Please see attached for 2 Letters from Jackie Leonard-Dimmick regarding File No. 240550 and various subjects.

File No. 240550: Charter Amendment (Second Draft) to amend the Charter of the City and County of San Francisco to establish the Affordable Housing Opportunity Fund for Seniors, Families, and People with Disabilities to fund project-based rental subsidies for extremely low-income households consisting of seniors, families, and persons with disabilities, and to require the City to appropriate at least \$8.25 million to the Fund annually starting in Fiscal Year 2026-2027; at an election to be held on November 5, 2024. (Peskin, Safai, Ronen, Walton, Preston, Chan, Dorsey, Mandelman, Melgar, Engardio, Stefani)

Sincerely,

Joe Adkins

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Phone: (415) 554-5184 | Fax: (415) 554-5163

board.of.supervisors@sfgov.org | www.sfbos.org

From: [jackie leonard-dimmick](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Home and Over Population
Date: Friday, July 26, 2024 12:30:49 PM

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

San Francisco County Board of Supervisors:

Below are two "LETTERS to the EDITOR" from "POPULATION CONNECTION" magazine that may help explain why it is so important to address and overcome the root cause, the foundation of most of the ills, we face today, big and small, including homelessness.

Thank you for thinking about this view.

Jackie Leonard-Dimmick

Your interview with Dr. Jane O’Sullivan was eye-opening and disheartening. Before reading it, I assumed that most liberals were already on board with the need for population stabilization and that efforts to educate them on it were preaching to the choir. I was disheartened also to learn that UNFPA has turned away from the goal of population stabilization. Although reproductive health, rights, and justice are worthy concerns, addressing them without also looking to the systemic causes of poverty, hunger, forced migration, war, etc. — problems that are compounded by overpopulation — is a losing battle. Current population projections smother any hope of humanity ever being able to tackle climate change, especially while also lifting the world’s poorest out of poverty. I grew up in Ghana in the 1970s, where my American medical missionary parents served a small rural hospital and my mother ran family planning and well-baby clinics. At that time, the Ghanaian government embraced family planning as a method of population stabilization, which it deemed essential for the country’s economic development. There were public education campaigns, such as billboards featuring chubby, laughing babies with the message, “Small families are healthier and happier.” These campaigns seemed to be working, at least for those who had access to contraception. And it wasn’t the women who needed convincing; it was their husbands. My parents’ support of family planning came out of deep compassion for the individuals they served and a desire to ease the suffering caused by too many pregnancies — suffering both of mothers and of the children they already had. But my parents were also motivated by concern about unbridled population growth and its effect on the natural systems that support human life. It was this concern that led me to a career in agricultural research. On top of solving the daunting challenges facing agriculture today, we are asked to anticipate the challenges of tomorrow, when we’ll need to feed even more people, which feels like a Sisyphean assignment.

Lois Braun, PhD

Today’s human population of 8 billion is far beyond Earth’s carrying capacity, even as per person consumption rates and population numbers continue rising. Contraception should be

available for free to all women in America and ultimately around the world. If every woman could decide when and whether to become pregnant, the world would be a better place for all women and all humanity, right now and in whatever future we might have. I know this issue raises hackles and challenges social, religious, and legal limitations in America and around the world, but it's time we all speak up.

Nathaniel Batchelder

From: [jackie.leonard-dimmick](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Housing, Home and Poems
Date: Friday, July 26, 2024 12:15:56 PM

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

San Francisco County Board of Supervisors:

I heard on the news (6/20/24), there may be an initiate on the November ballot for a bond to build more affordable housing. Why not put that time and money into something lasting and will meet the need? FAMILY PLANNING! Educate people on the benefits of SMALL families and how to do so. Women need to realize, acknowledge, and accept the fact that they are important and valuable. They have the right, the courage and strength to say "NO!" There is no excuse for having unintended, untimely, or unprepared pregnancies.

Anyone who supports the concept of SUSTAINABILITY, eliminate Global Warming and strives for a healthy planet would strongly endorse, and "LIVE" Family Planning and make it available for all.

In early June I was waiting for Caltrain at the Menlo Park station to go to the Lawrence station. Two North bound trains arrived on time. Each of them camped out for ten minutes or so, then headed south. I raced over to the north bound tracks as the third train arrived. Yes, they would be going south and stopping at every station. A major housing project, being built near Costco in Redwood City, was on fire and burned to the ground. Caltrain could not pass because fire crews had their fire hoses across the tracks. This inconvenienced many people and caused a lot of frustration. No one could travel from Redwood City to Menlo Park via train. They had to take a bus.

Building massive housing complexes, cramming people into small places is not a smart thing to be doing. What is the difference between doing that and "Factory Farming" and "Puppy Milling"? Does this not contribute to more mental and physical health issues, frustration, anger, and fear? The more housing there is, the more expensive food becomes, for all because it has to be transported farther. The more people we have to provide for, the more expensive becomes our utilities - electricity, water, internet, sewage, gas, gasoline, etc. Maintaining these utilities becomes more complicated.

At the same time, offering and/or accepting more money for a house or a rental than the asking price does not help. This is unethical and dishonest - and prevents many people who could afford the existing price, from having a home.

Building more housing is totally missing the mark! Support FAMILY PLANNING! Get people to think about the consequences of their actions, for themselves, the community, the world, before they act, not afterwards.

While we are encouraging Family Planning, why not recycle and reuse the buildings and shelters we already have as TEMPORARY housing? I'm sure there are an abundance of office buildings that are presently vacant. How about the USGS and SRI buildings in Menlo Park? What about using the old Caltrain cars? Be creative! It is OK to stand up and be different if it will meet a need.

As population decreases so will the cost of housing, food and other necessities. People will be able to provide more for themselves, be more independent, healthier and maybe more friendly and helpful to each other.

The above suggestions are all from a human and physical stand point. It does not matter what the problem appears to be, we, must look beyond matter to Spirit to solve the issue. Ask yourselves: "What am I seeing? What am I accepting as real and true?" Whatever we accept as true and real in our human consciousness, we will see/hear/feel in our human experience. Is it not wisdom to be facing all of our seeming problems, big and small through Divine Metaphysics instead of matter? We all need to be lifting our thoughts from the human, material, and mortal to the spiritual if we want to eliminate these erroneous pictures of Life. Devine Mind is always telling us what to do. Are we listening and being obedient?

Below are some poems of which the music was written by Andrew Brewis and can be heard on the internet (Principi College concert in March where all can be heard). More energy needs to be put into thinking about and demonstrating the qualities of "HOME". "Open My Eyes That I May See" by Clara Scott (1895). And "Three L's for Life" by Jill Gooding.

Thank you for letting me share.

Jackie Leonard-Dimmick

Andrew D. Brewis

HOME

Home

Rosemary Cobham

Chorus

Home is the consciousness of good
That holds us in its wide embrace;
The steady light that comforts us
In every path our footsteps trace.
Our Father's house has many rooms,
And each with peace and love imbued;
No child can ever stray beyond
The compass of infinitude.
Home is the Father's sweet "Well done,"
God's daily gift of grace.
We go to meet our brother's need,
And find our home in every place.

**Open my eyes, that I may see
Glimpses of truth Thou hast for me;
Place in my hands the wonderful key
That shall unclasp and set me free.**

Refrain 1:

**Silently now I wait for Thee,
Ready my God, Thy will to see,
Open my eyes, illumine me,
Spirit divine!**

**Open my ears, that I may hear
Voices of truth Thou sendest clear;
And while the wave notes fall on my
ear,
Everything false will disappear.**

Refrain 2:

**Silently now I wait for Thee,
Ready my God, Thy will to see,
Open my ears, illumine me,
Spirit divine!**

**Open my mind, that I may read
More of Thy love in word and deed;
What shall I fear while yet Thou dost
lead?
Only for light from Thee I plead.**

Refrain 3:

Silently now I wait for Thee,

**Ready my God, Thy will to see,
Open my mind, illumine me,
Spirit divine!**

**Open my mouth, and let me bear,
Gladly the warm truth everywhere;
Open my heart and let me prepare
Love with Thy children thus to share.**

Refrain 4:

**Silently now I wait for Thee,
Ready my God, Thy will to see,
Open my heart, illumine me,
Spirit divine!**

Three L's for Life

Jill Gooding

Lean on the sustaining infinite
And blessings will be yours.
Lean not on person, place, or thing
Or economic laws;
But lean upon all-blessing God
Who will all needs supply
And give to all abundant good
That money cannot buy.

Let the reign of Truth and Life,
The reign of Love divine,
Be now established within me
To show God's clear design
Of Oneness, indivisible,
Of He and me as one,
As water is to ocean,
As sunbeam is to sun.

Love with a heart of tenderness
Your enemies and friends;
However hard this may appear
It's the quality that mends.
For Love is God in action,
A presence that is felt;
A healing and a saving power
That will all discord melt.

So lean, and let, and love,
This is the balanced Way;
It's free from self-will, pressure, stress,

It welcomes in God's day;
The leaning is so gentle,
The letting is so free,
And loving is the only way
To think, and speak, and be.





July 26, 2024

SENT VIA EMAIL ONLY

San Francisco Recreation and Park Department
RPDInfo@sfgov.org

Re: Tattered Flag Flying in Golden Gate Park

Dear Representative,

I am writing to bring to your attention the condition of the American flag flying in Golden Gate Park along the perimeter of the DeYoung Museum and the California Academy of Sciences. The flag is tattered and worn, which is disrespectful and diminishes the beauty of this iconic public space. (Please see attachment.) My husband, who proudly served our country in the military, and I were deeply disappointed and saddened when we saw it on our getaway to San Francisco last week. Northern Californians feel so fortunate to have this world-renowned city.

We request that the flag be replaced with a new one as soon as possible. Thank you for your prompt attention to this matter.

Sincerely,

CA Morales

Christina A. Morales

Cc:

San Francisco Office of the Mayor - MayorLondonBreed@sfgov.org

San Francisco Board of Supervisors - board.of.supervisors@sfgov.org

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: City Hall wheelchair lift is broken - again.
Date: Monday, July 29, 2024 4:44:00 PM

Hello,

Please see below for communication from Howard Chabner regarding a broken wheelchair lift at City Hall.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Howard Chabner <hlchabner@comcast.net>
Sent: Saturday, July 27, 2024 4:50 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Geoffrea.Morris@sfgov.org; Edward.W.Wright@sfgov.org; Preston, Dean (BOS) <dean.preston@sfgov.org>; Chung, Lauren (BOS) <lauren.l.chung@sfgov.org>; Lovett, Li (BOS) <li.lovett@sfgov.org>; Tom.Temprano@sfgov.org; Snyder, Jen (BOS) <jen.snyder@sfgov.org>; Smeallie, Kyle (BOS) <kyle.smeallie@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; Quan, Daisy (RET - Contractor) <daisy.quan@sfgov.org>; Fregosi, Ian (BOS) <ian.fregosi@sfgov.org>; Gee, Natalie (BOS) <natalie.gee@sfgov.org>; Tim.H.Ho@sfgov.org; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Lam, Kit (BOS) <Kit.Lam@sfgov.org>; Jonathan.Goldberg@sfgov.org; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Tam, Madison (BOS) <madison.r.tam@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; Romaidis, John (REC) <john.romaidis@sfgov.org>; Jensen, Kevin (DPW) <Kevin.W.Jensen@sfdpw.org>; Kaplan, Debby (ADM) <deborah.kaplan@sfgov.org>; MDC (ADM) <MDC@sfgov.org>; Alex M. Madrid <amadrid20@gmail.com>; denisesadvocate@sbcglobal.net; 'Griffin, Laurence (REC)' <laurence.griffin@sfgov.org>; Sassouni, Orkideh (LIB) <Orkideh.Sassouni@sfpl.org>; helensmolinski <helensmolinski@gmail.com>; denisesadvocate@sbcglobal.net; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Richard Skaff <richardskaff1@gmail.com>; Zach Karnazes <zkarnazes@gmail.com>; 'Muriel Parenteau' <muriel764@yahoo.com>; Bill Bruckner <billbrucknerartist@gmail.com>; Vicki Bruckner <victoriabruckner988@gmail.com>; 'walter park' <waltsfo@gmail.com>; George Wooding

<gswooding@gmail.com>; Connie Arnold <ihss_advocate@yahoo.com>; 'Patricia Arack'
<parack@ccsf.edu>

Subject: City Hall wheelchair lift is broken - again.

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

Dear Mayor Breed, Board President Peskin, Supervisors, and SF City employees:

On Friday, June 21, 2024, I attended a wedding at City Hall. After the ceremony, the wedding party and friends and family gathered for photos in front of the stairs at the main (Goodlett) entrance. I tried to use the diagonal wheelchair platform lift to go from the main floor to the porch outside, but the sheriff's deputy or cadet at the security desk told me it was out of service.

As of yesterday, was the lift still broken or has it been restored to service?

Over the years, this lift has been out of service frequently, perhaps even more often than in service.

I request ASAP:

- An investigation and report as to how many days during the past 15 years the lift has been in service and how many days it's been broken.
- An investigation and report as to the type of problem or problems that have caused the lift to be out of service, and details about the repairs that have been made.
- An investigation and report about whether the lift has been replaced during the past 15 years, and if it has, all relevant details.
- A written plan that would ensure a working wheelchair lift at this location, and implementation of such a plan. This may require replacing the lift.

Ensuring that the main entrance to City Hall is accessible to wheelchair users and others with mobility disabilities is Disability Access/Disability Rights 101. It doesn't require Anti-Ableist Strategies Training to recognize that.

I look forward to a prompt, specific, concrete, and detailed answer and plan of action.

Sincerely

Howard Chabner

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Announcement of Planned Action - BEI Hotel San Francisco
Date: Monday, July 29, 2024 4:47:00 PM
Attachments: [BEI CA WARN Closure Notice to State Officials 7-29-2024 SF.pdf](#)

Hello,

Please see below and attached for an announcement of planned action to substantially cease operations at the BEI Hotel located at 50 Eighth Street, submitted by Evolution Hospitality.

Sincerely,

Joe Adkins

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Phone: (415) 554-5184 | Fax: (415) 554-5163

board.of.supervisors@sfgov.org | www.sfbos.org

From: Darcy Lehmuth <darcy.lehmuth@evolutionhospitality.com>

Sent: Monday, July 29, 2024 8:05 AM

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

Subject: Announcement of Planned Action - BEI Hotel San Francisco

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

Dear Sir/Madam,

This email is to notify you of planned action of temporary mass layoff at BEI Hotel located at 50 Eighth Street, San Francisco, California. Please see attached notice for details.

Sincerely,

Darcy Lehmuth



DARCY LEHMUTH, Sr. Regional Director of Human Resources

1211 Puerta Del Sol, Suite 170

San Clemente, CA 92673

M 949-554-7800

[EMAIL](#) | [WEBSITE](#) | [LINKEDIN](#) | [VCARD](#)

July 29, 2024

Via Email

EDD WARN Act Coordinator
CA Employment Development
Department
Workforce Services Branch
Branch Support Unit
P.O. Box 826880, MIC 69
Sacramento, CA 94280-0001
eddwarnnotice@edd.ca.gov

Mayor of San Francisco
Mayor London Breed
Office of the Mayor, City Hall
1 Dr Carlton B. Goodlett Place
Room 200
San Francisco, CA 94102
Phone: 415-554-6141
Email: MayorLondonBreed@sfgov.org

Local Workforce Development
Board – San Francisco
Office of Economic & Workforce
Development
1 Dr Carlton B. Goodlett Place,
Room 448
San Francisco, CA 94102
Phone: 415-701-4848
Fax: 415-701-4897
Email:
workforce.development@sfgov.org

City and County of San Francisco Board of
Supervisors, District 8
Rafael Mandelman
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-5184
Fax: (415) 554-5163
Email: Board.of.Supervisors@sfgov.org

Re: Announcement of Planned Action

Dear Sir/Madam:

I am writing on behalf of Evolution Hospitality (the “Company”) to inform you that the BEI Hotel located at 50 Eighth St., San Francisco, CA 94103 will substantially cease operations and seventy-two (72) employees will be temporarily laid off due to a projected lack of business for the balance of 2024. Employees will be laid off beginning on October 1, 2024, with a second group being laid off on October 22, 2024. Business at the facility will cease and the facility will be closed between October 22, 2024 and at least January 1, 2025.

We expect to recall five to ten room attendants and two house attendants during the week of December 15, 2024 in preparation for re-opening and to recall most of the remaining employees between January 1 and January 14, 2025. We expect the hotel to reopen to the public on January 1, 2025. A few employees will be retained during the closure to meet sales and finance needs during the construction period, otherwise all employees at the facility will be impacted. This closure is



expected to be temporary, meaning it will not last more than six months and is actually expected to last approximately two months as indicated above. Employee separations will occur in two waves. The expected date of the first separation will be October 1, 2024. The second wave will take place beginning on October 22, 2024.

All affected employees have been notified of their separation date(s) and that this action is planned to be temporary due to a projected lack of business through the end of the year. The information contained in this letter is based on the best information available to the Company at this time.

Attached as Exhibit “A” please find a list of job titles and the number of Company employees in each job title affected by the closure and layoff at the BEI Hotel in San Francisco sorted by job title and date of separation. In addition to those employees being laid off, three employees will be kept on, but will have their hours substantially reduced (as indicated in the attachment).

There will not be any bumping rights for affected employees—that is, employees will not be able to displace more junior employees out of their job positions as a result of this closure and attendant layoff. Some of these employees are represented by a union and the union representatives for these employees in Local 2 and Local 856 have been notified of this action, although the employees in Local 2 are operating under an expired contract.

If you have any questions or want additional information concerning this matter, please contact Alea Le Blanc, Regional Director Human Resources, at 818-652-5144.

Sincerely,

Alea Le Blanc

Alea Le Blanc
Regional Director, Human Resources
Evolution Hospitality



Exhibit “A” List of Job Titles

Job Title	Number of Affected Individuals	Date of Separation	Union or Non-Union Status
Banquets Bartender	3	October 1, 2024	Local 2
Banquets Server	3	October 1, 2024	Local 2
Barback-Beverage 1	1	October 1, 2024	Local 2
Bell Attendant	1	October 1, 2024	Local 2
Bistro Attendant - Restaurant 1	4	October 1, 2024	Local 2
Bistro Manager OEM – Restaurant 1	1	October 1, 2024	Non-union
Cook 1	1	October 1, 2024	Local 2
Front Desk Lead	1	October 1, 2024	Local 856
Front Desk Manager (OEM)	1	October 1, 2024	Non-union
House Attendant	6	October 1, 2024	Local 2
Housekeeper	15	October 1, 2024	Local 2
Sous Chef (HHP)	1	October 1, 2022	Local 2
Telephone Operator	1	October 1, 2022	Local 2
Bell Attendant	1	October 22, 2024	Local 2
Director Front Office	1	October 22, 2024	Non-union
Director Housekeeping	1	October 22, 2024	Non-union
Front Desk Agent	3	October 22, 2024	Local 856
Front Desk Lead	1	October 22, 2024	Local 856
Front Desk Manager (OEM)	1	October 22, 2024	Non-union
General Manager	1	October 22, 2024	Non-union
House Attendant	2	October 22, 2024	Local 2
Housekeeper	13	October 22, 2024	Local 2
Housekeeping Asst Manager (OEM)	1	October 22, 2024	Non-union
HR Manager	1	October 22, 2024	Non-union
Night Auditor	2	October 22, 2024	Local 856
Room Reservationist	1	October 22, 2024	Local 856
Telephone Operator	4	October 22, 2024	Local 2
AP Specialist – Field*	1		Local 856
House Attendant**	1		Local 2
Director Finance***	1		Non-Union

*AP Specialist-Field will not be laid off, but hours will be reduced to 1 – 3 shifts per month

**One House Attendant (with highest seniority) will not be laid off, but hours will be reduced during hotel closure

***Director Finance will not be laid off, but hours will be reduced to 1 – 2 days per month for P &L



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: San Francisco COVID-19 Vaccine Warning
Date: Monday, July 29, 2024 4:48:00 PM
Attachments: [San Francisco COVID-19 Vaccine Warning.pdf](#)

Hello,

Please see below for communication from Ronald Owens regarding Covid-19 vaccines.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Ronald Owens <ronald@muzzledtruth.com>
Sent: Monday, July 29, 2024 3:15 PM
To: ChanStaff (BOS) <chanstaff@sfgov.org>; DorseyStaff (BOS) <DorseyStaff@sfgov.org>; EngardioStaff (BOS) <EngardioStaff@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; PrestonStaff (BOS) <prestonstaff@sfgov.org>; RonenStaff (BOS) <ronenstaff@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: San Francisco COVID-19 Vaccine Warning

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

“[COVID-19] *vaccines are killing people...*,” said Department of Health and Human Services Secretary Xavier Becerra.

Please read attached PDF for more information. Thank you.

—ronald f. owens jr.
 916-701-3146
 Email: Ronald@MuzzledTruth.com

Website: <https://muzzledtruth.com/>

“And ye shall know the truth, and the truth shall make you free,” John 8:32

TO: San Francisco Board of Supervisors (BOS)

FROM: Ronald F. Owens Jr., Retired Information Officer 2 (IO2),
California Department of Public Health (CDPH) <ronald@muzzledtruth.com>

SUBJECT: “[COVID-19] *Vaccines Are Killing People...*,” Federal Health Chief Said

DATE: July 29, 2024

United States Department of Health and Human Services Secretary Xavier Becerra said on April 14, 2022: “*We know that [COVID-19] vaccines are killing people of color, Blacks, Latinos, Indigenous People at about two times the rate of White Americans.*”

Secretary Becerra’s “*Secondly, by having better data we can do a couple things—vaccines, a year ago today, by the way we know that vaccines are killing people...*” quote appears on the White House’s official YouTube channel ([source 1](#)), and begins at the 45:50 mark. To listen to Becerra’s quote in context, scroll back to the 42:53 mark to hear the question asked of Housing and Urban Development (HUD) Secretary Marcia Fudge, as well as Secretary Becerra.

Hello, I was an Information Officer 2 with CDPH’s Office of Public Affairs—now Office of Communications— from March 2, 2009 to December 31, 2023. During my last eighteen months at CDPH, I shared with CDPH leadership on multiple occasions what Secretary Becerra said about the risks associated with COVID-19 vaccines. I also emailed Vaccine Adverse Events Reporting System (VAERS) data ([source 2](#)) to CDPH management. This data indicated thousands of deaths, hospitalizations, urgent care visitations and doctor office visits. This data also displayed the number of people who developed serious injuries —i.e., anaphylaxis, Bell’s Palsy, miscarriages, heart attacks, myocarditis/pericarditis, permanently disabled, thrombocytopenia/low platelet, life threatening, severe allergic reaction and shingles— as a result of being injected with COVID-19 vaccines. I noted that small pox vaccine program for healthcare workers back in 2003 was halted just after two deaths, according to an August 22, 2003, *New Scientist* article ([source 3](#)). I also noted some medical subject matter experts indicate VAERS data reflects only a small number of actual injuries and deaths. I didn’t know, until developing this memo, that *LifeSite News* reported some of this same data on June 7, 2022 ([source 4](#)).

I do not know whether my management apprised CDPH senior leadership, informed California Health and Human Services Secretary Dr. Mark Ghaly, or alerted California Gov. Gavin Newsom, as I recommended ([source 5](#).)

CDPH management told me it appears that Secretary Becerra misspoke. They said he was actually discussing deaths associated with COVID-19, not the vaccines. During my nearly thirty year California state civil service career, I have served as a Public Information Officer at the Governor’s Office of Emergency Services, the California Department of Motor Vehicles, the

California Community Colleges Chancellor's Office and CDPH. I have been involved with formulating, drafting, formatting, disseminating and posting hundreds of news releases. Anytime there's a misstatement or missing word or typographical error committed by me or by my PIO colleagues or by our subject matter experts—it's just common practice to correct the record. If he misspoke why did we not hear HUD Secretary Fudge, Domestic Policy Advisor Susan Rice and/or Office of Management and Budget Director Shalanda Young immediately ask Becerra to correct his misstatement? And why is that video still on the White House's official YouTube Channel for millions to see and hear?

Unfortunately, CDPH management did not take this alarming information I provided to them seriously. They made it about me, and not about forty million Californians. Initially I was politely ignored, threatened disciplinary action and then muzzled. I was issued a counseling memorandum for sharing with them this alarming information, which they should have shared with Californians way back in April, 2022.

Seeing there was nothing more that I could have done to alert Californians about COVID-19 vaccine health risk warnings as a CDPH IO2, I placed Californians interest over my personal pecuniary interest and retired—immediately incurring a 55 percent pay cut—so state public health officials would not muzzle this information.

Close to my December 31, 2023 retirement date, I learned that in May, 2021, the Centers for Disease Control and Prevention (CDC), the American Academy of Pediatricians and others knew that COVID-19 vaccines were injuring and killing people. But they—particularly Dr. Anthony Fauci and CDC Director Dr. Rochelle Walensky—continued to declare “vaccines are safe and effective!” (Note [source 6](#)). Now we know why Secretary Becerra said what he said nearly a year later (April 14, 2022).

After analyzing 325 autopsies ([source 7](#)) medical researchers concluded there's a 73 percent of deaths related to COVID-19 vaccinations, according to a study initially published in *The Lancet*, which was pulled. I note these three other recent other studies:

- **A February, 2024 study conducted in Germany ([source 8](#)), concluded**, “contrary to what would be expected with an effective vaccination, positive instead of negative correlations were observed: the more vaccinations were administered in a federal state, the greater the increase in excess mortality.”
- **An April, 2024 study conducted in Japan ([source 9](#)) concluded**, “statistically significant increases in age-adjusted mortality rates of all cancer and some specific types of cancer, namely, ovarian cancer, leukemia, prostate, lip/oral/pharyngeal, pancreatic, and breast cancers, were observed in 2022 after two-thirds of the Japanese population had received the third or later dose of SARS-CoV-2 mRNA-LNP vaccine. These particularly marked increases in mortality rates of these ERα-sensitive cancers may be attributable to several mechanisms of the mRNA-LNP vaccination rather than COVID-19 infection itself...”
- **A June, 2024 study conducted in Italy ([source 10](#)) concluded**, “The correlation of ITB has allowed us to eliminate remarkable distortions. Due to this bias from the original study about

the effectiveness of COVID 19 vaccines carried out in the province of Pescara, Italy. Moreover, the original study showed that the group who received at least a booster dose had an unlikely significantly lower risk of all cause death versus the unvaccinated. Unlike those vaccinated with one or two doses, who had significantly higher risk than the unvaccinated. We found all cause death risks to be even higher for those vaccinated with one and two doses compared to the unvaccinated and that the lower and that the booster doses were ineffective. We also found a slight statistically significant loss of life expectancy for those vaccinated with 2 3/4 doses.”

I also note that the COVID-19 vaccine injured are being heard.

The Army acknowledged ([source 11](#)) that research has shown that a 24-year-old soldier’s debilitating heart condition (postural orthostatic tachycardia syndrome) “was linked to a lesser degree to COVID-19 [mRNA vaccine from Moderna] vaccination.” This soldier’s life-threatening and life-altering condition is representative of hundreds, possibly thousands of other COVID-19 vaccine injury cases, according to this *RealClear Politics* report. Two COVID-19 vaccine injured people sued their respective local governments and won. An Australian man who developed pericarditis after receiving his third dose of the Pfizer mRNA COVID-19 vaccine will be paid weekly compensation and medical bills ([source 12](#)). And a Tennessee woman will be paid \$148,000 for her COVID-19 vaccine injury ([source 13](#)).

Furthermore, the states of Kansas ([source 14](#)) and Texas ([source 15](#)) are suing Pfizer for knowing and concealing that COVID-19 vaccine causes myocarditis, pericarditis, failed pregnancies and deaths. It has been reported that three other states have also sued Pfizer, but at the date of this memo I have not been able to independently confirm the existence of those lawsuits.

California Health & Safety Code (H&SC) 101025 states, “The board of supervisors of each county shall take measures as may be necessary to preserve and protect the public health.”

Therefore given the fact that COVID-19 vaccines pose a serious risk to the public, according to Secretary Becerra’s statement, VAERS data, federal health officials knowledge that COVID-19 vaccines are linked to myocarditis, several studies, plus a plethora of anecdotal reports of people dying suddenly (note African-American filmmaker Jennifer Sharp’s “ANECDOTALS” documentary, [[source 16](#)]); I strongly urge the Board of Supervisors to warn residents, and pursuant to and in accordance with H&SC 101025, direct San Francisco County Health Officer to stop promoting, administering and distributing COVID-19 vaccine “to preserve and protect the public health.”

Please include this document as part of the County public record. I am sending this document to California’s fifty seven other BOS’ and am blind copying residents of some counties.

Thank you.

SOURCES:

Source 1: White House “Convening on Equity Summit,” April 14, 2022, <https://youtu.be/_VhHn06REHM>;

Source 2: Vaccine Adverse Events Reporting System, <[https://urldefense.com/v3/_https://openvaers.com/covid-data_!!AvL6XA!iOOBqOTEgrhdTJ0pmLiXk3SFpgn-q7suqrAzZ83GX7ILTf1hh5N3DuOKaRRKzK_HBNH-dA\\$](https://urldefense.com/v3/_https://openvaers.com/covid-data_!!AvL6XA!iOOBqOTEgrhdTJ0pmLiXk3SFpgn-q7suqrAzZ83GX7ILTf1hh5N3DuOKaRRKzK_HBNH-dA$)>;

Source 3: *New Scientist*, August 22, 2003, <<https://www.newscientist.com/article/dn4074-us-smallpox-vaccination-plan-grinds-to-a->>;

Source 4: 1,287,595 injuries reported after COVID shots, vaccine injury compensation programs ‘overwhelmed,’ *LifeSite News*, June 7, 2022, <<https://www.lifesitenews.com/news/1287595-injuries-reported-after-covid-shots-vaccine-injury-compensation-programs-overwhelmed>>;

Source 5: Ronald Owens’ CDPH Rejected COVID-19 Treatment and Vaccine Warnings emails, Page 12, <<https://muzzledtruth.com/wp-content/uploads/2024/01/Ronald-F.-Owens-Jr.s-CDPH-Email-Documents.pdf>>;

Source 6: “FOIA’d Emails Reveal Highest-Level Leaders at White House, HHS, CDC, NIAID, AAP All Knew COVID Vaccines Linked to Myocarditis, Yet Publicly Covered Up Findings,” by Amy Kelly, *DailyClout*, October 18, 2023, <<https://dailyclout.io/foiad-emails-reveal-highest-level-leaders-at-white-house-hhs-cdc-niaid-aap-all-knew-covid-vaccines-linked-to-myocarditis-yet-publicly-covered-up-findings>>;

Source 7: A Systematic REVIEW of Autopsy findings in deaths after covid-19 vaccination, <<https://www.sciencedirect.com/science/article/pii/S0379073824001968>>;

Source 8: Differential Increases in Excess Mortality in the German Federal States During the COVID-19 Pandemic, February, 2024, <https://www.researchgate.net/publication/378124684_Differential_Increases_in_Excess_Mortality_in_the_German_Federal_States_During_the_COVID-19_Pandemic>;

Source 9: Retracted: Increased Age-Adjusted Cancer Mortality After the Third mRNA-Lipid Nanoparticle Vaccine Dose During the COVID-19 Pandemic in Japan, *Cureus*, April 8, 2024, <<https://www.cureus.com/articles/196275-increased-age-adjusted-cancer-mortality-after-the-third-mrna-lipid-nanoparticle-vaccine-dose-during-the-covid-19-pandemic-in-japan?authors-tab=true#!/>>;

Source 10: A Critical Analysis of All-Cause Deaths during COVID-19 Vaccination in an Italian Province, Submission received: 30 May 2024 / Revised: 25 June 2024 / Accepted: 27 June 2024 /

Published: 30 June 2024, <https://mdpi-res.com/d_attachment/microorganisms/microorganisms-12-01343/article_deploy/microorganisms-12-01343.pdf?version=1719738375>;

Source 11: Catherine Herridge: Army Accused Of Abandoning 24-Year-Old Soldier With Debilitating Heart Condition Caused By Covid Vaccine, *RealClear Politics*, June 24, 2024, <https://www.realclearpolitics.com/video/2024/06/24/catherine_herridge_army_accused_of_abandoning_24-year-old_soldier_with_debilitating_heart_condition_caused_by_covid_vaccine.html>;

Source 12: South Australia State Government employer ordered to pay compensation to public servant for Covid-19 vaccine injury, News.Com.Au, February 1, 2024, <<https://www.news.com.au/finance/work/at-work/south-australia-state-government-employer-ordered-to-pay-compensation-to-public-servant-for-covid19-vaccine-injury/news-story/df4368a86fa40d1e786963ffccc25f97>>;

Source 13: Woman Receives \$148K Vaccine Injury Compensation; Explanation of USA's Vaccine Compensation Program | Facts Matter, EPOCH TV, July 6, 2022, <https://www.theepochtimes.com/epochtv/woman-receives-148k-vaccine-injury-compensation-explanation-of-usas-vaccine-compensation-program-facts-matter-4581829?&utm_medium=FactsMatter&utm_source=SocialM&utm_campaign=VaccineCompensation&utm_content=07-06-2022>;

Source 14: Kansas v. Pfizer, <[https://ag.ks.gov/docs/default-source/documents/2024-06-15-pfizer-complaint-\(002\).pdf?sfvrsn=eb8bbe1a_8](https://ag.ks.gov/docs/default-source/documents/2024-06-15-pfizer-complaint-(002).pdf?sfvrsn=eb8bbe1a_8)>;

Source 15: Texas v. Pfizer, <<https://www.texasattorneygeneral.gov/sites/default/files/images/press/Pfizer%20Vaccine%20Petition%20Filed.pdf>>;

Source 16: “ANECDOTALS” documentary, by Jennifer Sharp, <<https://www.anecdotalsmovie.com>>.

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation, \(BOS\)](#); [Jalipa, Brent \(BOS\)](#)
Subject: 2 Letters regarding File No. 240724
Date: Tuesday, July 30, 2024 11:58:00 AM
Attachments: [2 Letters regarding File No. 240724.pdf](#)

Hello,

Please see attached for 2 Letters regarding File No. 240724, which is Item No. 10 on today's Board of Supervisors meeting agenda.

File No. 240724: Health Service System Plans and Contribution Rates -
Calendar Year 2025 (Dorsey, Chan)

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: [Cherri Senders](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Cc: f1257@aol.com
Subject: TIME SENSITIVE: Prrotect Our Benefits Letter to Board of Supervisors on Healthcare swap
Date: Monday, July 29, 2024 8:10:31 PM
Attachments: [image001.png](#)
[Letter to BOS 7292024.docx](#)
Importance: High

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

Dear Mayor Breed and Clerk of the Board –

Attached, is a letter to you and the Board of Supervisors from Protect Our Benefits about the switch of healthcare plans outlining our strong opposition. Please make sure all the supervisors have a copy of the letter before tomorrow's 2 pm board meeting. Protect Our Benefits representatives will be there in person and will have hard copies of the attached letter to distribute.

We represent a broad coalition of all 41,000 city and county retirees.

On behalf of Fred Sanchez
President, Protect our Benefits

Cherri Senders

President

cherri@sendersgroup.com
818.422.2787 (Cell)



4605 Lankershim Blvd. #214
No. Hollywood, CA 91602
Office: 818.884.8966



112A Fair Oaks St.
San Francisco, CA 94110
Cell: 650.784.1262

www.sendersgroup.com



To: Members of San Francisco Board of Supervisors
From: Fred Sanchez, President, Protect Our Benefits, Inc.

Your second reading and vote at the July 30th full board meeting to approve financing for all healthcare provided to active and retired members of the Health Service System, when passed (as it appears it certainly will be) will be deeply disappointing to the POB Board of Directors and the 17,500 retiree members of United Health Care Medicare Advantage PPO Plan (UHC), a majority of whom will be involuntarily shifted to Blue Shield of California (BSC) on January 1, 2025.

Our Board understands that the bundling together of all healthcare plans for both active and retired employees made it impossible for the Health Service System Board to revisit and correct the many defects in process and procedure they made in making the change, as perceived by POB and others. We see this action as done to ram through this unwanted change with as little public input as possible and to make the change regardless of the wishes of the members or public.

We appreciate the concerns expressed by Supervisor Chan during the Budget and Finance Committee hearing regarding the possible health risks to UHC members after the change takes place. We also appreciate the concerns voiced by Supervisor Peskin made during the July 22nd full board meeting regarding the removal of Dr. Follansbee (a mayoral appointee) in order to facilitate reversal of the Health Service System's Board's June 7th vote to retain UHC done on June 18th. We believe there were violations of HSS procedure at the least and Charter violations at the worst.

We note, with disgust, that public comment was made difficult or constrained during HSS and Board of Supervisors meetings in June and July. The one minute allowed for comment was ridiculously short which prevented the public from fully addressing their grievances.

Any impacts of this involuntary shift will begin to become more evident as Open Enrollment occurs this October and certainly after the coverage changes in January. These impacts will most probably prompt further action by POB and other organizations.

POB and many allied organizations are committed to working with you and the Health Service System Board in the future to rectify healthcare quality issues and mitigate hardships we perceive and may be forced to suffer. *Still, we caution you that we will not tolerate back room maneuvers or deals nor the balancing of the budget on the backs of our most vulnerable members.* WE WILL BE KEEPING TRACK OF WHAT EACH OF YOU DO! AND WE VOTE!!

Fred Sanchez
President/Protect Our Benefits

From: [herbert weiner](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Blue Shield, United Health and the Health Service System
Date: Thursday, July 25, 2024 9:31:27 PM

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

Collectively, you as a Board endorsed the change from United Health Care to Blue Shield as the health care provider for retired employees of the City and County of San Francisco.

As the Health Service System noted in its research, Blue Shield is clearly an inferior plan.

Why are you doing this?

The reason given is to make cutbacks in cost in light of an impending fiscal deficit.

The real deficit, in my opinion, is that of the Health Service System management and Board that endorsed such a proposal.

There is no guarantee that Blue Shield will not raise its costs to the city and the beneficiaries. While they have guaranteed less expenses for this year, it may not apply for 2026.

There is the possibility that the economy may recover and flourish with retirees being stuck with an inferior plan--a plan that you, as Supervisors, authorized.

I have seen too many predictions of fiscal problems with cutbacks and then "surprising" discovery of available funds to remedy the proclaimed problems.

The Health Service System serves its beneficiaries, who have paid for their benefits. It does not exist to remedy the fiscal problems of the city.

Seniors and the disabled constitute the most vulnerable of the city. Yet, they are targets of cutbacks, like the one that you have endorsed.

Even though there is a second reading of the measure to change to Blue Shield, it is likely that you will endorse this measure.

Be assured that memories are long and that we will not forget what you have done.

We expected you to serve us, especially since we are senior citizens who served the city, and you betrayed our trust.

We will not go away and our vigilance will be long standing.

Sleep on what I have written.

Herbert J. Weiner
2003 Retiree
Senior Social Worker

Department of Human Services

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: File No. 240731 2 letters
Date: Thursday, August 29, 2024 11:23:09 AM
Attachments: [Twin Peaks Auto 2 letters.pdf](#)

Dear Supervisors,

Please see attached for 2 letters from constituents regarding:

File No. 240731- Resolution approving and authorizing the Director of Property to enter into a real property lease with Twin Peaks Petroleum, Inc., a California corporation, doing business as Twin Peaks Auto Care, successor-in-interest to Michael Gharib, for approximately 14,499 square feet located at 598 Portola Drive, for an initial term of twenty years with one five-year option to extend, at an initial base rent of \$156,600 with annual adjustments of three percent thereafter; effective upon approval of this Resolution by the Board of Supervisors and Mayor, and full execution of the Lease; to require the Tenant to complete certain improvements by December 31, 2025, with a waiver of rent up to three months; finding that competitive bidding procedures required under San Francisco Administrative Code, Chapter 23, Section 23.33, are impractical; finding that the Premises is exempt surplus land under California Code, Section 54421(f)(1)(B); and to authorize the Director of Property to enter into amendments or modifications to the lease that do not materially increase the obligations or liabilities to the City and are necessary to effectuate the purposes of the lease or this Resolution.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public*

documents that members of the public may inspect or copy.

From: [Garrick Kremesec](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please save Twin Peaks Auto Care
Date: Tuesday, July 30, 2024 3:39:31 PM

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

For 15 years they've been servicing our vehicles and are the best. So essential for the nearby neighbors.

Thank you

—

Garrick

From: [Susan Abbott](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Please support small business lease renewal!
Date: Tuesday, July 30, 2024 10:25:51 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Susan Abbott

Email suzy.abbott.sf@gmail.com

I live in District

Please support small business lease renewal!

Message:

Dear Honorable Board of Supervisors & Mayor
London Breed,

Please vote yes on File No. 240731 sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto Care is an independent, active neighborhood-serving business with Legacy Business designation. We have relied on this business for fuel and auto repair for decades. They are 5-STAR rated on Google and Yelp!

Twin Peaks Auto Care's plan to become an alternative fueling station offering renewable fuels, biodiesel, and ethanol will be safer, cleaner, and greener for the environment.

There are currently no planned uses when Twin Peaks Auto Care's existing lease expires. The unique small parcel of land at this busy intersection has been deemed problematic for housing. Please approve this new lease to prevent this property from becoming a long-term vacant lot and eyesore that will be costly for the City to maintain. The City can make \$ Millions from rent, or spend a fortune tending to a empty lot.

We are all very dependent on this station to keep our vehicles in top condition. Twin Peaks Auto Care will continue serving our community, providing jobs and

support our City's transition to greener alternatives if
you vote yes for this lease.

Thank you for your consideration!

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors. \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#); [BOS Legislation. \(BOS\)](#); [Jalipa, Brent \(BOS\)](#)
Subject: 18 Letters regarding File No. 240731
Date: Tuesday, July 30, 2024 12:07:00 PM
Attachments: [18 Letters regarding File No. 240731.pdf](#)

Hello,

Please see attached for 18 Letters regarding File No. 240731, which is Item No. 23 on today's Board of Supervisors meeting agenda.

File No. 240731: Real Property Lease - Twin Peaks Petroleum, Inc. - 598 Portola Drive - \$156,600 Initial Annual Base Rent (Melgar)

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: [Eric Marshall](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin peaks auto care
Date: Monday, July 29, 2024 7:26:50 AM

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

I support keeping twin peaks auto care. They are an important asset to the community.

Thanks,
Eric Marshall
Sunset District

From: [Rebecca Herman](#)
To: [Peskin, Aaron \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: Local Legacy Business Needs your Support
Date: Sunday, July 28, 2024 6:49:40 PM

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

Supervisor Peskin:

I am writing to urge you to renew the city's lease with a local business: Twin Peaks Auto Care, located at a crucial intersection adjacent to the Diamond Heights, Miraloma, Forest Hill, and Upper Market neighborhoods.

Our neighborhood relies on this business, and I personally have relied on Ken Lau for years to fix our old Prius. Ken runs an honest and reliable business, and San Franciscans really depend on Twin Peaks Auto Care. Kenny is incredibly trustworthy, and I always see him going above and beyond to help customers with various car problems--all at reasonable prices. He also gives us good advice and provides valuable services that help make our neighborhood more livable.

Please support the renewal of the city's lease with Twin Peaks Auto Care to help keep this legacy business going in our neighborhood. Learn more here:
<https://www.youtube.com/watch?v=tQNu4202XIU>

Sincerely,
Rebecca

--

Rebecca Herman
88 Turquoise Way
San Francisco, Ca 94131

--

Rebecca Herman
[web](#) - [email](#) - [instagram](#)
cell 718-626-3322

From: [Rebecca Herman](#)
To: [MandelmanStaff \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: Save a Local Legacy Business
Date: Sunday, July 28, 2024 6:45:54 PM

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

To Supervisor Mandelman,

I am writing to urge you to support and renew the city's lease with beloved local business Twin Peaks Auto Care, located at a crucial intersection adjacent to the Diamond Heights, Miraloma and Upper Market neighborhoods.

Our neighborhood relies on this business, and on Ken Lau in particular. He runs an honest and reliable business that San Franciscans depend on. Kenny is incredibly trustworthy, and I always see him going above and beyond to help customers with various car problems--all at reasonable prices. He also gives us good advice and provides valuable services that help make our neighborhood more livable.

Please support the renewal of the city's lease with Twin Peaks Auto Care to help keep this legacy business going in our neighborhood.

Sincerely,
Rebecca

--

Rebecca Herman
88 Turquoise Way
San Francisco, Ca 94131

From: [Stephanie Pass](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin Peaks Auto
Date: Sunday, July 28, 2024 6:23:16 PM

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

Dear Supervisors,

Please let Twin Peaks Auto stay! As a local in midtown terrace this is very important to our community. Please vote yes on File No. 240731 sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto is a local business. We use muni as much as we can but we also have children and a single car that has needs met by Twin Peaks Auto. It is an important part of our community. There are no other nearby gas stations. Please, please, PLEASE renew their lease.

Thank you,
Stephanie Pass

From: [Kay Barber](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Recommendation for Twin Peaks Auto Care Lease Approval
Date: Sunday, July 28, 2024 9:46:47 AM

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

Dear Honorable Members of the San Francisco Board of Supervisors,

I am writing to express my strong support for the lease extension of Twin Peaks Auto Care, located at 598 Portola Drive. As a resident of this neighborhood, I have witnessed firsthand the invaluable services provided by this service and repair station.

Twin Peaks Auto Care has been a trusted establishment for decades. I rely on their expertise for vehicle maintenance and repairs. Its central location here is super convenient.

Twin Peaks Auto Care actively participates in local events, sponsorships, and charity drives. The station also employs local residents, contributing to our local economy. By approving their lease, the Board would support job stability and economic growth within our community.

Thank you for your consideration, and I urge you to support this essential neighborhood institution!

Sincerely, Kay Barber

From: [Beth Alberts](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In favor of Twin Peaks Auto Care
Date: Saturday, July 27, 2024 12:25:39 PM

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

Dear Supervisors,
Please vote yes on File No. 240731
sponsored by Supervisor Melgar to
support the new lease for Twin Peaks
Auto Care as an alternative fueling
station.

Twin Peaks Auto Care is an
independent, active neighborhood-
serving business with Legacy Business
designation. We have relied on this
business for fuel and auto repair for
decades. They are 5-STAR rated on
Google and Yelp!

Twin Peaks Auto Care's plan to
become an alternative fueling station
offering renewable fuels, biodiesel, and
ethanol will be safer, cleaner, and
greener for the environment.

There are currently no planned uses
when Twin Peaks Auto Care's existing
lease expires. The unique small parcel
of land at this busy intersection has
been deemed problematic for housing.
Please approve this new lease to
prevent this property from becoming a
long-term vacant lot and eyesore that
will be costly for the City to maintain.
The City can make \$ Millions from rent,
or spend a fortune tending to a empty
lot.

We are all very dependent on this
station to keep our vehicles in top

condition. Twin Peaks Auto Care will continue serving our community, providing jobs and support our City's transition to greener alternatives if you vote yes for this lease.

Sincerely,
Beth Alberts (customer and neighbor)
200 Edgehill Way
SF, CA 94127

From: jstriker@ymail.com
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin Peaks Auto Care Lease, Yes Makes Sense
Date: Saturday, July 27, 2024 11:06:39 AM

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

To: The Board of Supervisors
From: Jim Striker, SF-Castro
Date: 7/27/24
Subj: I Believe a Yes Vote is Justified

The Case for Renewing Twin Peaks Auto Care's Lease

1. Historical Legacy and Community Bond:

- Twin Peaks Auto Care has been a steadfast presence for over five decades. Twin Peaks Auto Care has been a fixture in the neighborhood since 1972, serving generations of residents.
- The shop's walls echo with stories of families, first cars, and shared experiences. Losing it would be akin to tearing out a chapter from our collective history. Well loved by the neighborhood, it's a vital part of the community fabric.

2. Local Economy and Jobs:

- Beyond nostalgia, Twin Peaks Auto Care is an economic engine. It employs skilled mechanics, supports many associated jobs, and generates significant revenue for the City.
- Closing it would jeopardize livelihoods and disrupt the local economy. We can't afford that, especially in challenging times.

3. Residents appreciate having a reliable service station nearby, especially in emergencies:

- Imagine a late-night breakdown or a desperate dash to see a doctor only to find the tank is empty. Twin Peaks Auto Care has been there, offering a lifeline. Residents know Ken Lau and Michael Gharib are available 24/7 for emergencies.
- Convenience matters. We can't replace this oasis of reliability with a distant alternative.

4. Environmental Adaptation:

- Yes, we're mindful of climate goals. But abrupt closures don't solve the problem; they create new ones.
- Let's work together: Twin Peaks Auto Care has made it a goal to transition

to electric charging stations, biofuels, and other sustainable options in a practical and non-disruptive way. It's a win-win.

- Some advocate for affordable housing on the site. However, this has been studied and deemed impractical for this small oddly shaped lot at a very busy intersection. We must strike a balance between housing needs and essential services.

5. Heartbeat of the Neighborhood:

- The shop isn't just about cars; it's about people. Michael Gharib knows everyone by name.
- Renewing the lease isn't just practical; it's an affirmation of community bonds.

In summary, renewing the lease for Twin Peaks Auto Care aligns with community interests, while allowing for gradual transitions toward sustainability. Let's prioritize the neighborhood's well-being and vote YES for a win-win solution.

From: [Marcella Cheung](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin peaks auto care new lease
Date: Friday, July 26, 2024 6:03:38 PM

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

Dear Supervisors,

Please vote yes on File No. 240731 sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto Care is an independent, active neighborhood-serving business with Legacy Business designation. We have relied on this business for fuel and auto repair for decades. They are 5-STAR rated on Google and Yelp!

Twin Peaks Auto Care's plan to become an alternative fueling station offering renewable fuels, biodiesel, and ethanol will be safer, cleaner, and greener for the environment.

There are currently no planned uses when Twin Peaks Auto Care's existing lease expires. The unique small parcel of land at this busy intersection has been deemed problematic for housing. Please approve this new lease to prevent this property from becoming a long-term vacant lot and eyesore that will be costly for the City to maintain. The City can make \$ Millions from rent, or spend a fortune tending to a empty lot.

We are all very dependent on this station to keep our vehicles in top condition. Twin Peaks Auto Care will continue serving our community, providing jobs and support our City's transition to greener alternatives if you vote yes for this lease.

Thank you for your consideration!

Sincerely,
Marcella Cheung

From: [Garrett](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin Peaks Auto Care
Date: Friday, July 26, 2024 3:14:29 PM

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

Dear Supervisors,

Please vote yes on File No. 240731 sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station. Twin Peaks Auto Care is an independent, active neighborhood-serving business with Legacy Business designation. Twin Peaks Auto Care's plan to become an alternative fueling station offering renewable fuels, biodiesel, and ethanol will be safer, cleaner, and greener for the environment. While the City may have other future ideas for this site, there are currently no planned uses when Twin Peaks Auto Care's existing lease expires. Please approve this new lease to prevent this property from becoming a long-term vacancy that will be challenging and costly for the City to maintain. Twin Peaks Auto Care will continue serving our community, providing jobs, and support our City's transition to greener alternatives.

Thank you for your consideration!

Sincerely,

Garrett Hayashida
Voter, District 8

From: i-love-sanfrancisco@tutamail.com
To: [Board of Supervisors \(BOS\)](#)
Subject: Supporting Twin Peaks Auto Care for their lease
Date: Friday, July 26, 2024 12:24:13 PM

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

I am a disabled Veteran who lives in Twin Peaks. I am supporting Twin Peaks Auto Care for their lease. Don't know what I would do without them. 2 months ago my van which is set up to accommodate my wheelchair had the engine cut out 2 times as I was driving to work. When it died for the third time I was at the stop light next to Twin Peaks Auto Care, so I pulled in. They took a look at it and told me it needed a camshaft position sensor which would take a few hours to get. I told them that it would be difficult for me to get a ride back home on short notice and bless them, the mechanic said he could take me and helped me into his SUV and loaded my wheelchair in the back and gave me a ride home. Later in the afternoon my van was fixed for just \$84 and they offered to come pick me up. I told them my neighbor could drive me. What a place, you don't get service like that much around these parts. These guys deserve a lease and a commendation for their kindness. Just wanted to let you all know.

Jaquan Lewis

From: [Kristap Baltin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Please support small business lease renewal!
Date: Thursday, July 25, 2024 9:37:53 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Kristap Baltin
Email kbaltin@yahoo.com
I live in District

Please support small business lease renewal!

Message:

Dear Honorable Board of Supervisors & Mayor
London Breed,

Please vote yes on File No. 240731 sponsored by
Supervisor Melgar to support the new lease for Twin
Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto Care is an independent, active
neighborhood-serving business with Legacy
Business designation. We have relied on this
business for fuel and auto repair for decades. They
are 5-STAR rated on Google and Yelp!

Twin Peaks Auto Care's plan to become an
alternative fueling station offering renewable fuels,
biodiesel, and ethanol will be safer, cleaner, and
greener for the environment.

There are currently no planned uses when Twin
Peaks Auto Care's existing lease expires. The
unique small parcel of land at this busy intersection
has been deemed problematic for housing. Please
approve this new lease to prevent this property from
becoming a long-term vacant lot and eyesore that
will be costly for the City to maintain. The City can
make \$ Millions from rent, or spend a fortune tending
to a empty lot.

We are all very dependent on this station to keep our
vehicles in top condition. Twin Peaks Auto Care will
continue serving our community, providing jobs and

support our City's transition to greener alternatives if
you vote yes for this lease.

Thank you for your consideration!

From: [Kathy Goodman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: PLEASE APPROVE THE LEASE! - TWIN PEAKS AUTO CARE
Date: Thursday, July 25, 2024 3:48:37 PM

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

Dear Board of Supervisors,

This is in support of the lease to be heard on July 30th at the Board of Supervisors. **Please vote yes on File No. 240731** sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto Care is an independent, active neighborhood-serving business with Legacy Business designation. We have relied on this business for fuel and auto repair for decades. They are 5-STAR rated on Google and Yelp!

Twin Peaks Auto Care's plan to become an alternative fueling station offering renewable fuels, biodiesel, and ethanol will be safer, cleaner, and greener for the environment.

There are currently no planned uses when Twin Peaks Auto Care's existing lease expires. The unique small parcel of land at this busy intersection has been deemed problematic for housing. Please approve this new lease to prevent this property from becoming a long-term vacant lot and eyesore that will be costly for the City to maintain. We are all very dependent on this station to keep our vehicles in top condition. Twin Peaks Auto Care will continue serving our community, providing jobs and support our City's transition to greener alternatives if you **vote yes for this lease.**

I am a resident of Midtown Terrace and LOVE Twin Peaks Auto Care both for their fuel and repair shop. It's literally a cornerstone of our community. We have both an electric and gas vehicle and we greatly value and support them as small businesses!

Thank you for your consideration,

Sincerely,
Kathy Goodman

From: [ROGER DAWSON - CPOST](#)
To: [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [DorseyStaff \(BOS\)](#); [EngardioStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Absha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: A Profile of Ken Lau - TWIN PEAKS AUTO CARE
Date: Thursday, July 25, 2024 1:11:23 PM
Attachments: [i-03IKRNRoVpWsu.png](#)
[mike_gharib.png](#)
[XpbKphh1e8DuOKZ.png](#)
[G00AmkD9ilNOYee.png](#)

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

Dear Board of Supervisors,

The Twin Peaks Auto Care lease is about the jobs and lives of real people, not the dogma of climate that an uninformed few endlessly chant without any knowledge of Twin Peaks Auto Care and its place in our community.

Please take 2 minutes to watch this interview with Ken Lau, the founder of the 5-STAR rated* repair shop at Twin Peaks Auto Care:

https://youtu.be/sMMB1tKKOnk?si=2Ph3N_JzMlrnuDed

YouTube



Ken Lau and his Crew at Twin Peaks Auto Care



QR CODE FOR VIDEO IF YOU ARE VIEWING A PRINTOUT OF THIS EMAIL

Ken and Mike Gharib have built a 5-STAR successful repair business with incredible skills and efficiency that supports an astounding **3,870 to 5,160 people a year** (15-20 a day) in the community with their mobility issues, the majority of them Twin Peaks residents.



It's a successful business that employs people who are then able to support their families.



Ken has often expressed his desire to have the business stay on Twin Peaks.



He ultimately wants to retire here in this location.

If this lease isn't approved, Ken and Mike Gharib would be devastated. There is no other location here that they could move to and their customers are primarily Twin Peaks residents and the surrounding neighborhoods.

I pray the Board will approve this lease for such a wonderful, nice, honest and talented entrepreneur.

A handwritten signature in black ink, appearing to read "Roger Dawson".

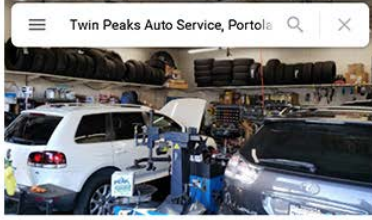
Roger Dawson

Tel: (650) 218-5431

801 Corbett, 15
San Francisco, CA 94131

*


Twin Peaks Auto Service, Portola



Twin Peaks Auto Service

4.8 ★★★★★ (35)

Auto repair shop



Review summary

5

4

3


2

1


4.8

★★★★★

35 reviews



"Replaced my fuel pump quickly and for a good price."



"These people work together to solve any problems!!!"


Twin Peaks Auto Care

★★★★★

178 reviews

Auto Repair

178 reviews



Overall rating

★★★★★

178 reviews


5 stars

4 stars


3 stars

2 stars

1 star



"Ronald did a test drive, noticed the squeaking, and knew immediately what was wrong with our bakes." in 11 reviews



"If you are looking for an honest, trustworthy, upfront and friendly mechanic this is the place." in 6 reviews

★★★★★

May 27, 2020

From: [bemo santiago](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin Peaks Auto Care
Date: Monday, July 29, 2024 11:56:24 AM

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

Twin Peaks Auto Care is very important for people. The mechanics are good and friendly. They help with cars. We need to keep it for people. Board of Supervisors... renew that lease! Let them keep magic wrenching on our cars—and our souls. Thank you!

From: [ROGER DAWSON - CPOST](#)
To: [Board of Supervisors \(BOS\)](#); [ChanStaff \(BOS\)](#); [DorseyStaff \(BOS\)](#); [EngardioStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [MeigarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Breed, Mayor London \(MTR\)](#)
Cc: [Dan.Noyes@abc.com](#); [Woodrow, Melanie: KP1XNEWSASSIGN.EDITORS@CBS.COM](#); [stories@nbcbayarea.com](#); [breakingnews@kron4.com](#); [metrodesk@sfgchronicle.com](#); [KTVU2Investigates@foxtv.com](#)
Subject: Please Vote YES for the Twin Peaks Auto Care lease - File No. 240731
Date: Sunday, July 28, 2024 5:29:03 PM
Attachments: [G00Amk05iN0Y1g0.png](#)
[IWX6oQ2c0JoTIT7o.png](#)
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[0loMtfJe5s2b0NP.png](#)
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[M4FBtwkRaKBNcdMh.png](#)

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

Dear Supervisors,

The Twin Peaks Auto Care lease, **Agenda Item #23 - File No. 240731 on Tuesday**, is in every way a positive benefit for **Our City**.

But what happens if you don't vote for it?

1. The City loses **\$4,207,900.64** in revenue.
2. A beloved 5-STAR* Yelp & Google rated business (at this location since 1972) is destroyed. The lives of all the good people who work there are irreparably harmed. The site becomes a vacant eyesore:



This will cost the City a huge bill (about \$1.2M over 20 years) just to keep the site from deteriorating: putting up fencing, removing trash, covering up graffiti, pulling weeds, exterminating vermin, removing the unhoused, and generally trying to keep things presentable. This small oddly shaped lot at a busy intersection has been deemed unworkable for housing. It will become an orphan in the City's inventory.

3. The final net loss for the City would be around **-\$5,407,900.64**.

I would not want to be a Supervisor who votes against this lease, the negative consequences for the City and the ruined lives of the wonderful people who work at Twin Peaks Auto Care would undoubtedly become a major evening TV news story.

At a time when SF is suffering a crisis of closed businesses, you have an opportunity to show our City that the Board is united in supporting this successful, small, minority-owned neighborhood business with a **unanimous YES vote on Tuesday!**

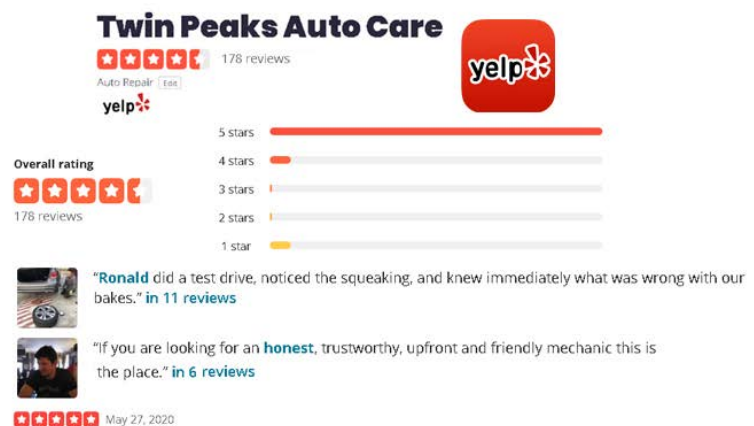


Roger Dawson

Tel: (650) 218-5431

801 Corbett, 15
San Francisco, CA 94131

*



Dear Board of Supervisors,

The Twin Peaks Auto Care lease is about the jobs and lives of real people, not the dogma of climate that an uninformed few endlessly chant without any knowledge of Twin Peaks Auto Care and its place in our community.

Please take 2 minutes to watch this interview with Ken Lau, the founder of the 5-STAR rated* repair shop at Twin Peaks Auto Care:

https://youtu.be/sMMB1tKKOnk?si=2Ph3N_JzMlruDed

YouTube



Ken Lau and his Crew at Twin Peaks Auto Care



OR CODE FOR VIDEO IF YOU ARE
VIEWING A PRINTOUT OF THIS EMAIL

Ken and Mike Gharib have built a 5-STAR successful repair business with incredible skills and efficiency that supports an astounding **3,870 to 5,160 people a year** (15-20 a day) in the community with their mobility issues, the majority of them Twin Peaks residents.



Ken Lau
General Manager
Chief Mechanic



Michael Gharib

It's a successful business that employs people who are then able to support their families.



Gou Li
Mechanic

Jian Yu
Mechanic

Ken has often expressed his desire to have the business stay on Twin Peaks.



He ultimately wants to retire here in this location.

If this lease isn't approved, Ken and Mike Gharib would be devastated. There is no other location here that they could move to and their customers are primarily Twin Peaks residents and the surrounding neighborhoods.

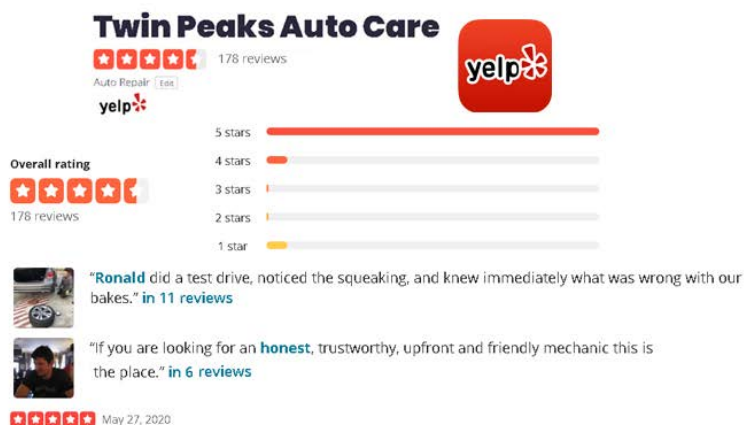
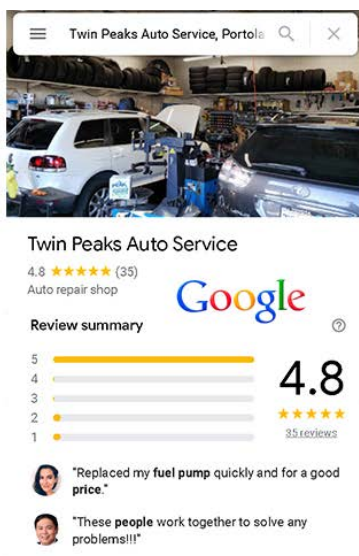
I pray the Board will approve this lease for such a wonderful, nice, honest and talented entrepreneur.

Roger Dawson

Tel: (650) 218-5431

801 Corbett, 15
San Francisco, CA 94131

*



Dear Board of Supervisors,

Natalie Gee, Chief of Staff at Supervisor Shamann Walton's office asked me to forward this to the BOS.

This is in support of the following RESOLUTION to be heard on July 17th at the Budget and Finance Committee:

240731 [Real Property Lease - Twin Peaks Petroleum, Inc. - 598 Portola Drive - \$156,600 Initial Annual Base Rent]

Sponsor: Melgar

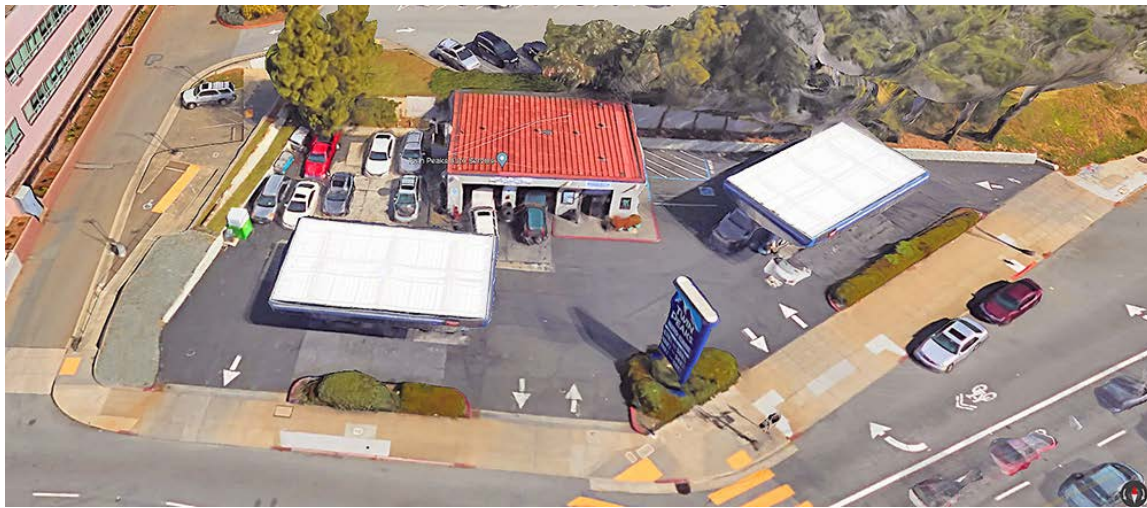
Resolution approving and authorizing the Director of Property to enter into a real property lease with Twin Peaks Petroleum, Inc., a California corporation, doing business as Twin Peaks Auto Care, successor-in-interest to Michael Gharib, for approximately 14,499 square feet located at 598 Portola Drive, for an initial term of twenty years with one ten-year option to extend, at an initial base rent of \$156,600 with annual adjustments of three percent thereafter, effective upon approval of this Resolution by the Board of Supervisors and Mayor, and full execution of the Lease; requiring Tenant to complete certain improvements by December 31, 2025, with a waiver of rent up to three months; approving a finding that competitive bidding procedures required under San Francisco Administrative Code, Chapter 23, Section 23.33, are impractical; approving a finding that the Premises is exempt surplus land under California Code, Section 54421(f)(1)(B); and authorizing the Director of Property to enter into amendments or modifications to the lease that do not materially increase the obligations or liabilities to the City and are necessary to effectuate the purposes of the lease or this Resolution. RECEIVED AND ASSIGNED to Budget and Finance Committee.

Twin Peaks Auto Care (TPAC) is an important part of our community! In fact it is an anchor business in this Twin Peaks retail district, drawing customers to the other establishments.

The convenience of getting gas and shopping done in one stop is a big draw, especially for daily commuters. You can get everything you need to meet the demands of modern life in one compact shopping district. The perfect balance of services here on Twin Peaks would be irreparably harmed if TPAC were to disappear. Many other retail areas in SF have declined significantly, please don't let this happen to Twin Peaks!

All of us up here on Twin Peaks rely on this service station at least once a week and many more often than that. Every neighborhood in this City needs the proper infrastructure to provide for a good quality of life. Here at the top of the hill is a near perfect mix of services that are essential for daily life: the Twin Peaks Service Station, Tower Market, CVS pharmacy, Round Table Pizza, coffee, a bank, a bar, a couple of restaurants, a dentist, a gym, a place of worship, a dry cleaners and a physical therapist for us seniors with disabilities. In this amazingly compact business district, we could live our entire lives without ever having to descend The Peak.





Not all cars need fuel, but they all need maintenance like tires, brakes, fluids, and repairs. One need only look at the daily cue of cars awaiting service to see how vital TPAC is. The demand for this business's five star rated mechanics would be the envy of any business in our City.

Additionally, denying the lease extension would send two thriving and vital businesses started by hard working successful immigrants into chaos. A vote for this lease is literally a vote in support of the American Dream.

The Twin Peaks Service Station is a vital part of our community. It is a gas station, it's an automobile repair business and it's a convenience market where you can shop long after Mollie Stone's closes for the evening.



On this premises resides the best automobile maintenance and repair shop I have ever found, who's immigrant crew are absolutely wonderful and amazingly talented people. Ken and his crew have created a vital business here as is epitomized by their Yelp and Google standings (few businesses in SF achieve such awesome ratings):

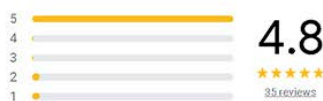


Twin Peaks Auto Service

4.8 ★★★★★ (35)
Auto repair shop



Review summary



"Replaced my fuel pump quickly and for a good price."

"These people work together to solve any problems!!!"

Twin Peaks Auto Care

★★★★★ 178 reviews

Auto Repair · San Francisco



5 stars

4 stars

3 stars

2 stars

1 star

Overall rating



178 reviews



"Ronald did a test drive, noticed the squeaking, and knew immediately what was wrong with our bakes." in 11 reviews



"If you are looking for an honest, trustworthy, upfront and friendly mechanic this is the place." in 6 reviews

★★★★★ May 27, 2020



They have literally **saved my life** by pointing out my very old dry and cracked tires and warning me about the safety hazard, turns out they were 20 years old. Us Senior Citizens who can't bend down for a detailed look anymore rely on this kind of attention to detail to help us.



TPAC owner Michael Gharib is a very nice man and you can tell he cares about his business and his customers. Everything is always so clean at TPAC, all the employees are friendly and helpful, and all the pumps are new and always work great. Gas here is always less than at Chevron and places like that.

Service stations are even more needed in a world of EV's. Electric cars require maintenance: tires, battery coolant systems, battery replacement, suspension systems, wheel bearings, brakes (they all got em'), air conditioning, and those high-voltage system components break down over time - guaranteed. I know, I have a degree in Electrical Engineering from Cal Poly and 50 years of experience with high voltage battery systems. You can always spot a Tesla or two in the daily mix of cars cued up for repair at TPAC.

Perhaps most importantly, as we evolve to a more EV-based transportation system, there will be a rapidly increasing need for charging stations. All the Amazon, Uber, Waymo and Lyft vehicles are going to need a place to stop and charge while making their rounds in our City. New developments in battery chemistry and thermodynamics will allow for near fully charging in about five minutes, the same amount of time it takes to fill a gas tank. This ultra high amperage charging is something that the Twin Peaks Service Station will evolve into...



...providing a strategic location near the geographic center of San Francisco to charge, especially for those of us who live in apartment buildings without charging units.

What a tragedy it would be if the Board of Supervisors were to allow the destruction of a prosperous businesses here on Twin Peaks, run by incredibly hard working immigrants who have achieved success and contribute to a great quality of life for about 2000 (or more) of us residents here on the hill.

Please vote to approve the lease!

Sincerely,

Roger Dawson

Tel: (650) 218-5431

801 Corbett, 15
San Francisco, CA 94131

From: [Tobi Garelick](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Twin Peaks Auto Care lease
Date: Monday, July 29, 2024 4:57:18 PM

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

Dear Supervisors,

Please vote yes on File No. 240731 sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto Care is an independent, active neighborhood-serving business with Legacy Business designation. We have relied on this business for fuel and auto repair for decades. They are 5-STAR rated on Google and Yelp!

Twin Peaks Auto Care's plan to become an alternative fueling station offering renewable fuels, biodiesel, and ethanol will be safer, cleaner, and greener for the environment.

There are currently no planned uses when Twin Peaks Auto Care's existing lease expires. The unique small parcel of land at this busy intersection has been deemed problematic for housing. Please approve this new lease to prevent this property from becoming a long-term vacant lot and eyesore that will be costly for the City to maintain. The City can make \$ Millions from rent, or spend a fortune tending to a empty lot.

We are all very dependent on this station to keep our vehicles in top condition. Twin Peaks Auto Care will continue serving our community, providing jobs and support our City's transition to greener alternatives if you vote yes for this lease.

Thank you for your consideration!

Sincerely, Tobi Garelick

July 29, 2024

To: SF Board of Supervisors

Subject: San Francisco residents support the Twin Peaks Petroleum lease renewal

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2024 JUL 29 PM 3:18

BY

Dear Supervisors,

Please vote yes to file #240731. Residents support renewing the Twin Peaks Auto Care lease extension.

San Francisco residents support the San Francisco Board of Supervisors' proposal to authorize a renewal of the lease of Twin Peaks Auto Care, a future alternative fueling station operating on Department of Public Health land.

THE REASONS TO VOTE FOR THIS LEASE RENEWAL:

-This is a San Francisco legacy business. Small business preservation is an important step in maintaining a city's cultural identity, which helps provide local residents with employment, a sense of place, and community involvement. SF's goal is to provide assistance to businesses that have been long-standing pillars of our community through marketing, business assistance, and specialized grants for our local small businesses that are a part of the Legacy Business Program.

Being a forward thinking, environmental business, Twin Peaks Auto Care will be adding Biofuels that will feature sustainable "clean fuels" such as biodiesel and ethanol.

Biodiesel is a greenhouse gas reducing, advanced biofuel that is a great alternative for diesel users. Biodiesel is not only sustainable, it's also a more environmentally-friendly, cleaner-burning option that can be used in diesel engines without modification. Why would the Sierra Club be against this conversion?

Ethanol is a renewable/sustainable, domestically produced transportation fuel.

Twin Peaks Auto Care has been serving the San Francisco community since 1985. This family-owned and operated store aims to do more than simply provide the highest quality forward thinking biofuels and auto services. The fueling station strives to serve customers from all walks of life based on customer service and affordable pricing. Twin Peaks Auto Care is motivated to work with the community by supporting other small businesses and forming trustworthy relationships with their customers.

-Residents agree with the Sierra Club's Energy Resources Policy which states, "Areas unsuitable for development by either commercial renewable energy projects or other energy projects should be identified, defended and protected."

The Mayor's Office of Housing (MOHCD) examined The Twin Peaks Auto Care site for MOHCD affordable housing. They determined that the odd, rhomboid shape and the extensive cleanup required would limit the number of units that the site could support and make the costs prohibitive, and very possibly not compliant with SF's existing funding sources. Further, the lot was deemed too small.

It may take over twenty (20) years to build on this site. No development will lead to a dilapidated, uncared for area at the entrance of one of SF's busiest tourist areas. The City has no plans from the SFMTA, Real Estate Department, OEWD, and/or the MOHCD on what to do with this property.

-Residents agree with the Sierra Club's Energy Resources Policy which states, "Judging the protection for a particular site or area involves a complicated analysis involving numerous factors." What site analysis has the Sierra Club done? Is the new Sierra Club Executive Board's only solution to ask that housing be built on the Twin Peaks Auto Care site?

-San Francisco has been named the top U.S. city for energy efficiency and reductions in greenhouse gas emissions in the American Council for an Energy-Efficient Economy's (ACEEE) 2024 City Clean Energy Scorecard. Mayor London N. Breed announced San Francisco was selected for the second consecutive year to earn this prestigious ranking, surpassing 75 of the largest U.S. cities.

- According to the San Francisco Department of Energy (DOE)
Cars and vans account for approximately 9 – 10% of CO2 emissions.

-According to the San Francisco DOE, the built environment is responsible for about 42.3% of annual CO2 emissions.

A February 26 article in 48hills titled, "**The local Sierra Club is no longer an environmental leader**" written by Barry Hermanson states, "I've been a Sierra Club member since 1998. I served on the Executive Committee for the San Francisco Group from 2016 to 2022. I have served as vice chair of the Executive Committee, Chair of the Conservation Committee and as the group representative to the SF Bay Chapter Executive Committee. This spring, when my membership expires, I will not be renewing it.

Further, "The Bay Chapter of the Sierra Club now has elections where candidates who have never before attended a meeting win elections to serve on Executive Committees at both the group and chapter level."

The local Sierra Club now endorses Scott Wiener. Build-Baby-Build.

-It is short sighted to assume that all cars and fueling stations are bad and that all residential housing and transportation are good.

-Please extend the Twin Peaks Auto Care lease--file #240731. Please adopt this resolution.

Thank you for your consideration.

Respectfully,

George Wooding
Neighborhood Advocate

From: [Timothy Stember](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Please support small business lease renewal!
Date: Tuesday, July 30, 2024 12:01:08 PM

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Message to the Board of Supervisors and Mayor

From your constituent Timothy Stember

Email timstember@gmail.com

I live in District

Please support small business lease renewal!

Message:

Dear Honorable Board of Supervisors & Mayor
London Breed,

Please vote yes on File No. 240731 sponsored by Supervisor Melgar to support the new lease for Twin Peaks Auto Care as an alternative fueling station.

Twin Peaks Auto Care is an independent, active neighborhood-serving business with Legacy Business designation. We have relied on this business for fuel and auto repair for decades. They are 5-STAR rated on Google and Yelp!

Twin Peaks Auto Care's plan to become an alternative fueling station offering renewable fuels, biodiesel, and ethanol will be safer, cleaner, and greener for the environment.

There are currently no planned uses when Twin Peaks Auto Care's existing lease expires. The unique small parcel of land at this busy intersection has been deemed problematic for housing. Please approve this new lease to prevent this property from becoming a long-term vacant lot and eyesore that will be costly for the City to maintain. The City can make \$ Millions from rent, or spend a fortune tending to a empty lot.

We are all very dependent on this station to keep our vehicles in top condition. Twin Peaks Auto Care will continue serving our community, providing jobs and

support our City's transition to greener alternatives if
you vote yes for this lease.

Thank you for your consideration!

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Playground Regulation Signage Needed [All SF Playgrounds]: Make San Francisco Playgrounds A Safe Space for Children
Date: Thursday, August 1, 2024 2:18:00 PM

Hello,

Please see below for communication from Adrienne Fraser Houser and Derrick Houser regarding signage at San Francisco playgrounds.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Adrienne Fraser <adribluestar@gmail.com>
Sent: Tuesday, July 30, 2024 12:05 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Philip.Ginsburg@sfgov.org
Cc: MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; development@sfparksalliance.org; Derrick Wayne Houser <derrick.houser619@gmail.com>
Subject: Playground Regulation Signage Needed [All SF Playgrounds]: Make San Francisco Playgrounds A Safe Space for Children

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Dear San Francisco Supervisors and General Manager Ginsburg,

San Francisco Playgrounds need signage requiring " All Adults Must Be Accompanied by a Child". Such a sign would help protect our community's children and help parents and caregivers protect Playgrounds as a safe space for children throughout San Francisco.

Our Story

On Saturday, July 27th, my husband and I along with our children (18-month old and 4-year old), were enjoying the **Buena Vista Playground**. A man without a child walked in leaving the gate open, and rigorously used the swing in a manner that could potentially damage the equipment. Additionally, given the nature of his use, I could

not have my children play on the swing or go near that area. When my husband explained to him that adults who are not accompanied by a child should be in the playground, the man could not comprehend why his presence would not be acceptable both from the safety for children perspective and the playground equipment abuse perspective. It turned into a verbal altercation. It was a terrible scene for my children to witness. When there was no sign to reference, this made the point that much harder to emphasize. Please help us make SF Parks & Rec Playgrounds safe and protected for their intended purpose: A SAFE SPACE FOR CHILDREN TO PLAY AND BE.

We are not the only family that experiences these issues throughout the city. In a city considered to have the least amount of children in it than any other city in the United States, there are so few spaces made for them to just exist and be children. To emphasize the need, here are a couple more stories from our community:

*We were at a birthday party at the **Mother's Meadow Playground** in Golden Gate Park on July 20th and a woman without a child was there pushing swings around, smoking, and interacting inappropriately with my child. We called the SFPD Non-Emergency line, and park police were out there within 10-minutes to get her to leave. I think there should be a hard line drawn at adults being in a playground without children. There is no situation in which it should be acceptable. -- Laura (Cole Valley)*

*My husband and kids were at **JP Murphy Playground** today and a "walking tour" over took the playground to eat lunch and various play structures. These were all adults, some with dogs, but none with kids. When my husband said something the tour guide said they do it all the time and it's fine. My kids ended up leaving. -- Inner Sunset Parents Group*

Truly in a city so catered to adults. We can make playground space truly intended (and enforcably so) for our children.

Please help us achieve Playground Regulations signs including the rule that "All Adults Must Be Accompanied by a Child" in our San Francisco Playgrounds.

Thank you for your help!

Adrienne Fraser Houser
adribluestar@gmail.com
415.244.5364

and

Derrick Houser

derrick.houser619@gmail.com

619.339.5421

--



Adrienne Fraser Houser

about.me/adriennefraser

"And one has to understand that braveness is not the absence of fear but rather the strength to keep on going forward despite the fear." - Paulo Coelho

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "
Date: Thursday, August 1, 2024 2:22:00 PM
Attachments: [Outlook-gfixi2rl.png](#)
[Urgent Response to Undersheriff Johnson Addressing Critical Staffing and Recruitment Issues.pdf](#)

Hello,

Please see below and attached for communication from the San Francisco Deputy Sheriffs' Association regarding staffing and safety concerns.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: President <president@sanfranciscodsa.com>
Sent: Wednesday, July 31, 2024 12:30 PM
To: Johnson, Katherine (SHF) <katherine.johnson@sfgov.org>; Miyamoto, Paul (SHF) <paul.miyamoto@sfgov.org>; Carter, Tanzanika (SHF) <tanzanika.carter@sfgov.org>; Ramirez, John (SHF) <john.ramirez@sfgov.org>; Adams, Lisette (SHF) <lisette.adams@sfgov.org>; McConnell, Kevin (SHF) <kevin.mcconnell@sfgov.org>; Cabebe, Alejandro (SHF) <alejandro.cabebe@sfgov.org>; Collins, Jennifer (SHF) <jennifer.collins@sfgov.org>; Krol, Brian (SHF) <brian.krol@sfgov.org>; Colmenero, Stephanie (SHF) <stephanie.colmenero@sfgov.org>; Bui, Linda (SHF) <linda.bui@sfgov.org>; Quanico, James (SHF) <james.quanico@sfgov.org>; Kelleher, William (SHF) <william.kelleher@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Graham, Ardis (HRD) <ardis.graham@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Re: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

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Please read the attached letter responding to Undersheriff Johnson and Sheriff Miyamoto.

Best regards,

Ken Lomba
SFDSA President
415-513-8973



From: Lomba, Kenneth (SHF) <Kenneth.Lomba@sfgov.org>
Sent: Wednesday, July 31, 2024 10:50 AM
To: President <president@sanfranciscodsa.com>
Subject: Fw: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

From: Chan, Sarah (SHF) <sarah.e.chan@sfgov.org>
Sent: Friday, July 26, 2024 2:28 PM
To: Lomba, Kenneth (SHF) <Kenneth.Lomba@sfgov.org>
Cc: Miyamoto, Paul (SHF) <paul.miyamoto@sfgov.org>; Carter, Tanzanika (SHF) <tanzanika.carter@sfgov.org>; SFSO-Captains <SFSO-Captains@sfgov.org>; Ramirez, John (SHF) <john.ramirez@sfgov.org>; Adams, Lisette (SHF) <lisette.adams@sfgov.org>; McConnell, Kevin (SHF) <kevin.mcconnell@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Engardio, Joel (BOS) <joel.engardio@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Dorsey, Matt (BOS) <matt.dorsey@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Ronen, Hillary (BOS) <hillary.ronen@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Graham, Ardis (HRD) <ardis.graham@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: Response to "Open Letter Solutions to Extreme Shortage of Deputy Sheriff's "

Good afternoon,
Please see the attached document sent on behalf of Undersheriff Johnson.

Sarah Chan
Executive Secretary II
San Francisco Sheriff's Office
City Hall, Room 456
1 DR. Carlton B. Goodlett Pl.

San Francisco, Ca 94102-4676

Telephone: (415) 554-7225

Cell: (415) 654-1128

Fax (415) 554-7050

Sarah.e.chan@sfgov.org

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Juan Garrido

July 30, 2024

Via Electronic Mail

Undersheriff Katherine Johnson
San Francisco Sheriff's Department
1 Dr. Carlton B. Goodlett Place
City Hall, Room 456
San Francisco, CA 94102

Re: Response to May 24th Letter: Addressing Critical Staffing and Safety Concerns

Dear Undersheriff Johnson,

I am writing in response to your letter dated July 26, 2024, addressing the concerns and proposals outlined in our correspondence on May 24, 2024. I appreciate your detailed feedback and the efforts to improve our department. However, there are several points that require clarification and further discussion.

1. Timing and Proposal Submission

While you noted the absence of a proposal to eliminate Step 1 of the pay scale during recent bargaining, it is essential to recognize that the responsibility for proposing such significant changes lies with the Mayor and Sheriff, not the SFDSA. We have consistently advocated for eliminating Step 1 to attract more applicants. This was highlighted in our letter to Ardis Graham on July 8, 2024, where we emphasized that recruiting and hiring are not the union's responsibilities. Despite these efforts, the Mayor and Sheriff did not act on this proposal during negotiations. Furthermore, in 2022, Ardis Graham confirmed in our grievance response that the Sheriff has the power to hire above Step 1. Despite having this authority, the Sheriff has not utilized it to hire at Step 2 to attract more entry level applicants as we suggested. This is documented in our attached letters to the Board of Supervisors and the Sheriff.



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pg. 2 Sheriff's slow hiring

2. Comparisons to SFPD

We acknowledge your comments regarding the SFPD's higher starting pay and signing bonuses. However, the disparities in support and resources allocated between the departments are evident. Our letters to the Mayor and Sheriff, along with the formal complaint to the Board of State Community and Corrections, have repeatedly highlighted these differences. The SFDSA has consistently pushed for competitive compensation to attract and retain deputies. This is thoroughly detailed in the attached letters and the formal complaint document.

3. Training and Safety

The importance of training cannot be overstated, yet the impact of understaffing on maintaining effective training programs is significant. The Sleep Study conducted by Lois James, PhD, provides clear evidence of the severe impact of overtime and understaffing on deputy fatigue and safety, which undermines training efforts. The study found that deputies are averaging only 5.25 hours of sleep per 24-hour period, far below the recommended 7-9 hours, leading to increased risks of accident, error, and long-term health issues. The study also indicates that 66% of deputies reported falling asleep at work, and 48% reported falling asleep at the wheel, highlighting the critical safety risks. Despite these warnings, the Sheriff's Office has not adequately addressed the staffing crisis. The findings from this study are attached for your reference.

4. Infrastructure and Upgrades

While infrastructure improvements are necessary, they are not sufficient to address the core issue of understaffing. Our letters and formal complaints have emphasized the urgent need for increased hiring and resource allocation to expedite this process. Despite acknowledging the staffing crisis, the Sheriff's Office has not implemented effective recruitment and hiring strategies. The attached documents provide detailed recommendations and highlight the ongoing challenges, such as the inadequate number of background investigators and the slow hiring processes.



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pg. 3 Sheriff's slow hiring

5. Recruitment Committee Participation

You mentioned my participation in the recruitment committee and the opportunity to provide input during meetings. I have provided extensive input, including research and analysis. However, this committee has been in place for years with minimal changes, resulting in wasted time and significant costs to the city. Committees that do not produce immediate and beneficial results are inefficient. What truly made a difference in moving the department to address the hiring process was the SFDSA's advocacy in the media and to the Board of Supervisors. This advocacy led to the Committee of the Whole Supervisor meeting, which questioned the Sheriff's leadership on slow hiring and understaffing. Additionally, the Recruitment & Hiring meetings have been canceled for over 6 months now.

The De-identified Background Audit and Hiring Analysis documents demonstrate our efforts to streamline the background investigation process and improve recruitment efficiency. These documents show that the SFDSA has been proactive in identifying and addressing bottlenecks in the hiring process. For instance, the audit conducted in June 2018 revealed significant delays in the background investigation process, which we have continuously sought to address through our recommendations. In our letters, we have highlighted the need to increase the number of full-time background investigators and suggested utilizing external vendors to expedite the hiring process. Specifically, we have recommended the following actions:

- **Increase Full-Time Background Investigators:** Our letters have repeatedly pointed out the need to increase the number of full-time background investigators to handle the growing workload efficiently. This would reduce the backlog and speed up the hiring process significantly.
- **Utilize External Vendors:** We suggested the use of external vendors to support the background investigation process. This would not only expedite the hiring process but also ensure that we meet the necessary standards without overburdening our existing staff.



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pg. 4 Sheriff's slow hiring

- **Address Delays in the Process:** The June 2018 audit revealed significant delays, which were primarily due to insufficient staffing and outdated procedures. We provided a detailed analysis and proposed solutions to streamline these processes, which have yet to be fully implemented.
- **Proactive Media and Legislative Advocacy:** The SFDSA's advocacy in the media and our efforts with the Board of Supervisors have been pivotal. The Committee of the Whole Supervisor meeting generated essential scrutiny of the Sheriff's leadership, highlighting the slow hiring processes and understaffing issues. This advocacy has been instrumental in pushing for faster and more effective changes.
- **Authority to Hire Above Entry Step:** In 2022, the Sheriff denied academy graduates and laterals appointment above entry step, paying them as entry levels and the SFDSA fighting this in a grievance. Later, the Sheriff agreed to fix this and pay them appropriately. Additionally, a 2022 response from Ardis Graham confirmed that the Sheriff has the power to hire above the starting entry step. Despite having this authority to hire at Step 2 to attract more entry level applicants, the Sheriff has not utilized it, further impacting our recruitment efforts.
- **Written Exam Inefficiency:** Another example of inefficiency is the SFSO written exam compared to the SFPD. Despite our recommendations, the Sheriff refused to adopt the more streamlined PELLET B test used by the majority of law enforcement agencies. This test allows candidates to bypass duplicative written exams by using their existing certified scores from other agencies. The SFPD accepts PELLET B scores, enabling candidates to avoid taking multiple written tests and use their existing scores. Additionally, there are more locations throughout California where candidates can take the PELLET B test, making it more accessible. We have suggested offering both tests (PelletB and NTN) as SFPD does and accepting PELLET B scores to streamline our process and make it more efficient, especially since the SFPD is hiring at a faster rate (6 to 8 months) compared to the SFSO (9 to 18 months). The Sheriff's refusal to fully implement these efficient practices further hampers our recruitment efforts, as detailed in our attached correspondence.



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pg. 5 Sheriff's slow hiring

6. Lockdowns and Inmate Programming Data

The data provided on lockdowns does not fully capture the negative impact of understaffing on safety and programming. Our correspondence has consistently highlighted how inadequate staffing leads to increased violence, more frequent lockdowns, and compromised inmate programs. This ongoing issue directly correlates with the staffing shortages and the failure to implement effective hiring strategies. Relevant documentation is attached.

Additional Supporting Evidence

- **Formal Complaints and Audit Reports:** The Formal Complaint to the Board of State Community and Corrections and the De-identified Background Audit from June 2018 provide documented evidence of the ongoing issues and the lack of action by the Sheriff's Office to address critical staffing shortages and safety concerns. These documents are attached for your review.
- **Overtime and Health Impacts:** The Overtime Testimony prepared by Lois James, PhD, highlights the severe impact of excessive overtime on deputies' health, safety, and performance. The testimony indicates that SFSO deputies are averaging 28 hours of overtime per week, which significantly exceeds the recommended maximum and leads to heightened risks of accidents, errors, and long-term health problems. The testimony and related documents are attached.
- **SHF - Sheriff Staffing Report 06.19.19:** The report highlights key strategies that could help reduce the heavy reliance on overtime and improve communication of staffing needs. The audit concluded that increased workloads and insufficient staffing have significantly impacted the department, and the Sheriff's office should develop a comprehensive staffing plan to address these issues. The findings and recommendations from this report are attached for your review.



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pg. 6 Sheriff's slow hiring

The SFDSA remains committed to working collaboratively with the Sheriff's Office to address these critical issues. Our continuous efforts and recommendations aim to enhance the safety and effectiveness of our department. We urge the Sheriff's Office and the Mayor to take decisive action on the proposals and recommendations we have consistently put forward.

Thank you for your attention to these matters. We look forward to continued dialogue and cooperation to improve the conditions and operations within the San Francisco Sheriff's Department.

Sincerely,

Ken Lomba

President, San Francisco Deputy Sheriffs' Association

Attachments:

1. Letters to the Board of Supervisors and the Sheriff
2. Formal Complaint to the Board of State Community and Corrections
3. Sleep Study by Lois James, PhD
4. De-identified Background Audit and Hiring Analysis
5. Overtime Testimony by Lois James, PhD
6. SFSO Survey Report
7. Hiring Analysis 1-1-16 to 9-30-18
8. SHF - Sheriff

cc: Sheriff, Undersheriff, Assistant Sheriff, Chiefs, Captains, Mayor, Board of Supervisor President Peskin, Board of Supervisors, ERD Ardis Graham



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Jim Irving

June 21, 2022

Via Electronic Mail

San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102
email: Board.of.Supervisors@sfgov.org

Re: SFDSA Demands Civil Grand Jury Investigate the Sheriff's Office

Dear Board of Supervisors:

Staffing in the San Francisco Jails has become dangerously unsafe with inmates attacking inmates, nurses, sheriff deputies and civilian employees. The San Francisco Sheriff's Office and City and County of San Francisco have understaffed the jails to a dangerously low level, they have not prioritized funding to hire deputies, they have not even prioritized retention of current deputies.

Since 2014 there have been 3 separate reports from the SF Civil Grand Jury warning about the effects of going below minimum staffing levels and to expedite hiring instead of forced overtime. There was even a warning of a possible violation of Title 15 in the future if nothing changes. Unfortunately, the Sheriff's Office has failed to hire the proper number of deputies to create a safe working environment for both the deputies and inmates. The minimum staffing levels have gotten worse, and bottom line: the deputies are exhausted.

In the past reports, the Grand Jury found that because of the dwindling number of total deputies employed by the City and County of San Francisco, the excessive overtime and shortage of bodies did not allow for the important inmate programs in existence let alone increase the inmate programs that were recommended. Furthermore, the recommended training for deputies could not



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pg. 2 Civil Grand Jury Investigation

take place or was inadequate to deal with the mental health and substance abuse as well as many other issues the housed population experiences.

Ultimately, this Grand Jury recommended on three separate occasions in 2014, 2016, and 2017 to "expedite hiring to reduce overtime." The Grand Jury's recommendations have never been followed and the situation has become untenable as the number of deputies is lower now than it was when this Grand Jury made these strong recommendations.

CCSF JAILS ARE NOW FALLING BELOW MINIMUM STAFFING REGULARLY

Just days ago, on June 9, 2022, Sheriff Miyamoto issued a memo to all City and County of San Francisco jail staff identifying his intentions of – operating below minimum staffing – for a period of the next 8-9 months! The City and County of San Francisco has clearly recognized the futility of giving the appearance of reaching minimum staffing and has now admitted that it cannot exercise its duty to do so.

The City and County of San Francisco is in fierce competition with its neighboring counties, Alameda and San Mateo, for jail staff. Alameda has been under a consent decree to hire more jail staff. It would be a shame for the City and County of San Francisco to be under similar governmental oversight. The City and County of San Francisco can expedite the hiring of staff but has not made it a priority, at the expense of the overworked and exhausted jails staff.

The Civil Grand Jury Complaint against the Sheriff's Office and the City and County of San Francisco was filed on June 20th, 2022. This Grand Jury should demand answers from the San Francisco Sheriff's Office as to why it has failed to comply with its 3 separate recommendations since 2014.

View the complaint here, [Civil Grand Jury Complaint Against SF Sheriff](#)



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pg. 3 Civil Grand Jury Investigation

Please feel free to contact me if you have any questions.

Best regards,

Ken Lomba
SFDSA President
president@sanfranciscodsa.com
Cell: (415) 696-2428



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SERGEANT-AT-ARMS
Jim Irving

August 8, 2022

Via Electronic Mail

Matthew Schuler, Field Representative

Allison Ganter, Deputy Director

CA Board of State and Community Corrections

Facilities Standards & Operations (FSO) Division Staff

2590 Venture Oaks Way, Suite 200

Sacramento, California 95833

email: Matthew.Schuler@bscc.ca.gov, Allison.Ganter@bscc.ca.gov

Re: Demand to Investigate Title 15 Violation Section 1700

Dear Matthew Schuler:

We are submitting our formal complaint and demand to investigate the San Francisco Sheriff's Office for Title 15 Violation Section 1700 for an unauthorized Pilot Program. SFSO had started an unsafe and understaffed Pilot Program without approval of the California Board of State and Community Corrections approval as well as violating California Government Codes and not meeting and conferring on this unsafe change. The San Francisco Deputy Sheriffs' Association demands that you stop this "Crow's Nest" Pilot Program immediately.

At some time prior to July 8, 2022, the CCSF Sheriff's Office decided to create a pilot program in County Jail #3 ("CJ3") in housing unit 5. The CCSF had two employees evaluate the functionality of the program and identify any concerns they saw with the changes proposed by the Sheriff's Office. These deputies found numerous safety concerns that made it difficult to perform the regular safety checks of the inmates in some cases and completely impossible in other cases.

Despite the safety concerns, on July 8, 2022, the changes were implemented. CJ3 has multiple housing units. Each unit is the shape of a circle with inmate cells on the perimeter of the circle. This circle is divided into two sides, the A and B sides. Inmates from A cannot cross over to B and vice versa. On one side of the dividing line is a "Crow's Nest" or a tower with windows that can look out over portions of both the A and B sides of the housing unit. This Crow's Nest has previously not been used.

P.O. Box 77590 San Francisco, CA 94107

Phone: (415) 696-2428 www.SanFranciscoDSA.com Fax: (415) 658-7210



SAN FRANCISCO DEPUTY SHERIFFS' ASSOCIATION

"Serving the Deputy Sheriffs' of San Francisco since 1952"

PRESIDENT
Ken Lomba

VICE-PRESIDENT
Jason Moore

TREASURER
Earl Hays

SECRETARY
Danilo Quintanilla

SERGEANT-AT-ARMS
Jim Irving

pg. 2 Title 15 Section 1700 Violation

Facilities Standards & Operations (FSO) Division

Prior to July 8, 2022, CJ 3 has always had 2 deputies working a general population housing unit, one each on the A and B sides. These deputies worked on the floor with the inmates.

Safety Checks are required to be done every hour. State law dictates the minimum standards for a safety check (Title 15, Division 1, Chapter 1, Subchapter 4, ("Title 15")) Title 15 rules, as well as a CCSF Sheriff's Office policy, CODM 4.04, outline the minimum requirements for these safety checks. The purpose of the checks is to maintain safety and security in the jail for staff, visitors and the inmates. Some of the requirements of these checks include noting the skin color of the inmate, the rise and fall of the chest, movement that indicates life, looking for any signs of illness or distress, inspection of cell doors and windows and a search for any apparent contraband or hazards.

These safety checks were completed by the deputies working on the floor by walking up to each inmate cell door and observing the inmate, the cell and surrounding area. Sometimes, at night, a flashlight would be required to properly check the welfare of the inmates.

On July 8, 2022, this changed. No longer would there be any floor deputies. Now, only one deputy, instead of two, would monitor all the inmates by him/herself, from the Crow's Nest. In the event of an emergency, the deputy in the Crow's Nest is not to leave and assist an inmate having a medical emergency, being attacked, or attempting to harm himself, instead, the deputy is now required to call for help. Deputies who are roaming around the rest of the jail would then have to respond and handle the situation, wasting valuable time.

The Sheriff's Office was unable to remedy all the safety concerns raised by the two employees who evaluated the new Crow's Nest plan. The Sheriff's Office administration directed Crow's Nest deputies to utilize binoculars to assist them in seeing the inmates better. While this may help with viewing some of the inmates when the lights are on, they do little to help at night and cannot solve the problem of the inability to see some of the cells at all, with or without binoculars.



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pg. 3 Title 15 Section 1700 Violation

Facilities Standards & Operations (FSO) Division

The DSA sent a letter to the CCSF Sheriff's Office on July 18, 2022 and it was resent to the Director of Employee Relations, on July 22, 2022. This letter demanded that the new Crow's Nest practice stop until the parties can meet and confer over the impacts and effects of it. Numerous impacts and effects were listed in this notice.

The Sheriff's Office responded on July 26, 2022, refusing to maintain the status quo until the parties were able to meet and confer.

Within days of its implementation, a fight broke out in one of the cells in the evening and it was not discovered until the next morning. **This is evidence of the lack of safety the DSA was concerned with when it demanded the CCSF cease and desist its new Crow's Nest practice.**

Please also see attached documents supporting this violation.

Best regards,

Ken Lomba
SFDSA President
president@sanfranciscodsa.com
Cell: (415) 696-2428

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August 8, 2022

Via Electronic & U.S. Mail

Paul Miyamoto, Sheriff
San Francisco Sheriffs' Department
City Hall, Room 456
1 Drive Carlton B. Goodlett Place
San Francisco, California 94102
Email: paul.miyamoto@sfgov.org

Re: Demand to Cease and Desist in Implementing the Crow's Nest Pilot Program, to Restore *Status Quo Ante*, and Demand to Meet and Confer over Implementation and Effects
Our File No.: RET/22-0122

Dear Sheriff Miyamoto:

This letter is on behalf of the San Francisco Deputy Sheriffs' Association ("DSA") and serves as a demand that the San Francisco Sheriff's Office ("SFSO") cease and desist in the implementation of the Crow's Nest Staffing Pilot Project, a plan designed to reduce staffing at County Jail #3. The SFSO violated the Meyers-Milius-Brown Act ("MMBA") by unilaterally changing matters within the scope of representation and thereby violating its duty to bargain under Government Code § 3505. Demand is herein made that the SFSO cease and desist in its unlawful behavior, restore the status quo ante, and give the DSA notice and the opportunity to bargain over changes to matters within the scope of representation.

I. Background

In or around June 2022, you implemented the Crow's Nest Pilot Program without notice and without providing information exclusively to the DSA. In fact, the DSA president was first informed of the change by concerned DSA members. According to your office, the Crow's Nest Pilot Program aims to reduce the number of required staffing positions at County Jail #3. The policy seeks to remove deputies from the pod and stations one deputy in the "Crow's Nest," where said deputy is to conduct safety checks from said spot. Without meeting and conferring with the DSA, you implemented this new policy under the guise of easing staffing challenges and increasing inmate and deputy safety. This purpose, however, is misguided as your policy adversely impacts the working conditions of your deputies, and in addition, you changed the status quo without meeting and conferring with the DSA.

////

II. Pilot Program Effects and Impacts on Working Conditions

Staffing deputies in the Crow's Nest creates the following adverse issues:

1. A lack of visibility of inmates from the Crow's Nest Position, thereby increasing potential danger to inmates and in turn potentially increasing the risk exposure to deputies faced with dealing with the aftermath of failed inmate safety checks;
 - Your policy itself notes this downfall of the Crow's Nest position.
 - How is the Crow's Nest a position of "command and control" when visibility is limited?
2. Half as many opportunities to perform safety checks to confirm whether inmates are breathing, which is impossible to do from the Crow's Nest;
3. Slower response times to emergencies, such as heart attacks, seizures, attempted suicides, and fight outbreaks;
 - What happens if an emergency arises and there's only a Crow's Nest deputy available? What happens if the lack of visibility from the Crow's Nest position hinders the Crow Nest deputy's ability to timely respond? Three deputies in a pod allows for quicker response times, rather than primarily relying on radio communications for movement deputies.
4. Fewer sworn staff available to respond to emergencies in the common areas of the pods, as indicated in the Pilot Project Proposal;
5. Less walking time for inmates, which will lead to more inmate aggression, outbursts, medical needs, and hospital runs (again, in turn increasing the potential risk to deputies who manage these inmates); and
6. Fewer deputies available to respond to Emergency Response calls via radio to efficiently lock down inmates.

Each of these impacts creates a dangerous environment for both the deputies and the inmates. The unilateral change generates a greater risk of civil liability, employee discipline, and injury to the deputies and inmates. Therefore, reduced staffing adversely affects deputy working conditions and you are subject to meet-and-confer requirements. (Gov. Code § 3505; *Claremont Police Officers Assn. v. City of Claremont* (2006) 39 Cal.4th 623, 631.)

III. The Sheriffs' Office Unilateral Change Constitutes an Unfair Labor Practice

The SFSO's unilateral decision to implement the Crow's Nest Staffing Pilot Project violates the MMBA. The MMBA requires the SFSO to meet and confer in good faith with the DSA before implementing any change in policy or past practice altering working conditions. (Gov. Code § 3505; *Building Material & Construction Teamster's Union v. Farrell* (1986) 41 Cal.3d 651, 658.) Government Code § 3504.5 requires the SFSO to provide advanced written notice to each recognized employee organization of any proposed changes "relating to matters within the scope of representation."

The "scope of representation" includes "all matters relating to employment conditions and employer-employee relations, including, but not limited to, wages, hours, and other terms and conditions of employment." (Gov. Code § 3505.) The Supreme Court of California has long established that staffing changes which affect workplace safety is a mandatory subject of bargaining because it is directly related to conditions of employment. (*Fire Fighters Union v. City of Vallejo*, (1974) 12 Cal. 3d 608, 622.

IV. Conclusion: Cease and Desist, Maintain Status Quo Ante, and Meet & Confer

The DSA believes the Crow's Nest program is subject to bargaining. As such, the DSA demands that the SFSO cease and desist in its continuing violation of the duty to bargain regarding the Crow's Nest Pilot Program implementation, retract its unilateral implementation, and restore the *status quo ante* until the parties have exhausted the meet and confer process.

The DSA further requests that the SFSO contact myself or DSA President Ken Lomba to meet and confer over this change.

Please contact me at (916) 212-0775 or dkoontz@mastagni.com if you have any questions or concerns.

Sincerely,

MASTAGNI HOLSTEDT, A.P.C.


DAN L. KOONTZ
Labor Relations Consultant

cc: Ken Lomba, President SFDSA
Sean Howell, SFDSA Attorney
Joseph Engler, Undersheriff

DK/saw



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

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



**PAUL MIYAMOTO
SHERIFF**

July 26, 2022
Reference: U/S 2022-059

Mr. Sean D. Howell,
Mastagni Holstedt
1912 – I Street
Sacramento, CA 95811

Ref: File No. RET/22-0122

Dear Mr. Howell,

This letter is written in response to your July 18, 2022 demand upon the Sheriff's Office to cease and desist in the newly implemented Crow's Nest Pilot Program at County Jail #3.

The Sheriff has given direction that custody personnel continue to use the Crow's Nest as a tool to manage their responsibilities within the jail.

I am copying this letter to DHR-ERD with a request for the scheduling of a meet and confer between the SFSO and DSA as soon as possible. I am asking that this be placed on the calendar as soon as possible.

Respectfully,

A handwritten signature in blue ink, appearing to be "JE", followed by a horizontal line.

Undersheriff Joseph Engler

cc: Mr. Ardis Graham, Human Resources Employees Relations Director

Results of the Sleep, Health, Wellness, and Quality of Life Survey for the San Francisco Sheriff's Office (SFSO)

Prepared by Lois James, PhD.

January 5, 2024

Background

Policing is a professional group that is plagued by sleep restriction, fatigue, and long-term health and wellbeing problems—in part because of working extended shifts that do not always align with the human body's biological drive to sleep at night and be awake during the day. As shift work (including night shifts) are an unavoidable reality in policing, strategies to adapt to and minimize negative consequences are critical. Before strategies such as fatigue risk management or sleep education training are implemented, a thorough understanding of the extent of sleep, health, and wellbeing problems within an organization is required.

To get a solid baseline of the sleep, health, wellbeing, and quality of life of SFSO employees we developed and implemented a survey. This survey consisted of demographic and shift related questions, questions about physical health, as well as well validated instruments including the Epworth Sleepiness Scale (ESS) to measure sleepiness, the Pittsburgh Sleep Quality Index (PSQI) to measure sleep quantity and quality, the Patient Health Quality (PHQ-9) to measure depression, the Generalized Anxiety Disorder (GAD-7) to measure anxiety, and the PTSD Check List (PCL-5) to measure PTSD symptomatology. The survey was hosted online using Survey Monkey, a secure research tool. The survey was anonymous and was open for approximately 4 weeks.

Participants

Two hundred and nineteen (n=219) SFSO employees participated in the survey. The average age of participants was 43 (SD=9) and average years of experience was 12 (SD=5). Ninety percent of participants were male (7% were female, 2% opted not to say, and less than 1% was non binary / gender fluid). Thirty nine percent of participants were Asian or Pacific Islander, 23% were White or Caucasian, 21% were Hispanic, 8% were Black or African American, 1% was American Indian or Alaskan Native, and 8% identified themselves as “Other.” Fourteen percent of participants had prior military experience.

The majority (97%) of participants were Deputy Sheriffs, with the remaining 3% Senior Deputies. Regarding work shifts, 50% of participants worked day shift, 19% worked evening shift, and 31% worked night shift. The average number of overtime hours worked per week was 23, with the maximum being 76 (which 3 participants worked routinely).

Sleep Results

Sleep health was measured in several ways. We assessed sleep quantity, sleep quality, and waking sleepiness. Regarding sleep quantity, the average sleep amount per 24-hour period for participants was 5.25 hours (SD=1.7 hours). This is substantially less than the recommended 7-9 hours and below what is considered “insufficient sleep (less than 6.5 hours per 24-hour period). What this means is that participants in this study are accumulating sleep debt that consequently increases risk of accident, error, injury, risk of long-term disease, and reduced life span. Furthermore, sleep restriction has been associated with increased expression of implicit bias, particularly against Black Americans. The group most effected by insufficient sleep within this sample are night-shift employees, who received an average of 4.9 hours sleep per 24 hour period (SD=1.6 hours)—see figure 1.

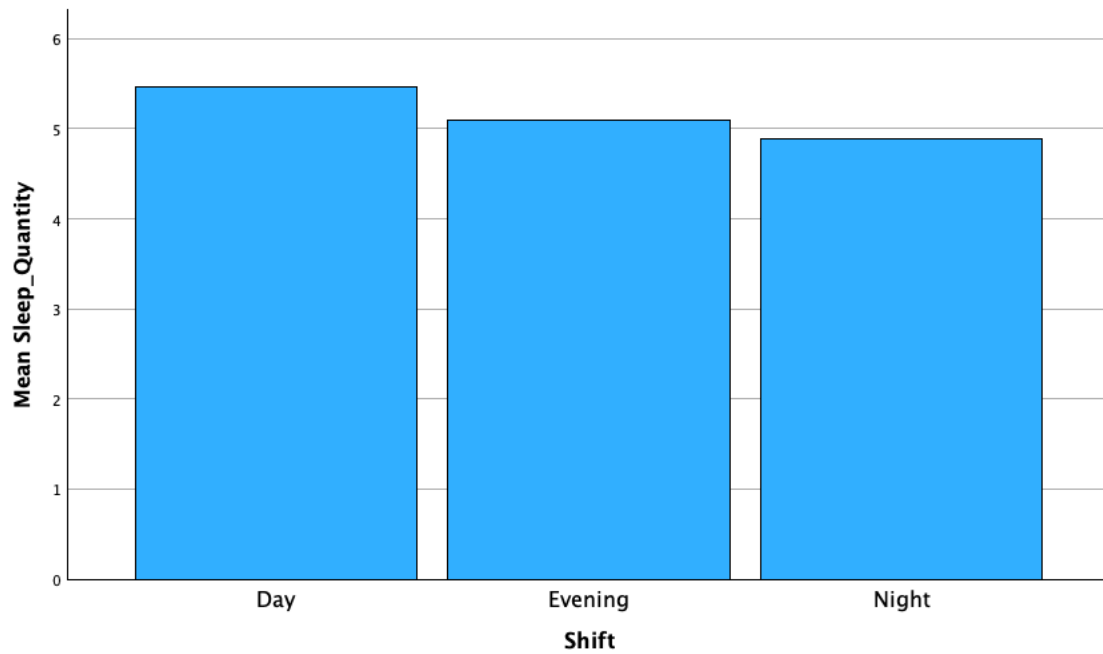


Figure 1: Average sleep quantity by work shift

Regarding sleep quality, the majority (77%) of the sample rated their sleep quality as bad, with 55% selecting “fairly bad” and a further 22% selecting “very bad” – see figure 2.

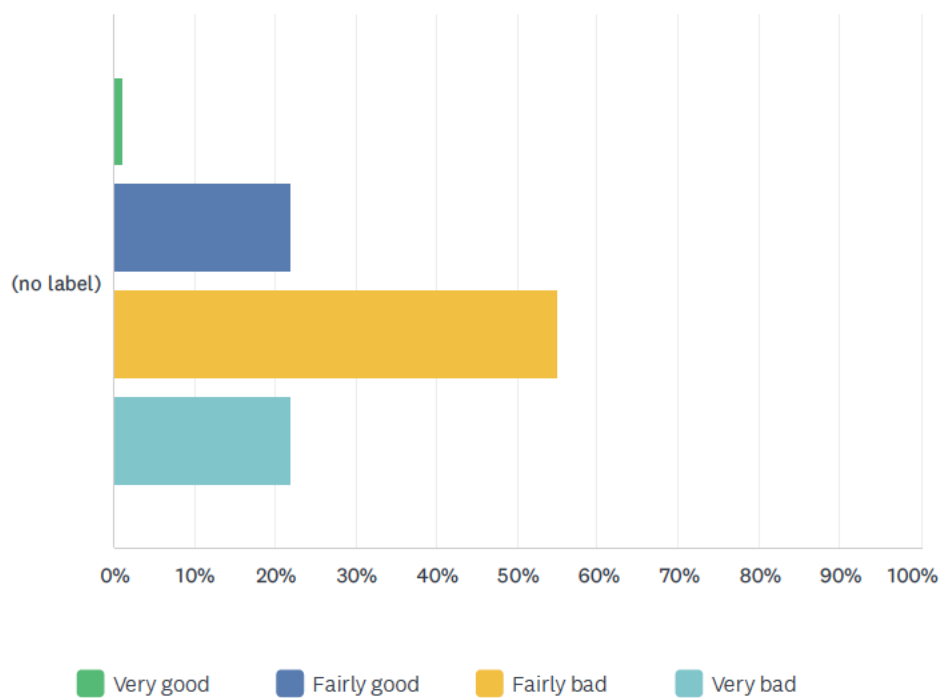


Figure 2: Sleep quality rating among participants

Additional concerns that were evident in the sample were that 38% reported symptoms of onset insomnia (difficulty falling asleep), 52% reported symptoms of maintenance insomnia (difficulty staying asleep), 42% reported symptoms of Sleep Apnea (routinely waking up due to coughing and gasping), 30% reported nighttime pain impairing their sleep, and 21% reported routine sleep medication use. These percentages are staggeringly high, even within the policing profession. For comparison, approximately 7% and 15% of the general public suffer from Sleep Apnea and insomnia respectively, and about 10% and 20% of police in prior studies suffer from Sleep Apnea and insomnia respectively.

Finally, the results of the Epworth Sleepiness Scale show that 56% of the sample suffer from excessive sleepiness during waking hours, putting them at high risk for accident, injury, and error. When examining whether overtime hours worked increased this risk, a significant correlation was observed whereby the more overtime hours worked per week, the higher the levels of excessive sleepiness ($r=0.17$, $p=0.02$).

Safety Results

Highly related to sleep health are safety risks associated with fatigue. To assess these risks, we looked at drowsy driving, as well actual incidences of falling asleep at the wheel or at work. Sixty six percent of the sample reported falling asleep at work, 48% reported falling asleep at the wheel, and 66% reported having to force themselves to stay awake while driving home from work. The majority of the sample is at elevated risk for collision. This is comparable to other policing studies, for example within the Seattle Police Department, 50% report falling asleep at the wheel. Police in general are at much higher risk of drowsy driving than the general population, despite the majority of police officers believing drowsy driving to be as dangerous as drunk driving.

Physical Health Results

Regarding physical health problems and disease, 55% of the sample reported high blood pressure, 16% reported insomnia, 35% reported Sleep Apnea, 35% reported headaches, 32% reported obesity, and 59% reported back or neck pain – see figure 3.

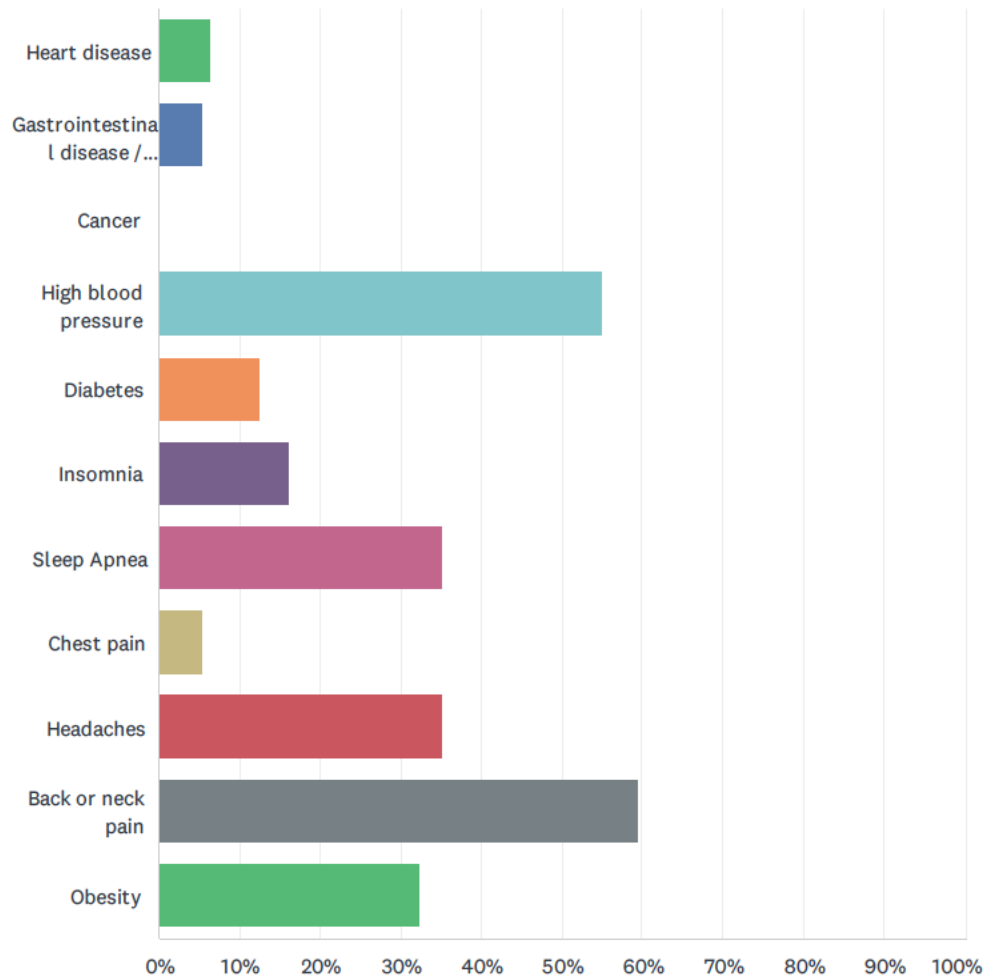


Figure 3: Physical health problems within the sample

Mental Health Results

In addition to concerning rates of physical health problems, several notable mental health factors emerged from survey results. Fifteen percent of the sample exceeded the cutoff for probable PTSD based on their PCL-5 scores. Interestingly, this proportion is lower than other policing organizations and also military personnel, who

typically experience PTSD at a rate of 20-40%. When looking at symptoms of PTSD within this sample, 22% reported experiencing repeated and disturbing memories or images of a stressful experience from the past. Twenty percent reported avoiding situations because they reminded them of stressful experiences from the past, 29% reported a lack of interest in things they used to enjoy, 34% reported feeling distant or cutoff from other people, 25% reported feeling emotionally numb or unable to have loving feelings for those close to them, 31% reported angry outbursts, 36% reported difficulty concentrating, and 49% reported hypervigilance or feeling “on-guard”.

When looking at rates of depression within the sample, 74% of the sample met the criteria for at least mild depression, with 32% meeting the criteria for moderate or severe depression (higher than other policing organizations with approximately 20% suffering from depression). The most notable depressive symptom was fatigue and lack of energy (82% of the sample). Also of note, 7% of the sample reported suicidal feelings.

Anxiety rates are concerning within the sample, with 49% of the sample meeting the criteria for at least mild anxiety and 20% meeting the criteria for moderate or severe depression. Again, this is also higher than other police organizations with approximately 15% suffering from anxiety. Of note, 41% of the sample felt afraid (as if something awful might happen) and 50% felt that they were unable to relax and stop worrying.

Of particular interest, PTSD ($r=-0.16$, $p=0.05$), depression ($r=-0.21$, $p=0.01$), and anxiety ($r=-0.17$, $p=0.03$) were all associated with sleep quantity, whereby the more sleep an employee got, the less their risk for PTSD, depression, and anxiety. This has implications for sleep education and fatigue risk management training, and its potential impact beyond just improving sleep health. Sleep is protective against disease, disorder, accident, error, and injury.

Quality of Life

Finally, when asked about quality of life, SFSO employees indicated that although the majority (62%) of the sample rated their home life and good or very good, only 16% rated their work life as good or very good – see figure 4.

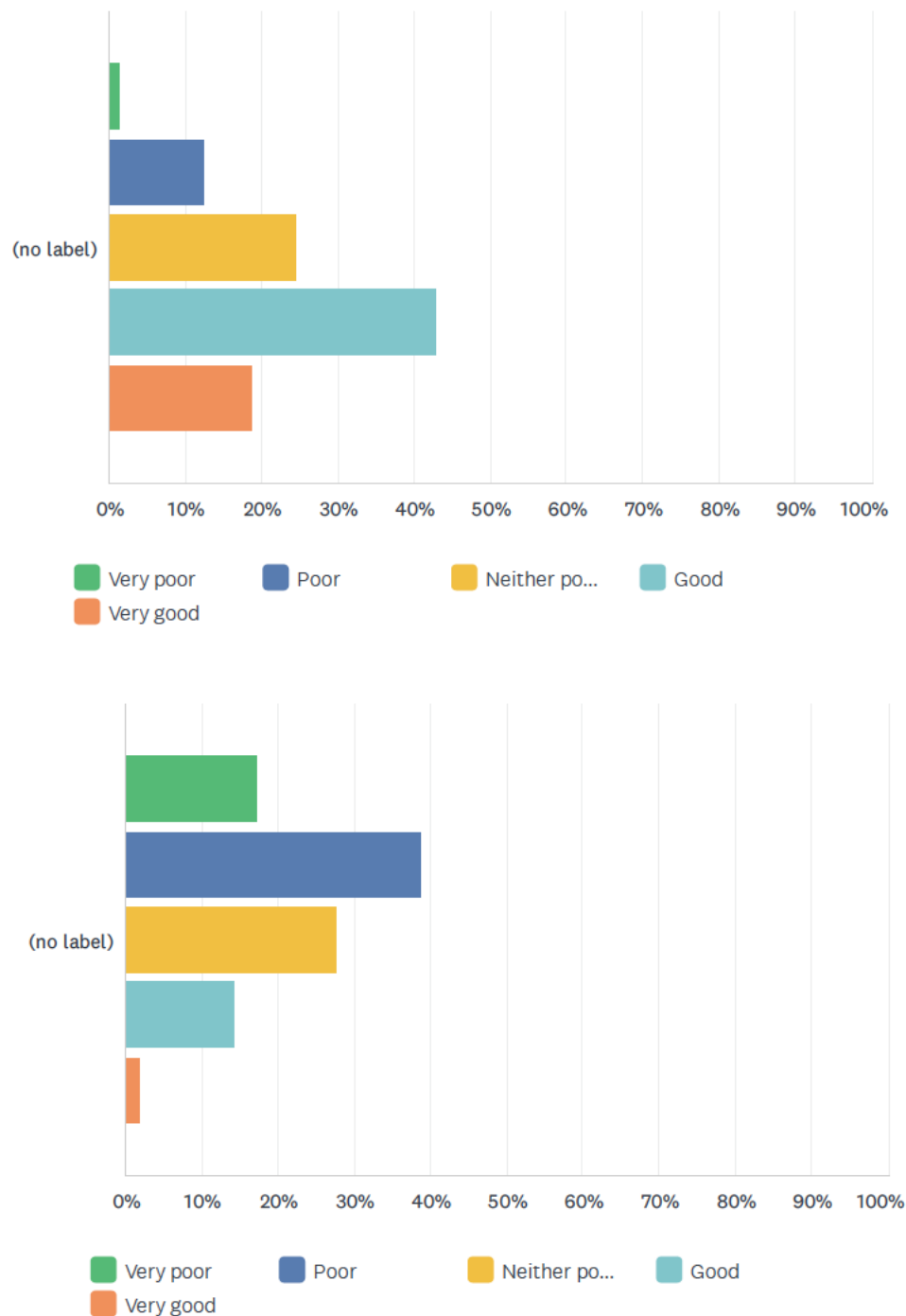


Figure 4: Quality of life ratings at home (top) and at work (bottom)

Recommendations

Overall, rates of sleep problems, physical health problems, and mental health problems within the SFSO are alarmingly high. Of particular concern are rates of sleep deprivation and sleep disorder (notably insomnia and Apnea), as well as rampant drowsy driving within the department. High rates of overtime hours are at least partially responsible for sleep deprivation and driving safety risks. Furthermore, sleep problems are related to increased rates of PTSD, depression, and anxiety within the department. Based on these results, recommendations include:

1. Enforce a lower maximum hour overtime limit – Department policy is such that deputies can work up to 16 hours per day. Given that some deputies work 8 hour shifts, this can result in an additional 8 hours mandated, which seems to disproportionately target them for overtime compared to those who work 12 hour shifts (and can only be mandated an additional 4). Monitoring of this, to determine whether 8 or 12 hour shifts are more beneficial is required. A maximum work day of 14 hours should also be considered to allow a deputy to get sufficient sleep between shifts.
2. Track employee overtime hours and intervene when employees exceed 24 overtime hours per week (after which safety risks rise dramatically).
3. Implement fatigue countermeasure and sleep education training among employees.
4. Provide ride share services to reduce drowsy driving risks post shift.
5. Implement an on-duty napping policy to reduce safety risks, reduce the risk of long-term disease, and increase employee lifespan post-retirement.

Summary

Two hundred and nineteen (n=219) SFSO employees participated in a survey to measure sleep, health, wellbeing, and quality of life. On average, employees receive

insufficient sleep (5.25 hours per 24 hours, less than 5 hours for night shift), have poor sleep quality (77% of the sample), suffer from sleep disorders (over 50% reporting insomnia symptoms and over 40% reporting Apnea symptoms), and are at high risk of driving collision (48% reporting falling asleep at the wheel, and 66% reporting having to force themselves to stay awake while driving home from work). Physical health problems were high, with 55% of the sample reporting high blood pressure, 35% reporting headaches, 32% reporting obesity, and 59% reporting back or neck pain. Mental health problems were also high, with 74% of the sample reporting depressive symptoms, 49% reporting anxiety, 49% reporting hypervigilance and 15% exceeding the clinical cutoff for PTSD. Only 16% of the sample rated their quality of life at work as good. Overall, this is a very unhealthy sample, in need of intervention and support.

MEMO

In support of the SFDSA's effort to conduct an informal audit of the Department's recruiting and early retention, and to locate and resolve potential bottlenecks in the process of attracting, recruiting, training, hiring, and retaining new deputies, I have gathered data from the agency and supplemented this information with internet research. The information gathering is an ongoing process. Assistant Sheriff Katherine Johnson has represented that she will be commissioning a study into 1) attrition beyond the academy (e.g., FTO, probation, etc.), and; 2) a regression analysis of the relationship between different academy locations and a recruit's success/performance while in the academy.

I have looked for patterns or markers in the employment separations to uncover possible hidden or external contributing factors. I examined the steps in the recruitment process and the time required for each step, both in the Human Resources and Sheriff's Departments. I have looks for trends in the number of applicants and the drop-out rate of applicants at each step of the recruitment process.

The report is organized into six major sections:

- I. Recruitment
- II. Attrition/Retention
- III. Department Hiring Update (3/9/2018)
- IV. Department Executive Summary Staffing & Recruitment
 - a. Introduction/History
 - b. Hiring Plan
 - c. Recruitment
- V. Department Sworn Hiring Statistics from 2015 through 3/2018
- VI. Sworn Separation Statistics from 2015 through 3/2018

I. RECRUITMENT

Recruitment for Deputy Sheriff is done continuously through a partnership between the Office of the Sheriff and the Human Resources Department. While the Department of Human Resources (DHR) administers the written examination, the sheriff's department administers the remaining examination components. Once an applicant successfully passes the written examination they advance to the physical agility and oral interview. These components are administered in one day. Additionally, in order to streamline the process, applicants who passed the written examination are emailed the personal history statement and instructed to complete as much as possible, if not all, and bring that document with them on the date they are scheduled to participate in the physical agility and oral interview portions of the examination.

The steps of the recruitment process include:

- A. **Application Filing:** All applicants, including County employees, must apply on- line at (<http://www.jobaps.com/sf>), and submit the required information as indicated on the job announcement by a final filing date. All applicants must clearly demonstrate that they meet the minimum qualifications provided on the job announcement.

- B. Below is a summary of recruitments conducted in the last three “calendar” years, showing the number of recruitments per year, number of applications received, average number of applications received each year, and the number of applicants that tested.

Year	#Recruitments	# Apps Rec	AVG Apps Rec	# Applicants Tested
2015	80	811	10	335
2016	70	1396	20	456
2017	99	1431	14	973

- C. **Written Examination:** The written examination for Deputy Sheriff-Recruit may consist of the following areas: reading comprehension, vocabulary, and information processing/reasoning ability. The written examination is scored on a pass/fail basis. A passing score allows the candidate to progress to the next step but the score does not otherwise weigh into the final ranking.
- D. **Physical Agility Requirements/ Oral Interview:** Candidates successfully completing the written test will do the physical agility and oral interview in one day.
- E. **Background Investigation:** A background investigation takes approximately 5 months to complete. This is an estimate as some background investigations may be completed in less time while others may require additional time depending on the complexity of the investigation. **The average case load is 15 backgrounds per investigator** and while during peak time that number is higher.

Candidates may be disqualified at any of the preceding steps.

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II. ATTRITION/RETENTION

2015

Recruitment Step	Processing Time in Days	2015 Step Level Failure Rate	2015 Cumulative Failure Rate	Example Using 811 number Applications Rec.		
				Step Level		Cumulative
				Pass	Fail/DQ/Withdraw	Fail/DQ/Withdraw
Application Received	30	0	0	811	0	0
Appeared for Testing:		58.6%	58.6%	335	476	476
Written	~5 Months	46.5%	77.9%	179	156	632
Physical Agilities		44.6%	80.2%	100	79	651
Personal History Stmt						
Oral Examination						
Background Investigation Phase						
Polygraph, Psych, Med Eval						
Psych						
Medical Eval						
Total Processing Days	180					
Expressed in Months	~6					
Hired		19.1%%	90.2%	80	20	732
Academy (data pending)						
FTO (data pending)						
Probation (data pending)						

***Between January 1, 2010 and December 31, 2015, the department hired a total of 80 deputy sheriffs.

2016

Recruitment Step	Processing Time in Days	2016 Step Level Failure Rate	2016 Cumulative Failure Rate	Example Using 1396 number Applications Rec.		
				Step Level		Cumulative
				Pass	Fail/DQ/Withdraw	Fail/DQ/Withdraw
Application Received	30	0	0	1396	0	0
Appeared for Testing:		67.3%	67.3%	456	940	940
Written		51.5%	84.1%	221	235	1175
Physical Agilities	~5 Months	31.6%	89.1%	151	70	1245
Personal History Stmt						
Oral Examination						
Background Investigation Phase						
Polygraph, Psych, Med Eval						
Psych						
Medical Eval						
Total Processing Days	180					
Expressed in Months	~6					
Hired		53.6%	94.9%	70	81	1326
Academy (data pending)						
FTO (data pending)						
Probation (data pending)						

***In 2016 calendar year the department hired 70 deputy sheriffs bringing the two-year total to 169 deputy sheriffs.

//

2017

Recruitment Step	Processing Time in Days	2017 Step Level Failure Rate	2017 Cumulative Failure Rate	Example Using <u>1431</u> number Applications Rec.		
				Step Level		Cumulative
				Pass	Fail/DQ/Withdraw	Fail/DQ/Withdraw
Application Received	30	0	0	1431	0	0
Appeared for Testing:		32.0%	32.0%	973	458	458
Written		61.0%	73.5%	379	594	1052
Physical Agilities	~5 Months	26.1%	80.4%	280	99	1151
Personal History Stmt						
Oral Examination						
Background Investigation Phase						
Polygraph, Psych, Med Eval						
Psych						
Medical Eval						
Total Processing Days	180					
Expressed in Months	~6					
Hired		35.3%	93.0%	99	181	1332
Academy (data pending)						
FTO (data pending)						
Probation (data pending)						

***In 2017 calendar year, the department hired 99 deputy sheriffs.

III.

DEPARTMENT HIRING
UPDATE (3/9/2018)



OFFICE OF THE SHERIFF CITY AND COUNTY OF SAN FRANCISCO

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



VICKI L. HENNESSY
SHERIFF

May 30, 2018
Reference: A/S 2018-028

Mr. Seth Nunley
Mastagni Law Office
1912 I Street
Sacramento, CA 95811

Dear Mr. Nunley:

I am responding to your follow-up email regarding recruitment and hiring.

In calendar year 2017, the department participated in 82 recruitment events. The information regarding the specific events was provided pursuant to reference number AS 2018-020.

The hiring process includes the following:

1. Written exam
2. Physical agility
3. Oral interview
4. Background investigation

While the Department of Human Resources (DHR) administers the written examination, this department administers the remaining examination components. Once an applicant successfully passes the written examination they advance to the physical agility and oral interview. These components are administered in one day. Additionally, in order to streamline the process, applicants who passed the written examination are emailed the personal history statement and instructed to complete as much as possible, if not all, and bring that document with them on the day they are scheduled to participate in the physical agility and oral interview portions of the examination.

The DHR provided the following statistics specific for 2017:

- 1) The number of applicants received: 1431
- 2) Number of applicants with POST Certificates: 75
- 3) Number of applicants with written scores on file: 189
- 4) Number of applicants that attended the written: 973
- 5) Number of applicants that failed the written: 591
- 6) Number of applicants that passed the written: 379

Those that passed the written were invited to participate in the oral interview and physical agility. Successful applicants proceeded to the background process.

In 2017, there were approximately 741 applicants who were invited to participate in the physical agility and / or oral interview processes. This number may have included applicants from 2016 as well. Of the total number of applicants, 505 people advanced to the background phase of hiring. There were applicants who failed to submit a personal history statement, or withdrew from the hiring process. In 2017, the department hired 99 deputy sheriffs. In 2016 the department hired 70 deputy sheriffs bringing the two-year total to 169 deputy sheriffs. By contrast, between January 1, 2010 and December 31, 2015, the department hired a total of 80 deputy sheriffs.

A background investigation takes approximately four months to complete. This is an estimate as some background investigations may be completed in less time while others may require additional time depending on the complexity of the investigation. The average case load is 15 backgrounds per investigator while during peak times that number is higher.

I am attaching a department memorandum which was issued in March 2018, which is a summary of two-years of data.

As always, if you have additional questions you would like to discuss, please feel free to contact me at (415) 554-7223.

Respectfully,



Katherine Johnson, #3
Assistant Sheriff

attachment



San Francisco Sheriff's Department

INTER-OFFICE CORRESPONDENCE

March 9, 2018

Reference: AS 2018-009

To: All Personnel

From: Katherine Johnson, #3
Assistant Sheriff

Re: Hiring Update

When Sheriff Hennessy took office in January 2016, she was faced with a deficit of 101 total sworn vacancies and 40 civilian vacancies. These vacancies, coupled with pending retirements and an increase in service needs, indicated a necessity to focus department resources on hiring.

Sheriff Hennessy directed the command staff to develop a hiring plan in order to close the gap of vacant positions and address the anticipated shortfall caused by retirements. The Sheriff's priority was to bring relief to staff from the burden of involuntary overtime. With the support of the chiefs and the combined and diligent work of the staff assigned to the Background, Personnel and Training Units, coupled with funding from the Mayor's office, the department accomplished the following:

- In 2016 the department hired 70 entry deputy sheriffs, combining both academy-trained and entry-level employees, and 64 civilian employees
- In 2017 the department hired 99 deputy sheriffs, combining both academy-trained and entry-level employees, and 45 civilian employees

During the same two-year period, the department received and processed approximately 3,534 applications for deputy sheriff; tested approximately 1,689 applicants; and the Background Unit researched approximately 301 files for sworn applicants.

On March 24, 2018, the department is scheduled to hire another 17 deputy sheriffs. At that time, the department will have reduced the total number of sworn vacancies to 58. To further reduce that number, the department plans to hire 40 entry-level deputy sheriffs for a July 2018 academy as well as a smaller number of academy-trained persons.

Equally as important, during 2016 and 2017, the Sheriff promoted 66 sworn staff. Upward mobility is vital to the success of the department. Promotional opportunities allow for deputy sheriffs to advance through the rank structure with a commensurate increase in pay and responsibilities, which in turn enhances career development and provides for diversity in job duties. Consequently, promotions also create vacancies in the lower ranks, which allow for the hiring of entry-level personnel.

IV.

DEPARTMENT
EXECUTIVE SUMMARY
STAFFING &
RECRUITMENT



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

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



**VICKI L. HENNESSY
SHERIFF**

July 6, 2018
Reference: A/S 2018-033

Mr. Seth Nunley
Mastagni Law Office
1912 I Street
Sacramento, CA 95811

Dear Mr. Nunley:

I write in response to questions emanating from a previous Public Records Request Act (PRA) regarding hiring, and our telephone conversation that occurred last week. Attached are the following documents in response to your request:

1. Executive Summary – Staffing & Recruitment
2. Sworn Hiring Statistics from 2015 through March 31, 2018
3. Sworn Separation Statistics from 2015 through March 31, 2018

Please advise if you need additional information or wish to discuss these documents further. I can be reached at (415) 554-7223.

Regards,

Katherine Johnson, #3
Assistant Sheriff

attachments

San Francisco Sheriff's Department
Executive Summary
Staffing &
Recruitment



Sheriff Vicki Hennessy
Undersheriff M. Freeman
Assistant Sheriff K. Johnson
Chief Deputy A. Waters
Chief Deputy K. Ferrigno
Chief Deputy P. Miyamoto

Prepared by:
Chief Deputy K. Fisher-Paulson, #1213
Captain J. Sanford, #1782
Administration and Programs Division
July 3, 2018

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Introduction

This document is intended to describe the history of hiring efforts in fiscal year (FY) 2017/18 as well as to project the hiring plan for FY 2018/19. The chart below provides a comparison between the total number of employees beginning July 1, 2017, and the current number of employees as of June 30, 2018.

Staff Working:	July 2017	Current (As of 30-Jun-18)
Non-sworn	197	194
Sworn	836	852
Total Employees	1033	1046

In calendar year 2017, the department hired 100 deputy sheriffs (in FY 2017/18 the department hired a total of 82 Deputy Sheriffs). Additional vacancies were created in the deputy rank due to:

- 37 promotions
- 58 separations
- 8 senior deputy positions were converted to deputy sheriff positions

The department currently has 57 vacancies in this rank along with 25 vacancies in promotive ranks. The chart below provides a comparison between the total number of vacancies beginning July 1, 2017, and the current number of vacancies as of June 30, 2018.

Vacancies:	July 2017	Current (As of 30-Jun-18)
Non-sworn Vacancies	33.5	28.5
Sworn Vacancies (All Ranks)	79	82
Total Vacancies	112.5	110.5

Based upon the pattern of the past two years (*58 separations in FY 16/17; 58 separations in FY 17/18*), it is reasonable to forecast 58 separations in FY 2018/19.

In December 2016, the department posted an announcement for entry level and academy-trained personnel. That announcement yielded 1,431 total applicants.

In the applicant pool, persons with POST certificates and persons with a recent PELLETB score were not required to take the PELLETB test. There were 1,167 in this

category, and they were all invited to take the PELLETB test. Of those invited, 973 applicants actually attended the test. Of those who took the test, 379 passed the test.

# of applications received	1431
# of applicants with POST certificates	75
# of applicants with prior PELLETB T-scores	189
# that attended the PELLETB	973
# that were invited but did not show	194
# that passed the PELLETB	379
# that failed the PELLETB	591

In the next phase of the hiring process:

- 263 did not report for the Physical Ability Test/Interview.
- 50 failed the Physical Ability test/Interview.
- 61 did not turn in background packets.
- 29 failed the Background process (Post Requirements, Psychological Exam, Polygraph, Personal History.)
- 18 failed in the Academy.
- This resulted in 82 hires and 25 pending hires.

Hiring Plan

In summary, the hiring projection for entry level deputies, compared to the actual hired over the past three fiscal years is as follows:

Fiscal Year	Hiring Projections	Actual Hired	% of Goal
2015/16	40	44	110%
2016/17	70	80	114%
2017/18	66	82	124%

The department has exceeded its hiring goals by an average of 17% over the past three years.

The chart below displays the hiring plan that was submitted for FY 2017/18. The department's total number of authorized sworn Full Time Equivalents is 934. This hiring projection represents a reduction from the original request of 115 based upon the Department's hiring authority.

	18/19 Projection
Academy Class	80
Academy Trained	20
Total Hire	100

From January 1, 2015 through May 25, 2018, 120 of 144 persons sent to an academy by the department successfully completed that academy. Concomitantly, 24 persons failed academy, for a failure rate of 17%.

The department is funded to hire 80 entry level deputy sheriffs, and so the projection of 100 hires in fiscal year 2018/19 is intended to compensate for the average rate of academy failures.

A new hiring announcement was posted on March 13, 2018, and re-posted on June 29, 2018. The Department of Human Resources invited 278 applicants to participate in a test on May 4 and May 5, 2018. Of this number, 222 attended the test. A second pool of 182 candidates were invited to participate in the test on June 9, 2018. 182 persons were invited. Of that group, 110 sat for the test. The paradigm now is the Continuous Hire Process.

Sheriff Hennessy moved to eliminate use of the PELLETB test and replace that with an examination that measured emotional intelligence. The test designed by Ergometrics fulfills this purpose and yields a higher passing rate than the PELLETB. The Department of Human Resources is currently in the process of scoring the test for both applicant pools. Test results are expected no later than July 6, 2018 and the next phase of the testing will be scheduled for as soon as possible after that.

The Background Unit is currently reviewing applicants from List # 901904. It is expected that list will be exhausted by July 14, 2018.

As of July 1, 2018, the status of new hires in the deputy sheriff classification is as follows:

Academy	Start Work Date	#	Status	In Service Date
Santa Rosa	15-July-2017	15		In Service
Academy-Trained	15-July-2017	8		In Service
South Bay Regional	28-October-2017	15	Suspended CORE	1-Oct-18
Academy-Trained	27-December-2017	3		In Service
Santa Rosa	27-December-2017	1	Detailed to Field Service	1-Oct-18
Santa Rosa	13-January-2018	1	Detailed to Field Service	1-Oct-18
Academy-Trained	24-February-2018	8		In Service
Santa Rosa	24-March-2018	15	Academy	9-Nov-18
Total		66		

The immediate phase involves hiring 19 entry level applicants and 6 academy-trained applicants.

The department's goal is to hire 100 applicants in FY 18/19, again, accounting for an academy attrition rate to leave us with a net of 80. On July 14, 6 academy-trained persons will start work. The department plans to recruit and hire 15 more academy-trained persons during the fiscal year.

The academy cohorts are as follows:

- 19 starting July 2018
- 30 starting December 2018
- 30 starting in March 2019

	Santa Rosa 199th	Santa Rosa 200th	Santa Rosa 202nd
Physical Aptitude	Complete	11-Aug-18	18-Nov-18
Background begun	15-Mar-18	12-Aug-18	19-Nov-18
Medical Clearance begun	18-Jun-18	26-Nov-18	18-Feb-19
Projected # of Hirees	19	30	30
Pre-Academy/Hiring Date	16-Jul-18	24-Dec-18	25-Mar-19
Academy Start	30-Jul-18	7-Jan-19	8-April-19
Academy Complete	14-Dec-18	24-May-19	23-Aug-19
In Service Training Complete	11-Jan-19	21-Jun-19	20-Sep-19
JTO//FTO Complete	1-Mar-19//5-Apr-19	9-Aug-19//13-Sep-19	8-Nov-19//13-Dec-19

Recruitment:

In FY 2017/18, the department conducted targeted recruitment in order to identify prospective applicants from the local communities, including:

- small community recruitment events
- bus ads in specific neighborhoods
- events highly attended by women

Those efforts reflect the diversity and quality of the prospective applicants. We must continue to focus on recruiting:

- female applicants
- applicants who are representative of the San Francisco community
- applicants who reside in the community or who understand the needs of the community we serve

The department attended 82 events in the community, and seeks to increase visibility in the coming year.

The department also intends to recruit academy-trained applicants. To accomplish this, we will further cultivate our relationship with local academies, and expand the search academies in the region.

The department will explore assertive use of social media to promote the good work of the department, which in turn serves as a recruitment tool of its own.

Approximately one year ago, the department instituted a program to prepare applicants for the physical ability aspect of the testing process. Since then, the department has further developed an expanded syllabus to assist potential applicants with an understanding of the rigors of the testing and application process. The initial cohort will be offered to cadets, but, if successful, will be expanded to others interested in the hiring process. A second benefit of this class is that it also serves as a recruitment tool. The intent is to provide this class on a frequent basis, with the first class starting no later than August 31, 2018.

As part of community outreach, the department intends to develop relationships with local high schools in an effort to:

- Promote better community relationships
- Recruit qualified cadets, who in turn can become qualified candidates for deputy sheriff
- Promote the work as a long-term career goal

The department has already begun to develop relationships with local schools. This will further help us build long-term relationships with the youth of the community.

Recruitment Business Card



San Francisco Sheriff's Department

**S
F
S
D**

Become a Deputy Sheriff!
415-554-7225
www.sfsheriff.com
www.jobaps.com/sf
Follow us @SHERIFFSF



Recruitment Flyer



SAN FRANCISCO SHERIFF

DEPUTY SHERIFF

ANNUAL SALARY : \$69,888 - \$89,232

Benefits:

- Health, Dental and Vision Plans
- Deferred Compensation Plan
- Night Shift Differential up to 10%
- Tuition Reimbursement Program
- Intermediate and Advanced POST certificate premium up to 6%
- Retirement benefits: 3% of final compensation per year of service at age 58
- Excellent promotional opportunities

Minimum Qualifications:

- No previous law enforcement experience necessary
- Must be at least 20 years old
- Possess a high school diploma or GED
- Must be a United States Citizen
- No felony convictions
- Possess a valid California Class C driver's license

Successful applicants will attend a California POST certified peace officer academy.



@SFSheriff



@SheriffSF

WWW.SFSHERIFF.COM



The chart below depicts recruitment events during fiscal year 2017/18. The department plans to attend all of these, and build further. To accomplish this, the department has re-posted an announcement for staff, both sworn and civilian, interested in participating in recruitment and community outreach events for this coming year. The list is utilized to help staff events. The department welcomes new ideas in this arena, and so if have any ideas for expanding this aspect, please advise.

	Event	Date	Time:	Location
1	Fillmore Jazz Festival	Saturday, July 01, 2017	1000 – 1800	Fillmore & Jackson Streets
2	Fillmore Jazz Festival	Sunday, July 02, 2017	1000 – 1800	Fillmore & Jackson Streets
3	Aim High Francisco Career Panel	Friday, July 21, 2017	0730 – 1030	2190 Powell street.
4	USMC Family Day	Sunday, July 23, 2017	1100 – 1500	900 Commodore Drive San Bruno
5	SF Giants Family Safety Day	Tuesday, July 25, 2017	1100 – 1500	AT&T Park
6	National Night Out	Tuesday, August 01, 2017	1500-1800	680 Filbert street
7	Nihonmachi Street Fair	Saturday, August 05, 2017	1000 – 1800	Japan Town
8	Aloha Festival	Saturday, August 05, 2017	1000-1700	1346 Saratoga Drive San Mateo
9	Nihonmachi Street Fair	Sunday, August 06, 2017	1000 – 1800	Japan Town
10	Aloha Festival	Sunday, August 06, 2017	1000-1700	1346 Saratoga Drive San Mateo
11	PISTHAN	Saturday, August 12, 2017	1000 – 1800	700 Howard Street
12	PISTHAN	Sunday, August 13, 2017	1000 – 1800	700 Howard Street
13	SFPD Public Safety Hiring Forum	Wednesday, August 16, 2017	1700 – 2000	1245 3rd street
14	ALOHA POLY FEST	Saturday, September 02, 2017	1000 – 1800	Golden Gate Park County Fair Building
15	Oakland Pride	Sunday, September 10, 2017	0700 – 1900	Broadway & 20th Street Oakland, CA

16	Fiesta de las Americas	Sunday, September 17, 2017	11:00-17:00	24th And Mission
17	City College of San Francisco	Tuesday, September 19, 2017	1300-1500	Ocean Campus
18	Bay Area Blues Festival	Saturday, September 23, 2017	1000 – 1800	Main Street, Martinez
19	Sundown CrossFit	Sunday, September 24, 2017	0600-1500	
20	Bay Area Blues Festival	Sunday, September 24, 2017	1000 – 1800	Main Street, Martinez
21	Castro Street Fair	Sunday, October 01, 2017	0700 – 1900	Castro District
22	Walk like MADD	Sunday, October 1, 2017	0700-1900	Lake Merced
23	CCSF Job fair	Thursday, October 5, 2017	1000- 1400	1125 Valencia Street
24	American River College Career fair	Thursday, October 05, 2017	1000 – 1300	4700 College Oak Drive Sacramento
25	Fleet Week	Saturday, October 7, 2017	0700-1900	Marina
26	Fleet Week	Saturday, October 8, 2017	0700-1900	Marina
27	Italian Heritage Parade (Columbus Day)	Sunday, October 08, 2017	1000 – 1800	North Beach
28	CrossFit "Battle on the Bay!"	Saturday October 14, 2017	0800- 1600	800 W. Tower Ave
29	APD Cares Event	Friday, October 20, 2017	900-1500	Samoan Community Development Center 2055 Sunnydale Ave
30	Fiesta on the Hill	Sunday, October 22, 2017	1000 – 1800	Bernal Heights
31	South East Sector Health Fair	Saturday, October 28, 2017	1000 – 1400	1800 Oakdale Ave.
32	Crossfit One World 2017	Saturday, October 28, 2017	0800-	33415 Western Ave. Union City

33	Veterans Day Parade	Friday, November 10, 2017	1000 – 1800	Civic Center Plaza
34	Discovery Day @At&T park	Saturday November 11, 2017		24 Willy Mays Plaza
35	Coffee with a Cop	Monday November 13, 2017		Starbucks Bryant/ mariposa
36	Crossfit Diligence	Saturday December 9, 2017		7007 Realm Drive San Jose
37	City Job Fair	Saturday, January 6, 2018	1000-1300	Joseph Lee Recreation Center
38	San Francisco Preschool Fair	Thursday, January 11, 2018	1800-2030	County Fair Building, 1199 9th Ave., SF
39	City Job Fair	Saturday, January 13, 2018	1000-1300	Hamilton Recreation Center
40	City Job Fair	Saturday, January 27, 2018	1000-1300	County Fair Building, 1199 9th Ave., SF
41	Alameda Coast Guard Base Transition Summit	Tuesday, February 06, 2018	1630-1900	Alameda Coast Guard Base
42	San Francisco Polar Plunge & 5K Dash and Splash	Saturday, March 3, 2018	0930-1330	Aquatic Park
43	San Francisco History Day	Saturday, March 3, 2018	1100-1700	The Old Mint Building
44	San Francisco History Day	Saturday, March 4, 2018	1100-1600	The Old Mint Building
45	San Francisco Summer Resource Fair	Saturday, March 10, 2018	1100-1500	County Fair Building, 1199 9th Ave., SF
46	San Francisco State University Spring Job Fair	Wednesday, March 14, 2018	1230-1600	Mashouf Wellness Center, 755 Font Blvd, SF, CA 94132
47	Mayor's Youth Jobs+ Resource Fair	Saturday, March 17, 2018	1000-1500	Hilton SF Union Square, 333 O'Farell Street, SF, CA 94102

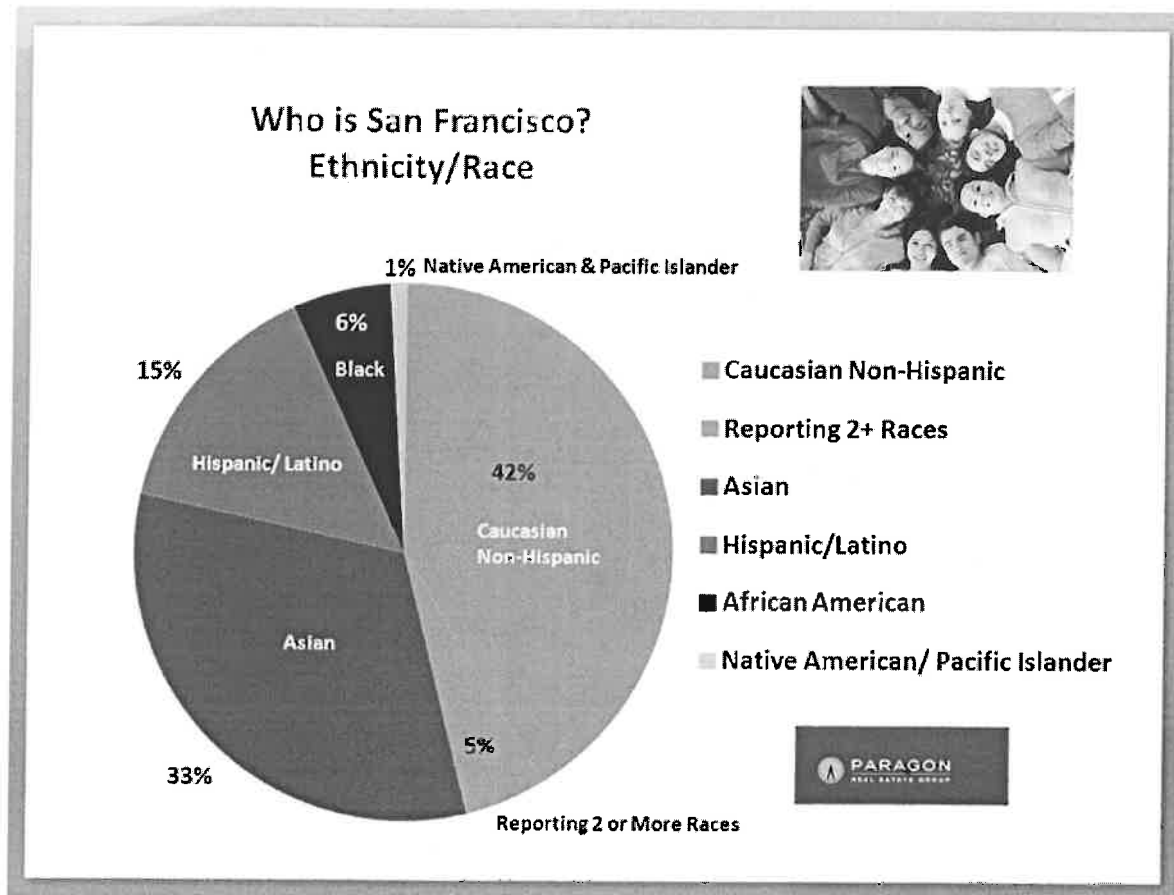
48	Union Street Easter Parade & Spring Celebration	Sunday, April 1, 2018	1000-1700	Union & Webster Street, SF, CA 94123
49	City College of San Francisco Spring Job Fair	Thursday, April 5, 2018	1000-1300	CCSF Mission Hiring Hall, 1125 Valencia Street, SF, CA 94110
50	Community Youth Center of San Francisco (CYC) Career Fair Friday	Friday, April 6, 2018	14:30-17:30	San Francisco Public Library
51	American River College Career Fair	Thursday, April 12, 2018	10:00-13:00	4700 College Oak Drive, Sacramento, CA 95841
52	Cesar Chavez Holiday Parade & Festival	Saturday, April 14, 2018	11:00-18:00	24th Street (Folsom to Bryant)
53	Cherry Blossom Festival	Saturday, April 14, 2018	10:00-18:00	Japantown
54	Cherry Blossom Festival	Sunday, April 15, 2018	10:00-18:00	Japantown
55	Skyline College Career Fair	Tuesday, April 17th, 2018	09:30-12:30	Skyline College
56	Cherry Blossom Festival	Saturday, April 21, 2018	10:00-18:00	Japantown
57	Cherry Blossom Festival	Sunday, April 22, 2018	10:00-18:00	Japantown
58	California State University Spring 2018 Career & Internship Fair	Thursday, April 26th, 2018	11:00-14:00	California State University Campus

59	St. John's Law Enforcement Day	Wednesday, May 16th, 2018	08:15-09:00	St. John's Catholic School
60	Police Recognition Day 2018	Saturday, May 19th, 2018	07:30-21:00	Tanforan Shopping Center
61	Dr. George Washington Carver Activity Day	Wednesday, May 23rd, 2018	0800-1200	Dr. George Washington Carver Elementary School
62	Armed Forces Half Marathon	Saturday, May 26th, 2018	0430-1300	Todos Santos Plaza, Concord Ca
63	Union Street Music Festival	Saturday, June 2nd, 2018		Union Street, From Gough to Fillmore, San Francisco
64	Union Street Music Festival	Sunday, June 3rd, 2018		Union Street, From Gough to Fillmore, San Francisco
65	Phase2careers Career Fair	Wednesday, June 13th, 2018	1000-1330	[Shoreway Conference Room] 350 Twin Dolphin Drive, Redwood Shores, CA 94065
66	Juneteenth	Saturday, June 16th, 2018		
67	North Beach Festival	Saturday, June 16th, 2018	1000-1800	North Beach District
68	North Beach Festival	Sunday, June 17th, 2018	1000-1800	North Beach District
69	Fillmore Jazz Festival	Saturday, June 30th, 2018	1000-1800	Fillmore Street, From Jackson to Eddy Street
70	Fillmore Jazz Festival	Sunday, July 1st, 2018	1000-1800	Fillmore Street, From Jackson to Eddy Street
71	SF Pride	Saturday, June 23rd, 2018		
72	SF Pride	Sunday, June 24th, 2018		

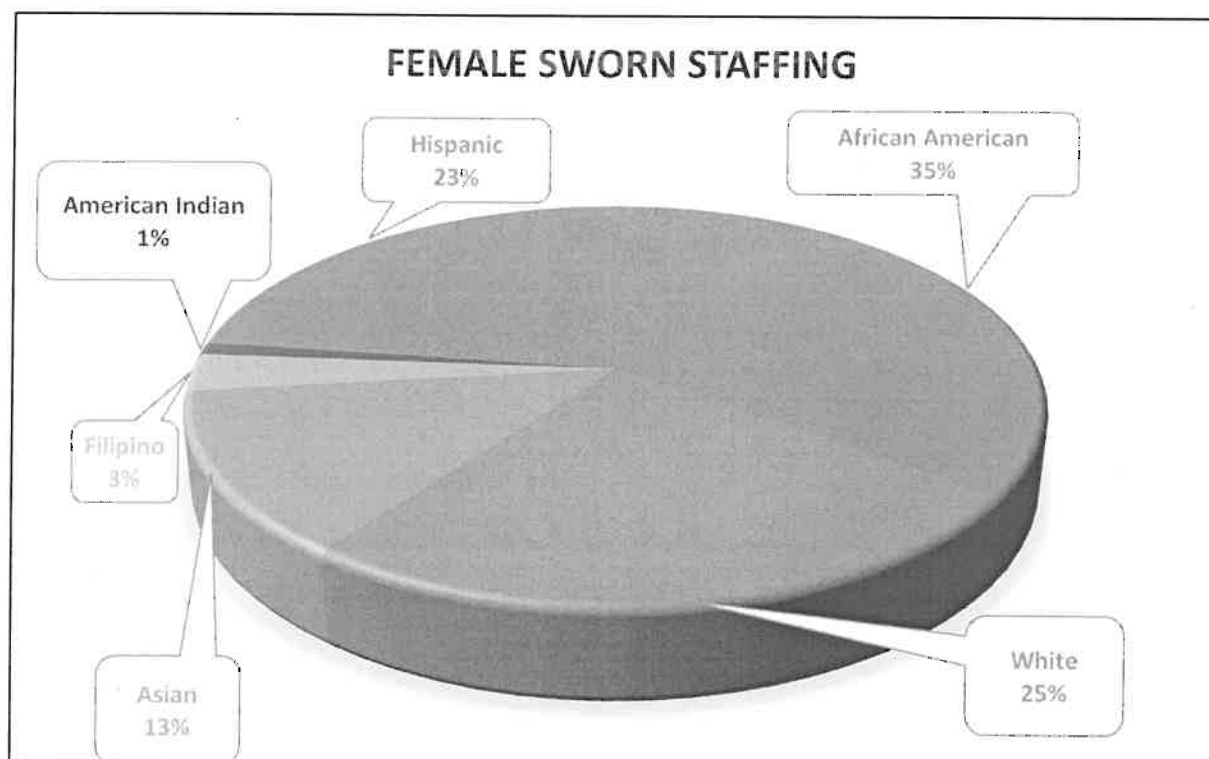
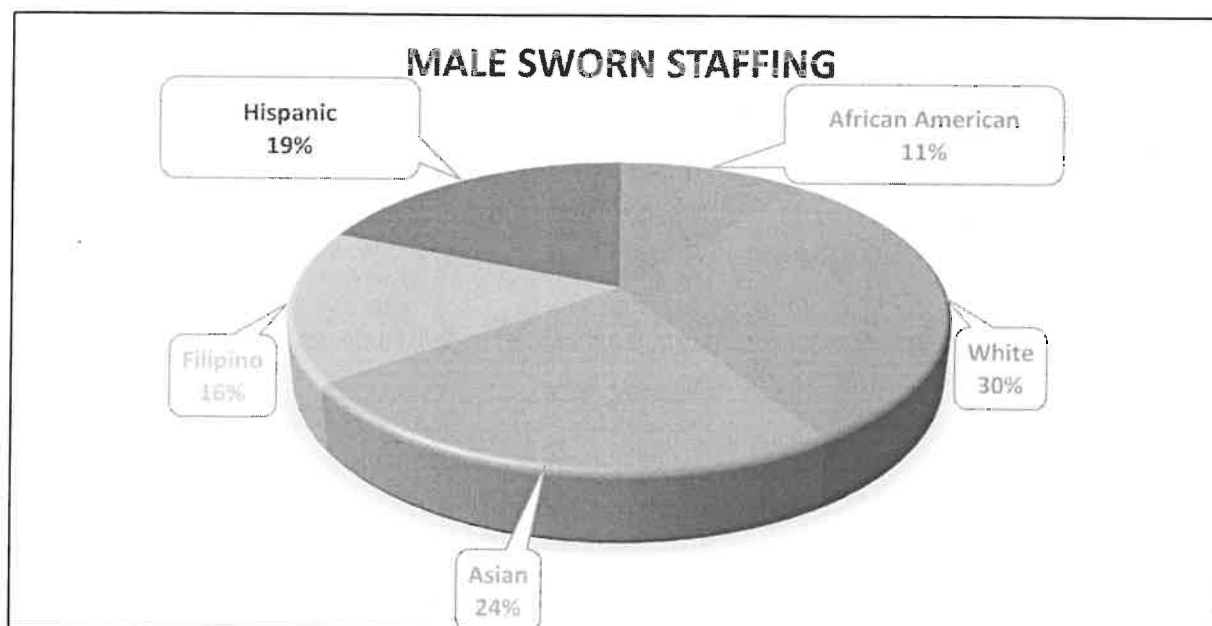
73	Youth Career Academy	Tuesday, June 26th, 2018	1000-1500	San Francisco Hall of Justice
74	Youth Career Academy	Wednesday, June 27th, 2018	1000-1500	SFSD County Jail 5
75	Fillmore Jazz Festival	Saturday, June 30th, 2018	1000-1800	Fillmore Street, From Jackson to Eddy Street

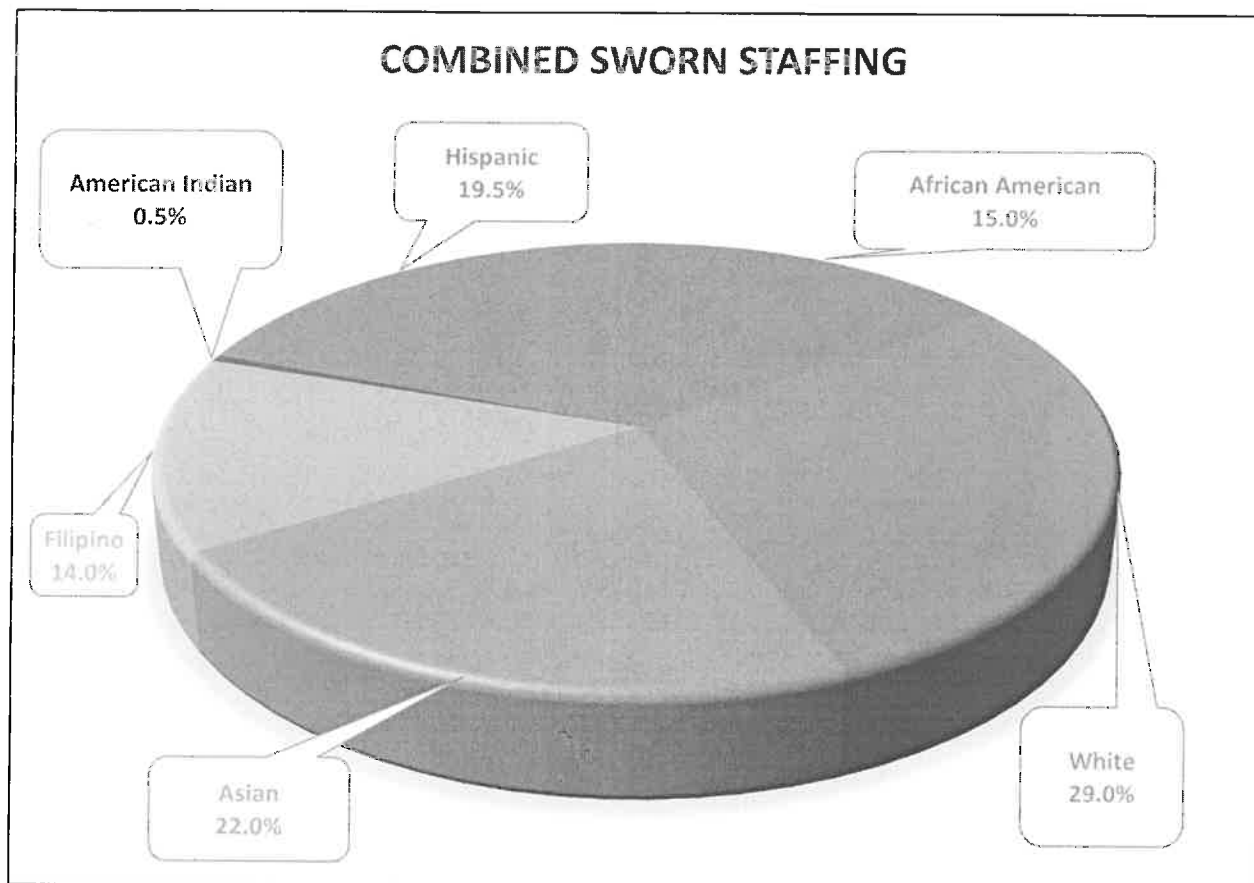
It is also the intent of the recruitment team to pursue the recruitment of non-affiliated students in Bay area academies.

One of the goals of the department is to be representative of the diversity of the community we serve. The chart below depicts demographic information of the residents of San Francisco, as described in the 2010 Census of San Francisco.



The charts below provide demographic information about current sworn staffing based upon the May 2018 Staffing Report. The charts reveal that the department's largest demographic in terms of race and gender is that of African American women at 35% with the second largest demographic at 25% for Caucasian women. The largest demographic for men is Caucasian at 30% and the second largest demographic is Asian at 24%.





Comparing the San Francisco Sheriff's Department sworn employee demographics to that of the San Francisco general community, the data indicates that the department is more diverse in three of the five identified demographic categories (African American, Asian/Filipino and Hispanic). In terms of the other two identified demographic categories, the Department employs .5% of its workforce as Native American, whereas 1% of the city residents are Native American. The department employs 29% of its workforce as Caucasian, whereas 42% of the city residents are Caucasian.

The breakdown is as follows:

Demographic Group	SFSD Sworn Employees	San Francisco General Population
African-American	15.0%	6%
American Indian	.5%	1%
Asian/Filipino	36.0%	33%
Hispanic	19.5%	15%
Caucasian	29%	42%

Continued success depends upon continued focused recruitment efforts.

V.

DEPARTMENT HIRING STATISTICS

Hiring Stats

2015-2018

Entry Level Applicants - Academy Stats by Fiscal Year 2015-2018

ACADEMY STATS		Fiscal Year 2015-2016 07/01/2015 - 06/30/2016												Fiscal Year 2016-2017 07/01/2016 - 06/30/2017												Fiscal Year 2017-2018 07/01/17 - 3/31/2018											
Date of Hire		SB 135-San Mateo	181st -CCC	SB 138- San Mateo	SB 139 San Jose	183rd- CCC	SB 141- San Mateo	258th - SFPD	SR-195- Santa Rosa	SB 144- San Mateo	SR 196- Santa Rosa	SR 198-Santa Rosa																									
Academy Start Date		2/20/2016	4/16/2016	8/27/2016	11/12/2016	1/14/2017	4/8/2017	5/20/2017	7/15/2017	10/28/2017	12/23/2018	3/24/2018																									
Academy End Date		3/7/2016	5/2/2016	9/19/2016	11/28/2016	1/30/2017	4/24/2017	6/9/2017	7/31/2017	11/13/2017	1/8/2018	4/9/2018																									
Number Hired		8/16/2016	10/28/2016	3/17/2017	5/24/2017	12/15/2017	10/3/2017	2/9/2018	12/15/2017	5/11/2018	5/25/2018	8/24/2018																									
Number Released		25	9	12	9	8	20	4	15	27	2	16																									
		0	1	2	5	1	2	0	0	12	0	1																									
Number Graduated		25	8	10	4	7	18	4	15	*15	*2	*15																									
Legend:																																					
* Pending Graduation																																					

Entry Level Applicants-Academy Summary by Fiscal Year 2015-2018

	Fiscal Year 15-16	Fiscal Year 16-17	Fiscal Year 17-18
Started Academy	34	53	60
Released from Academy	1	10	13
Completed Academy	33	43	15
<i>*Pending Graduation</i>			*32

Total Hired 2015-2018 (03/31/18)	147		
Total Released 2015-2018 (03/31/18)	24		
Total Graduated 2015-2018 (03/31/18)	91	*32	<i>*Pending Graduation</i>

Fiscal Year 2015-2016 07/01/2015 - 06/30/2016
Fiscal Year 2016-2017 07/01/2016 - 06/30/2017
Fiscal Year 2017-2018 07/01/17 - 3/31/2018

Academy Trained Hires by Fiscal Year

Academy Trained Hires: FY 15-16 07/01/2015 - 06/30/2016	8
Academy Trained Hires: FY 16-17 07/01/2016 - 06/30/2017	7
Academy Trained Hires: FY 17-18 07/01/2017 - 03/31/2018	20
Total Academy Trained Hires	35

Fiscal Year 2015-2016 07/01/2015 - 06/30/2016		
Fiscal Year 2016-2017	06/30/2017	07/01/2016 -
Fiscal Year 2017-2018	3/31/2018	07/01/17 -

Total Hires 2015-2018

TOTAL Hires: 07/01/2015 to 03/31/2018	
Entry Level Applicant	147
Academy Trained Applicant	35

CORE by Fiscal Year 2015- 2018 (03/31/2018)

CORE COURSE	July 2015 CORE	November 2015 CORE	August 2015 CORE	November 2016 CORE	March 2017 CORE	April 2017 CORE	June 2017 CORE	August 2017 CORE	October 2017 CORE	1st intensive CORE	2nd Intensive CORE	3rd Intensive CORE
CORE Start	7/1/2015	11/9/2015	8/17/2016	10/31/2016	3/17/2017	3/27/2017	6/7/2017	7/31/2017	10/4/2017	12/18/2017	1/2/2018	2/28/2018
CORE End	7/17/2015	12/4/2015	9/22/2016	11/28/2016	4/7/2017	4/8/2017	6/28/2017	8/23/2017	10/30/2017	1/16/2018	1/23/2018	3/26/2018
Number Start	14	8	5	11	12	12	6	13	22	15	3	13
Number End	14	8	5	11	12	12	6	13	22	15	3	13

CORE 2015-2016	27
CORE 2016-2017	41
CORE 2017-2018	66
TOTAL	134

Fiscal Year 2015-2016 07/01/2015 - 06/30/2016
Fiscal Year 2016-2017 07/01/2016 - 06/30/2017
Fiscal Year 2017-2018 07/01/17 - 3/31/2018

VI.

DEPARTMENT SWORN
SEPARATION
STATISTICS

Separations

2015-2018

Separations Summary 2015-2018

2015-2016		2016-2017		2017-2018	
Retired	28	Retired	38	Retired	28
Resigned to Other LE Agency	3	Resigned to Other LE Agency	1	Resigned to Other LE Agency	3
Resigned / Other / LE not for them	2	Resigned / Other / LE not for them	3	Resigned / Other / LE not for them	2
Terminated or Resignation in Lieu of / Failed Probation	2	Terminated or Resignation in Lieu of / Failed Probation	3	Terminated or Resignation in Lieu of / Failed Probation	2
Death	1	Death	0	Death	1
Failed Academy / Resigned Academy	4	Failed Academy / Resigned Academy	13	Failed Academy / Resigned Academy	4
Total	40	Total	58	Total	40




San Francisco Sheriff's Department

INTER-OFFICE CORRESPONDENCE

June 13, 2018

Reference: Admin 2018-034

To: Assistant Sheriff K. Johnson #1319

From: Capt. J. Sanford #1782 
Administration and Programs Division

Re: **Academy Failures Summary**

The review of the recent failures from the South Bay Regional (SBR) Academy in San Mateo has been completed. You asked several questions concerning the failures and after consulting with Chief Fisher-Paulson, Lt. Winters and Sgt. Wilson we have determined the following:

1. Identify, from the academy staff, the reason(s) for such high failure rates of SFSD recruits, if possible.

- Director Sievert stated, *"the biggest reason for EVOC failure is stress management. The recruits are fine when they are practicing. When the 'T' word (Testing) is mentioned, the recruits are visibly nervous. They do not handle the stress of testing very well. They get nervous and then overly-cautious and they slow down. This is why they lose the suspect car. Once they lose sight of the suspect car, they have to guess at the pursuit course and which way they should go. The separate remediation and testing day does help some with stress management, but it has not eliminated the issue.*

Firearms was by far the biggest obstacle for this class of recruits. There were seven failures at the range. One of the Recruit Training Officers (RTO) did arrange a training session at a private range, but it was not enough. This group had difficulty acquiring physical skills. They struggled with Arrest & Control as well as with Firearms Training, they would have benefited from more instruction time in both areas. Nonetheless, the POST minimum for LD 35 is 72 hours, and our course is right at 72 hours (18 four-hour sessions). I also believe some of the recruits who failed would have passed if they had devoted more time to individual practice."

- Recruit Training Officer Bobby Magami believes that a lack of familiarization and what to expect played a significant role in the high

failure rate as many recruits may have never fired a handgun prior to their first range session, and others did not understand the dynamics of high speed driving. RTO Magami also stated, *"Emotional maturity and stress tolerance played a factor as well. A class wide epidemic was recruits didn't take training seriously enough. These are general theories I have but there were many in the same boots as the ones who failed that succeeded."*

Additionally, he believes that several of the recruits' skill levels were insufficient to maintain pace with the class.

Note: The SFSD training staff scheduled supplemental firearms training on December 29, 2017 during the Winter Break for recruits that were identified as needing additional help with firearms. Additional firearms training was provided on March 3, 2018, March 25, 2018 and April 7, 2018. All recruits who were experiencing difficulties in firearms training were encouraged to attend.

2. Does the academy staff have any recommendations for areas of improvement?

- Director Sievert believes the recruits would benefit from more instruction time in Firearms Training and Arrest & Control.
- RTO Magami echoed Director Sievert's concerns about the "T" word (Test). He did recommend "stress inoculation so the recruit understands and feels the physiological response their body has so they know how to handle it."

3. Does our training staff have any recommendations for areas of improvement?

- Training staff recommends a more in-depth personal history questionnaire in order to effectively identify those applicants who have a true desire to become peace officers and to assess skill level.
- Training staff recommends building our own indoor range and emergency vehicle operation track so that we can more easily provide additional firearms and vehicle operation training.
- Training staff recommends continuing to provide the additional training in firearms, emergency vehicle operations, and learning domains such as search and seizure (LD16) as we have been doing for all the academy classes. With this additional help, many recruits passed on their second attempts.
- Lt. Winters, Unit Commander of the Training Unit, recommends sending our recruits to the San Francisco Police Department Academy where recruits

receive up to three weeks (120 hours) of firearms (72 hours) and EVOC (40 hours) rather than the POST Basic Academy minimum requirements.

4. Please review the background files of those who failed and attempt to glean any information regarding the candidates or the selection process. Be prepared to make any recommendations for change.

- I have attached a summary of the background files review.

- Sgt. Wilson, Unit Commander of the Backgrounds Unit, believes that "this was just the perfect storm." He stated he has seen a decline in the quality of applicants that although they meet the minimum qualifications for POST, they have following issues:

- Poor work history
- Drug usage (especially marijuana)
- Integrity issues (i.e. untruthfulness on the Personal History Statement and theft from employers)
- Poor work habits (i.e. tardiness, absences and lack of accountability)

Some of these issues may directly correlate to reasons why certain individuals failed this academy, such as a person with multiple vehicle accidents in the past 7 years failing EVOC. While others may not directly correlate with the domain that they failed but are related to their unwillingness to devote extra time and completely commit to passing the academy, such as poor work attendance and work history.

- Being a larger agency in a competitive market, we lose out on some of the more qualified applicants. Smaller agencies have a proportionately wider pool of applicants to choose from for their vacancies. This allows these agencies to place a higher amount of scrutiny in their background process. He believes we should examine recruiting efforts by looking into attending more career-oriented events aside from the ones we attend every year.

Sgt. Wilson also recommends increasing our hiring standards by:

- Making the Physical Agility Test more challenging
- Implementation of a more stringent scoring system for the oral examination

5. How many non-SFSD recruits failed out of the SBR academy and why compared to the SFSD recruits?

- There was a total of 13 failures in the SB 144 class. Twelve failures were SFSD recruits, and one failure belonged to another agency. Of the SFSD Recruits 7 failed firearms, 4 failed EVOC and 1 failed a scenario. The 1 person from the other agency failed firearms.

AGENCY	RECRUIT	FAILURE
SFSD	Escobar- Villaseñor, Mayra	Range
SFSD	Gala, Moses	EVOC
SFSD	Hanh, John	Range
SFSD	Rocha, Elena	Range
SFSD	Ruvalcaba, Yocelyn	Range
SFSD	Ryan, John	Range
SFSD	Seng, Jordan	EVOC
SFSD	Tabajonda, Marlon	Scenario #1 (Ethics)
SFSD	Tan, Garvin	Range
SFSD	Ugerio, Joel	EVOC
SFSD	Williams, Dominique	EVOC
SFSD	Yoshida, Jonathan	Range
Other	Unknown Recruit	Range

6. Also include a review of the firearms and EVOC courses for SBR versus the SR and SFPD academies and if those differ from the POST standard.

- Academies are required to follow the Regular Basic Course Training Specifications as outlined by POST. The testing parameters are outlined in the attached documents. South Bay Regional and Santa Rosa Academies differ from the SFPD Academy in that the SFPD Academy provides 120 hours of emergency vehicle operation and firearms. The POST minimum for LD19 (EVOC) is 40 hours and LD35 (Firearms) is 72 hours, and the South Bay Regional course is right at 72 hours (18 four-hour sessions). SBR staff believe some of the recruits who failed would have passed if they had devoted more time to individual practice.

ACADEMY	EVOC HOURS	FIREARMS HOURS
SFPD	120	120
Santa Rosa	40	72
South Bay Regional	40	72
POST MINIMUM	40	72

Note: SFPD added EVOC hours to address the reduced driving level of applicants entering the workforce.

7. And did we conduct a survey of the driving skill of the recruits during pre-academy?

- We did not conduct a survey of the pre-academy class. Surveys will be reinstituted.

Conclusion

After reviewing the files and receiving insight and recommendations from the academy staffing and the department's training staff the following has been noted:

Instruction

1. The Academy staff provided at least the same amount of instruction that it has previously provided with relatively more successful results.
2. The SFSD Training staff provided the same amount of instruction that it has previously provided with relatively more successful results.

Backgrounds

1. Concerns about certain recruits were expressed by command staff members during the background review process.
2. Three of the recruits that failed had issues in their background file that may have been indicators that they would not have passed the portion of the academy they failed.
 - Kevin Umali (failed EVOC – had 4 accidents in 7 years and was formerly a shuttle driver)
 - John Ryan (failed Firearms – also failed Firearms as a recruit for SFPD)
 - Moses Gala (failed EVOC – 2 accidents in 7 years)

Training

1. All recruits hired by the department participate in a Pre-Academy training. The current Pre-Academy training includes the following:
 - Academy Conduct
 - SFSD Chain of Command & Reporting Requirements
 - City & County of San Francisco (CCSF) Harassment & Cultural Diversity
 - Lifetime Fitness
 - Glock Familiarization
 - Firearms Safety
 - Glock Nomenclature
 - Report Writing Basics
 - Mock Inspection
 - Uniform Preparation
 - Internal Affairs Unit/ Incident Reports/ Off-Duty Incidents
 - Introduction to Defensive Tactics
 - Stress and its Effects
 - Communication Skills
 - Holster Manipulation
 - How to Succeed: A Recruit's Perspective (Graduates from previous classes are invited to share their academy experiences)
 - Drill & Ceremony (Marching, formations and following directions)

- Sustained Resistance Exercise (Red Man)
- 2. The SFSD Training Unit provided 7 days of supplemental training during Winter Break from December 20, 2017 through December 29, 2017 for SB 144. The training schedule was as follows:
 - 12/20/2017 0700-1600 Hours (Day 1)
 - Formation/Drill/Inspection (1 hour)
 - Supplemental PT (2 hours)
 - 12/21/2017 0700-1600 Hours (Day 2)
 - Supplemental DT (8 hours)
 - 12/22/2017 0700-1600 Hours (Day 3)
 - Supplemental Report Writing Exercise (4 hours)
 - Drill & Ceremony (2 hours)
 - California Law Enforcement Telecommunications System (2 hours)
 - 12/26/2017 0700-1600 Hours (Day 4)
 - Supplemental PT (2 hours)
 - 12/27/2017 0700-1600 Hours (Day 5)
 - Supplemental Scenario Training (4 hours)
 - Supplemental EVOC Training (4 Hours)
 - 12/28/2017 0700-1600 Hours (Day 6)
 - Work Sample Test Battery (WSTB) Practice (4 hours)
 - Supplemental PT (3 hours)
 - 12/29/2017 0700-1600 Hours (Day 7)
 - Supplemental Communications (4 Hours)
- 3. Supplemental firearms training sessions were provided by SFSD training staff on March 3 and March 25, 2018. One of the recruits who failed Firearms did not attend either of the supplemental firearms training sessions.

• Elena Rocha

This relatively large number of failures is a unique occurrence and is likely due to this specific group's inability to manage stress, retain the training and to take this job seriously. Although academy staff and training staff have stated that this group may have benefited from more hours of instruction, it is evident that all of the academy and training staff involved have dedicated an enormous amount of time and effort to assist in the success of all of the recruits, time and effort that was not matched by the recruits that failed.

Lt. Winters will be tasked with developing a skills assessment survey for the Pre-academy training. Sgt. Wilson will be tasked with researching and adding questions to the background interview that will assess the level of interest of the applicants in this profession. In all the Pre-academy trainings, Training staff have provided a form of stress inoculation that has recently been removed. Staff will develop a new way to implement stress inoculation to give recruits a better sense of what to expect in the academy.

The recommendation from Chief Fisher-Paulson, Training Unit staff, Personnel staff, Backgrounds staff and me is to increase the level of scrutiny of applicants' backgrounds

and networking with local law enforcement agencies to find new ways to recruit and assess candidates for these positions. We also recommend that the Training staff should make it clear that if the recruits do not put in extra effort outside of the academy, they will not pass and that failure to pass the academy does result in the loss of employment.

Attached:

Academy Review 2015 – 2018 Spreadsheet



SAN FRANCISCO SHERIFF'S DEPARTMENT ACADEMY, AND CORE TRACKING

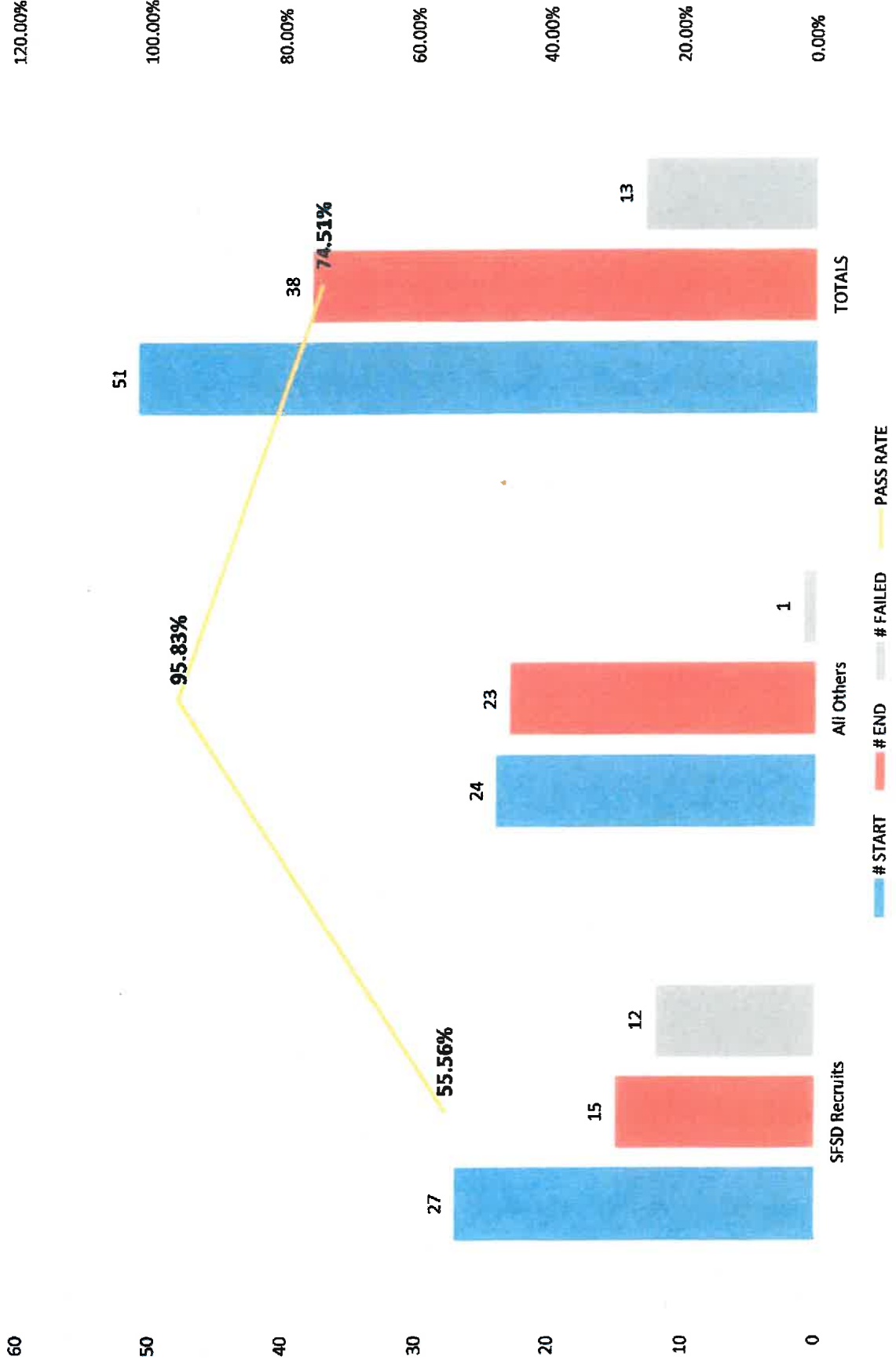
ACADEMY CLASSES						
#	CLASS NAME	# START	# END	# FAILURES	START	END
1	SB 129 (SM)	12	12	0	01/15/2015	06/30/2015
2	SB 135 (SM)	25	25	0	03/07/2016	08/16/2016
3	CCC 181st	9	8	1	05/02/2016	10/28/2016
4	SB 138 (SM)	12	10	2	09/19/2016	03/17/2017
5	SB 139 (SJ)	9	4	5	11/28/2016	05/24/2017
6	CCC 183rd	8	7	1	01/30/2017	12/15/2017
8	SB 141 (SM)	20	18	2	04/24/2017	10/03/2017
9	SFPD 258th	4	4	0	06/09/2017	02/09/2018
10	SR 195	16	15	1	07/31/2017	12/15/2017
11	SB 144 (SM)	27	15	12	11/13/2017	05/11/2018
12	SR 196	2	2	0	01/08/2018	05/25/2018
12	TOTAL TRAINED	144	120	24	FAILURES	

CORE CLASSES					
#	CLASS NAME	# START	START	END	
1	July 2015 Core	14	07/01/2015	07/17/2015	
2	November 2015 Core	8	11/09/2015	12/04/2015	
3	August 2016 Core	5	08/17/2016	09/22/2016	
4	November 2016 Core	11	10/31/2016	11/28/2016	
5	March 2017 Core	12	03/17/2017	04/07/2017	
6	April 2017 Core	12	03/27/2017	04/08/2017	
7	June 2017 Core	6	06/07/2017	06/28/2017	
8	August 2017 Core	13	07/31/2017	08/23/2017	
9	October 2017 Core	22	10/04/2017	10/30/2017	
10	1st Intensive Deputy Core	15	12/18/2017	01/16/2018	
11	2nd Intensive Deputy Core	3	01/02/2018	01/23/2018	
12	3rd Intensive Deputy Core	13	02/28/2018	03/26/2018	
12	TOTAL TRAINED	134			

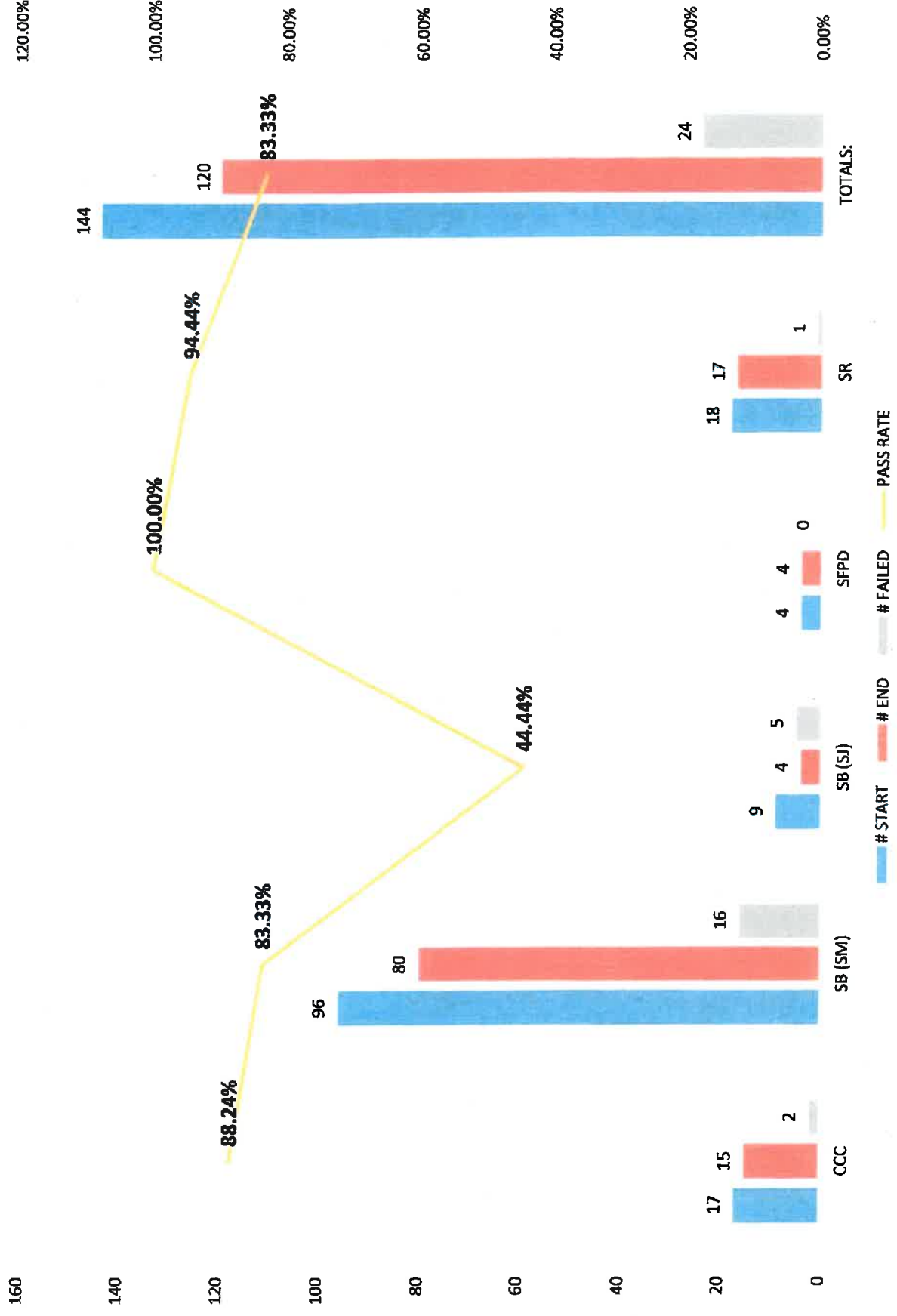
ALL ACADEMIES	# START	# END	# FAILED	PASS RATE
CCC	17	15	2	88.24%
SB (SM)	96	80	16	83.33%
SB (SJ)	9	4	5	44.44%
SFPD	4	4	0	100.00%
SR	18	17	1	94.44%
TOTALS:	144	120	24	83.33%

SB144	# START	# END	# FAILED	PASS RATE
SFSD Recruits	27	15	12	55.56%
All Others	24	23	1	95.83%
TOTALS	51	38	13	74.51%

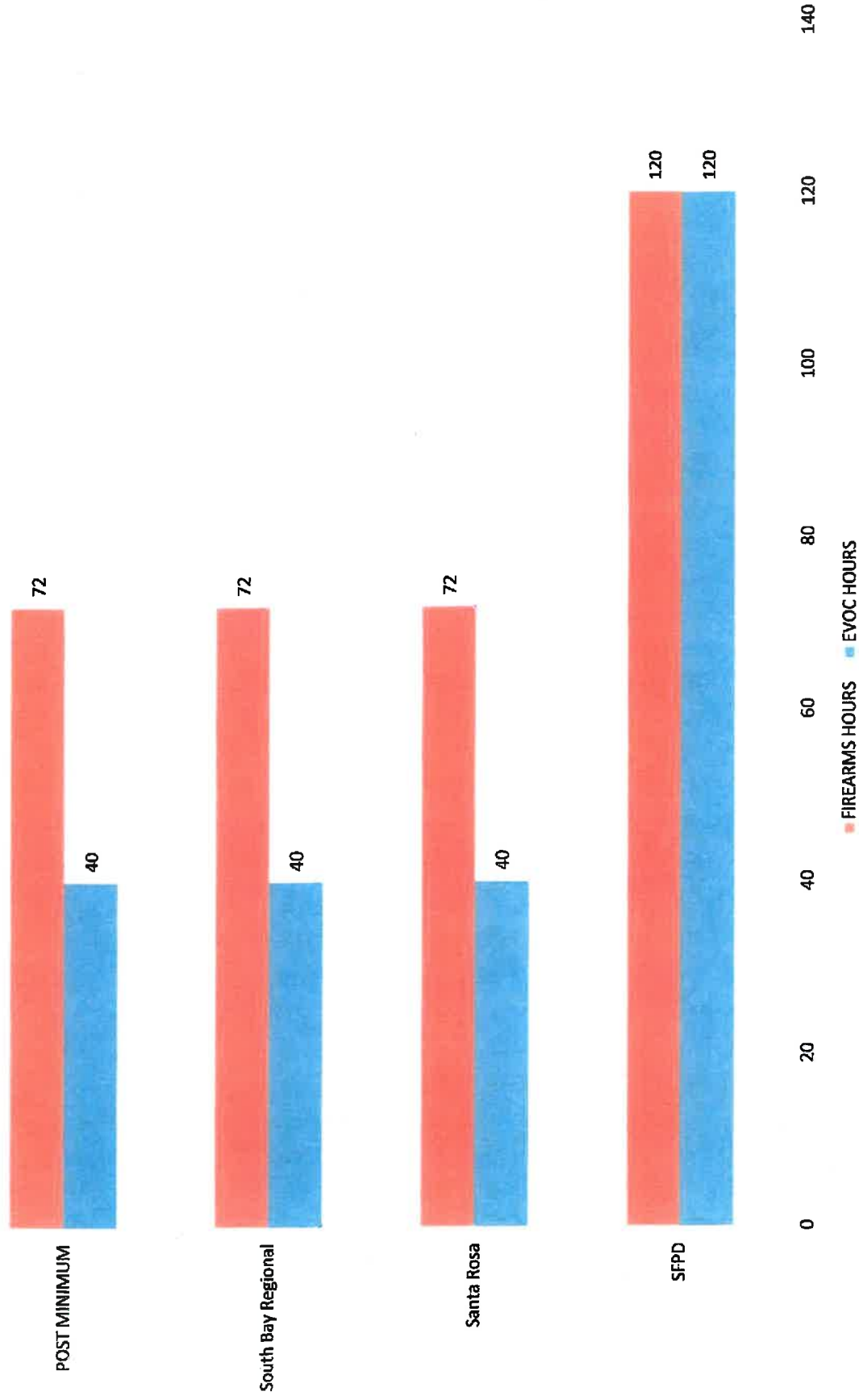
SB144 PASS RATE **SFSD Recruits vs. All Others**



All Academies Pass Rate



**ACADEMY HOURS
EVOC & FIREARMS**





SAN FRANCISCO DEPUTY SHERIFFS' ASSOCIATION

"Serving the Deputy Sheriffs' of San Francisco since 1952"

PRESIDENT
Ken Lomba

VICE-PRESIDENT
Jim Irving

TREASURER
Earl Hays

SECRETARY
Danilo Quintanilla

SERGEANT-AT-ARMS
Kenya Crawford

February 23, 2023

Via Electronic Mail

Sheriff Paul Miyamoto

San Francisco Sheriff
City Hall, Room 456
1 Dr. Carlton B. Goodlett Place
San Francisco, California 94102
email: paul.miyamoto@sfgov.org

Re: Hiring Process Analysis and Recommendations

Dear Sheriff Miyamoto:

The SFSO's recruitment and hiring processes are in dire need of improvement, especially during a time when hiring is urgently required. Despite receiving recommendations from SFDSA in July 2022, recruitment and hiring processes remain flawed and inefficient. It's not enough for the SFSO to point to national difficulties in hiring law enforcement; urgent action is needed to find solutions.

The situation is critical, and everyday counts. The SFSO recruitment unit is struggling to figure out an efficient process, resulting in a low number of applicants and slow progress. This is unacceptable given the current staffing deficit. Recruiters are performing dual roles as community officers and recruiters, which is not an effective strategy. There is no time to waste, and a better approach is needed.

SFDSA has been proactive in assisting the SFSO, advertising for Deputy Sheriff applicants on social media in December 2022 and January 2023, resulting in a significant increase in applicants. In the first two weeks of February 2023, we advertised to job seekers and produced over 100 applicants for the SFSO. These recent successes were achieved by following the recommendations we provided to the SFSO in July 2022.

The SFSO's testing information system is inadequate, with no practice oral board test, insufficient information on the background investigation process, and no details on disqualifiers and how to resolve common issues in backgrounds.

P.O. Box 77590 San Francisco, CA 94107
Phone: (415) 696-2428 www.SanFranciscoDSA.com Fax: (415) 658-7210



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Kenya Crawford

pg.2 Hiring Process Analysis Sheriff Miyamoto

The recruitment unit's focus appears scattered, attending community events with low applicant turnout and traveling out of state without a streamlined out-of-state hiring process. This approach is not producing results, and urgent action is required.

SFDSA has recommended several suggestions to the SFSO, including condensing testing days, paying for expired CA POST recertification, creating practice oral board tests, being proactive in solving applicant problems, accepting authorized to work in the USA applicants, building a database of applicants to update them on job announcements and practice tests, and removing the recruitment unit from the admin division. These suggestions need to be implemented urgently to produce better results.

The SFSO's recruitment unit needs to refocus its strategy to produce better results, with clear goals and proactive problem-solving measures. Monthly recruitment goals should be set and regularly reviewed, and personnel not meeting the goals should be replaced. Recruiters should have access to the admin area of Smart Recruiter to streamline the process.

In conclusion, urgent action is needed to improve the SFSO's recruitment and hiring processes. The recommendations provided by SFDSA need to be implemented immediately to produce better results. The situation is critical, and there is no time to waste. The SFSO could benefit from implementing a streamlined and proactive recruitment strategy that prioritizes clear goals, a focus on problem-solving, and a targeted outreach effort.

Some possible suggestions for improving the SFSO's recruitment and hiring processes include:

1. Establishing monthly recruitment goals that are reset at the beginning of each month, with consequences for leaders and personnel who fail to meet these goals.
2. Creating a practice oral board test and providing applicants with more information on the background investigation process and disqualifiers, as well as how to resolve common issues in backgrounds.



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pg.3 Hiring Process Analysis Sheriff Miyamoto

3. Developing a database of applicants and past applicants, and keeping them informed of new job announcements and testing dates.
4. Condensing testing days by combining the Written, Physical Agility Test, and Oral Board Test on the same day to make the process more efficient.
5. Being proactive in solving applicant problems by providing support and resources to help them meet the qualifications needed for the job, such as obtaining a GED, repairing their credit, or obtaining the required education or certification. Pay for recertification of expired CA POST applicants.
6. Accepting individuals who are authorized by the Federal Government to work in the US. ie; resident card holders, rather than requiring US Citizenship.
7. Assigning groups of applicants to recruiters to consistently follow up with, and calling job interest leads to focus on taking the interested person to a completed applicant.
8. Removing the three-month penalty when an applicant does not pass a test.
9. Removing the recruitment unit from Admin Division and place it under the Backgrounds Unit, since the applicants end up being processed through the Backgrounds Unit.
10. Providing recruiters with access to the admin area of Smart Recruiter to improve efficiency and streamline the recruitment process.
11. Issue the Personnel History Statement and Medical History Statement with instructions immediately after an application is submitted. This way the applicant can obtain certified documents and complete the forms ready to be submitted/due upon completion of the Oral Board Interview. This will eliminate gaps in time/waiting periods reducing the overall process time.



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pg.4 **Hiring Process Analysis**
Sheriff Miyamoto

12. Background investigations need to be expedited. We recommend using private background investigation companies to assist with background investigations. We need to move faster than any other department.
13. Research the cost to conduct the written test via DHR compared to paying NTN to administer the written test online to each applicant. NTN would also probably give a bulk discount to the department or at wholesale cost. If the research does not prove a savings, then limit paying for out of state testing and/or special circumstances. The SFSO should have a supply of NTN REACT Online Test cost waivers.
14. If recruiting out of state, recruit in states that NTN offers their testing services. Team up with NTN to administer the written test, physical agility test, and request they do the oral board or assist with facilitating the oral board via video conference.

By implementing these or similar measures, the SFSO could create a more effective and efficient recruitment and hiring process that will enable it to fill urgent staffing needs quickly and with a high-quality workforce.

Best regards,

Ken Lomba
SFDSA President
president@sanfranciscodsa.com
Office: (415) 696-2428

Key Strategies Could Help the Sheriff Reduce Its Heavy Reliance on Overtime and Better Communicate Its Staffing Needs

San Francisco Sheriff's Department

The workload of the Sheriff's Department has increased due to new mandates and service requests, while the number of budgeted positions has remained stagnant. The department should improve its staffing practices, such as developing a comprehensive staffing plan, to better determine and communicate its needs to stakeholders.



June 19, 2019

City & County of San Francisco
Office of the Controller
City Services Auditor

About the Audits Division

The City Services Auditor (CSA) was created in the Office of the Controller through an amendment to the Charter of the City and County of San Francisco (City) that was approved by voters in November 2003. Within CSA, the Audits Division ensures the City's financial integrity and promotes efficient, effective, and accountable government by:

- Conducting performance audits of city departments, contractors, and functions to assess efficiency and effectiveness of service delivery and business processes.
- Investigating reports received through its whistleblower hotline of fraud, waste, and abuse of city resources.
- Providing actionable recommendations to city leaders to promote and enhance accountability and improve the overall performance and efficiency of city government.

Audit Team:

Tonia Lediju, PhD, Chief Audit Executive
Mark de la Rosa, Audit Deputy Director
Kat Scoggin, Supervising Auditor
Hunter Wang, Auditor-in-charge
Joanna Zywno, Senior Auditor
Rebecca Charlton, Staff Auditor
Alice Duncan-Graves, Staff Auditor
William Zhou, Staff Auditor
Sally Ma, San Francisco Fellow

For more information please contact:

Tonia Lediju, PhD
Chief Audit Executive
Office of the Controller
City and County of San Francisco
(415) 554-5393



<http://www.sfcontroller.org>



[@sfcontroller](https://twitter.com/sfcontroller)



<https://www.linkedin.com/company/sfaudits/>

Audit Authority

CSA conducted this audit under the authority of the San Francisco Charter, Section 3.105 and Appendix F, which requires that CSA conduct periodic, comprehensive financial and performance audits of city departments, services and activities.

Statement of Auditing Standards

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



OFFICE OF THE CONTROLLER CITY AND COUNTY OF SAN FRANCISCO

Ben Rosenfield
Controller

Todd Rydstrom
Deputy Controller

June 19, 2019

Sheriff Vicki L. Hennessy
San Francisco Sheriff's Department
City Hall, Room 456
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Sheriff Hennessy:

The Office of the Controller (Controller), City Services Auditor (CSA) presents its report of the staffing process of the San Francisco Sheriff's Department (Sheriff). The audit's objective was to assess the effectiveness of the Sheriff's staffing processes.

The audit concluded that the Sheriff's workload has increased due to mandates and new service requests, but the City and County of San Francisco (City) did not increase the Sheriff's budgeted staff from fiscal year 2014-15 to 2017-18, requiring the department to increasingly rely on overtime. In addition to understaffing, an understated relief factor and a cascading overtime effect contribute to the Sheriff's heavy reliance on overtime. This overreliance can lead to fatigue and its associated harmful effects.

The Sheriff should improve its staffing practices so it can better communicate its need for more staff to stakeholders and city decision-makers. For example, the Sheriff does not have a centralized and comprehensive staffing plan and does not sufficiently track workload data. Further, some of the Sheriff's processes, including its payroll process, are highly manual and do not facilitate adequate monitoring of staffing data.

The report includes 19 recommendations for the Sheriff to improve its staffing practices. The response of the Sheriff is attached as an appendix. CSA will work with the department to follow up every six months on the status of the open recommendations made in this report.

CSA appreciates the assistance and cooperation of all staff involved in this audit. For questions about the report, please contact me at tonia.lediju@sfgov.org or 415-554-5393 or CSA at 415-554-7469.

Respectfully,

A handwritten signature in black ink, appearing to read "Tonia Lediju".

Tonia Lediju, PhD
Chief Audit Executive

cc: Board of Supervisors
Budget Analyst
Citizens Audit Review Board
City Attorney
Civil Grand Jury
Mayor
Public Library

Executive Summary

The audit reviewed staffing at the San Francisco Sheriff's Department (Sheriff), focusing on its custody, field operations, programs, and administration functions, which account for 91 percent of its budget. The Sheriff is responsible for a wide variety of law enforcement duties, including providing detention of persons arrested or under court order, operating the county jails, running inmate and post-custody transitional programming, and providing bailiff services to the courts and security services to other city departments. Many of the Sheriff's duties are mandated by law and driven by factors beyond the department's control. The Sheriff operates under constraints from the City's general fund budget, which is subject to voter-approved restrictions and legislative priorities.

WHAT WE FOUND

Workload increases, understaffing, inaccurate staffing calculations, and policy decisions have contributed to the Sheriff **performing 20 percent of its work on overtime**.

Parts of the Sheriff's workload have been driven up by new mandates and service requests.

From fiscal year 2014-15 to 2017-18:

Bail reform



- Monthly new enrollments in electronic monitoring increased 355 percent
- Participants violating the terms of their monitoring increased 2,382 percent

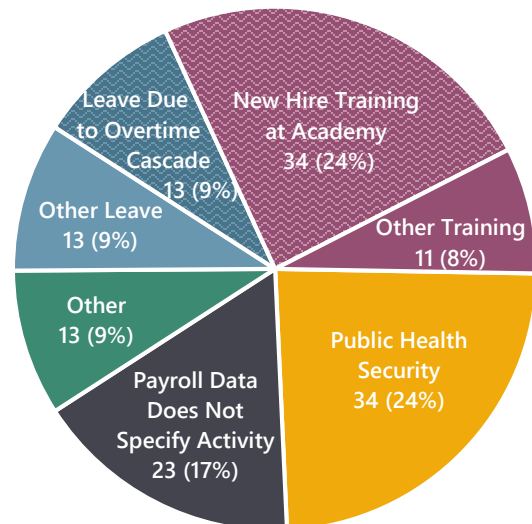
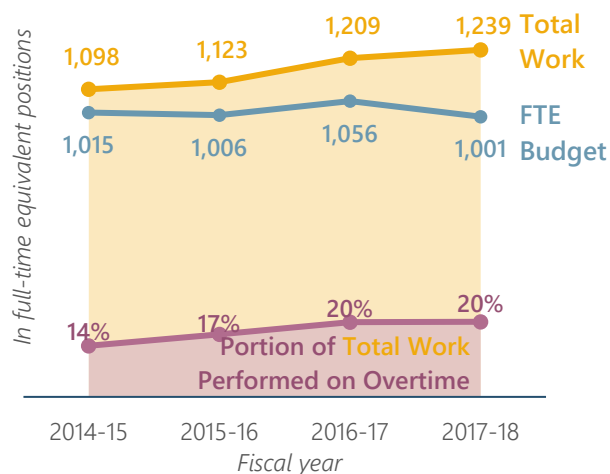
Expanded hospital facilities



Law enforcement and security services at Department of Public Health facilities increased 42 percent

The Sheriff's **budgeted*** staff went down 1 percent, but the Sheriff's **total hours** of work went up 13 percent and the proportion of those hours worked on **overtime** increased from 14 to 20 percent.

The increase of 141 full-time equivalent (FTE) worth of work is mostly due to **new and expanded security requests**, **increased leave** (partially due to cascading overtime), and a **hiring surge** after years of decreasing staffing levels.



* The number of budgeted FTEs excludes attrition savings. The fiscal year 2018-19 budget includes 1,019 FTE positions.

Excessive work hours present risks to health and safety.

Overreliance on overtime can lead to fatigue, which is associated with harmful effects including:



Degraded personal health



Loss of focus








Increased irritability and fearfulness



Decreased decision-making ability

The Sheriff's staffing plan, processes, systems, and data tracking need improvement to maximize its ability to analyze workload, estimate staffing, and ensure safer scheduling.

The Sheriff does not have a staffing plan that aligns with leading practices.	The department's staffing planning process does not include all recommended elements, hindering the department from analyzing and determining its staffing needs. It makes staffing decisions at the division and unit levels, making cross-division planning difficult.	
	Sheriff's Staffing Planning Process Does Not Fully Comply With Leading Practices	
	Profile Facilities	 Yes – Floorplans of the facilities it secures show physical characteristics that influence staffing needs.
	Develop a Facility Activity Schedule	 No – No facility activity schedule exists showing all programs, activities, services, and security functions occurring in each facility.
	Use an Accurate Relief Factor	 Partly – Relief factor is too low and understates staffing needs.
	Develop a Staff Coverage Plan	 Partly – Divisions have designated posts, but the Sheriff does not have a department-wide coverage plan.
Develop a Schedule	 Partly – Shift schedules are negotiated in the Sheriff's labor agreements, but the department has not determined whether the schedules are the most efficient for Sheriff operations.	
The Sheriff should free up the time of sworn staff by civilianizing and take steps to improve its budget position.	<ul style="list-style-type: none">▪ Civilianizing 34 positions would free up the time of sworn personnel for law enforcement duties and reduce administrative costs including \$909,000 in annual salaries.▪ The Sheriff does not recover all overhead costs it incurs to provide services to other city departments.▪ Certain union contract terms governing compensatory time off drive cascading use of overtime in the department.	
The Sheriff does not consistently track needed data.	The Sheriff does not adequately track or analyze workload data such as criminal investigations caseload and special requests from judges for trial courts security. Nor does it adequately track the impact of staffing decisions such as complete lockdowns logs and inmate program cancellations.	
Some processes are highly manual and inefficient.	The Sheriff has some outdated processes, which hinder efficiency and monitoring of its staffing practices. For example, Sheriff staff must process numerous paper timesheets each pay period, including more than one timesheet for any employee that works overtime.	

WHAT WE RECOMMEND

The report includes 19 recommendations to improve the Sheriff's overall management of staffing and workload, including recommendations to:

- Develop a master staffing plan for the department for all key functional areas, including jails, field operations, and major security functions, using best practices.
- Renegotiate key union contract terms that contribute to overtime use, including instituting alternate compensatory time accrual practices.
- Reduce administrative costs by civilianizing several key functions, which could free 34 sworn personnel to return to law enforcement duties.
- Implement controls to prevent fatigue, such as limits on excessive work hours.
- Implement technology solutions to modernize manual processes.

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Glossary

Admin Code	San Francisco Administrative Code
BSCC	Board of State and Community Corrections
Charter	Charter of the City and County of San Francisco
City	City and County of San Francisco
Controller	Office of the Controller
CSA	City Services Auditor, Audits Division
DataSF	City open data program
Deputy	Deputy Sheriff
FTE	Full-time equivalent
GPS	Global Positioning System
Lieutenant	Sheriff's Lieutenant
MOU	Memorandum of Understanding
OMB	U.S. Office of Management and Budget
POST	California Commission on Peace Officer Standards and Training
Public Health	San Francisco Department of Public Health
RDO	Regular Day Off
Sergeant	Sheriff's Sergeant
SFMTA	San Francisco Municipal Transportation Agency
Sheriff	San Francisco Sheriff's Department
Sworn staff	Local law enforcement officers
ZSFG	Zuckerberg San Francisco General Hospital

Introduction

BACKGROUND

The Sheriff works to meet its core mission of protecting public safety under constraints established by the City's budget and labor agreements.

The San Francisco Sheriff's Department (Sheriff) of the City and County of San Francisco (City) provides for safe, secure, humane, and constitutional detention of persons arrested or under court order, operates county jail facilities, including in-custody and post-release educational, vocational and transitional programs, and operates alternative sentencing for in-custody and out-of-custody community programs. In fiscal year 2017-18 the Sheriff's average daily jail inmate population was 1,269 and a daily average of 83 participants were on electronic monitoring.¹ The Sheriff's responsibility falls into four primary functional areas, as shown in Exhibit 1.

Exhibit 1: The Sheriff's Functions and Responsibilities

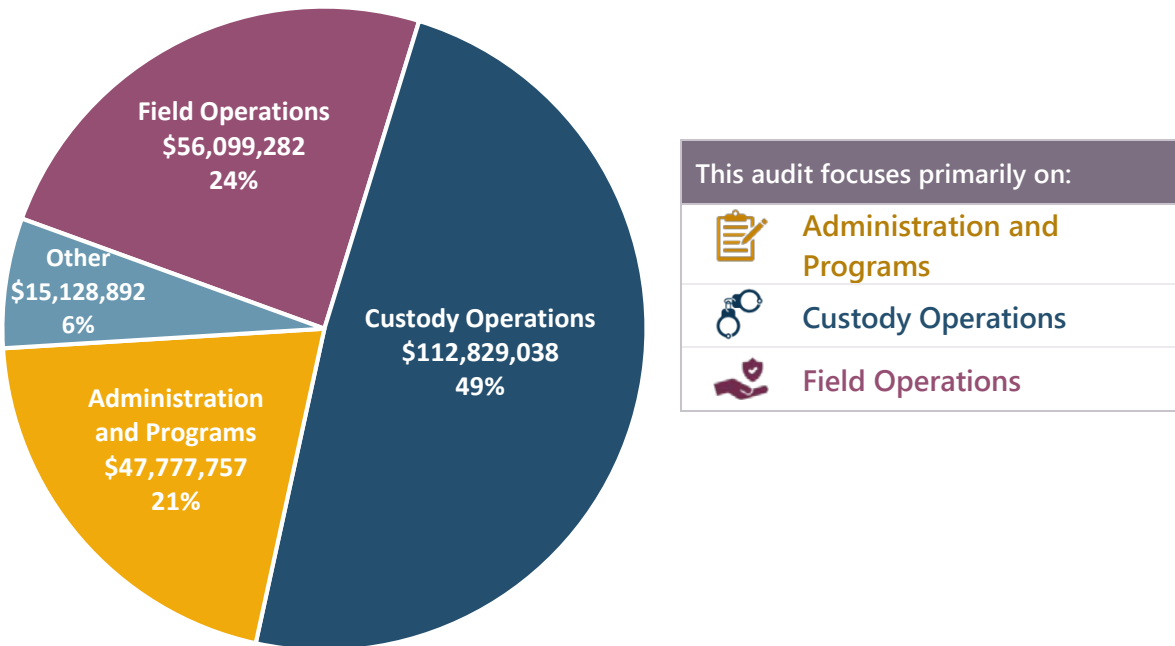
Division	Responsibilities
Custody Operations 	<ul style="list-style-type: none">▪ Operate safe, secure, and humane county jails, including the booking and release process, the hospital ward, and the classification unit.▪ Facilitate an environment in which educational and rehabilitation programs can accomplish their mission.▪ Process and maintain inmate records, information about releases, and warrants.
Field Operations 	<ul style="list-style-type: none">▪ Provide security and bailiff services to trial courts.▪ Provide law enforcement services to other city departments, including the Department of Public Health (Public Health), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission, and Department of Emergency Management.▪ Provide mutual aid to other law enforcement agencies, as needed.▪ Enforce civil court matters, including property seizures, evictions, and restraining orders.▪ Ensure election ballots are safely delivered and stored.▪ Provide safe and secure transportation of prisoners, including to other jurisdictions, as needed.
Administration and Programs 	<ul style="list-style-type: none">▪ Operate in-custody and post-release educational, vocational, and rehabilitation programs.▪ Monitor participants in alternatives to incarceration, including electronic monitoring.▪ Ensure a continuum of services as inmates transition to out-of-custody programs.▪ Monitor community-based organizations providing programs to inmates.▪ Manage recruitment, hiring, background investigations, jail clearances, personnel, and training.▪ Conduct criminal investigations.
Planning and Special Projects 	<ul style="list-style-type: none">▪ Support, enhance, and improve practices, policies, and efficiencies by working closely with other Sheriff divisions and managing special projects.▪ Provide critical services to the department, including infrastructure management and maintenance, information and technology support, communications, fleet management, and capital project planning.

Source: Sheriff's website, internal documents, policies and procedures, and city budget documents

¹ Due to legal changes to the bail process in 2018, the number of people on electronic monitoring has greatly increased from 83 average daily participants in fiscal year 2017-18 to 238 in the first half of 2018-19.

Of these functional areas, Custody Operations represented just over half of the department's budget, as shown in Exhibit 2. The audit focuses on Custody Operations, Field Operations, and Administration and Programs, which together account for 91 percent of the Sheriff's budget.

Exhibit 2: The Custody Operations Division Represented Almost Half of the Department's Budget in Fiscal Year 2017-18






Source: Auditor analysis of Fiscal Year 2017-18 Budget and Appropriation Ordinance

Most of the services the Sheriff provides are required by law.

When functions are mandated, the department must perform those duties, even if it requires staff to work overtime. Not doing so could present a risk to public safety and cause the department not to comply with local or state law. Many of the Sheriff's functions are mandated, as shown in Exhibit 3.

Exhibit 3: State and Local Law Mandate Most of the Sheriff’s Functions

Mandated Function*	Mandate
 Operate four county jails Within the jails, provide: <ul style="list-style-type: none"> ▪ Inmate medical care including mental health services ▪ Inmate education programs ▪ Individual and family social service programs which may include counseling, reentry planning, and legal assistance ▪ Religious services for inmates ▪ Minimum of three hours of recreation each week ▪ Classification of inmates to assign housing and activities according to need and safety ▪ General safety and maintenance of facilities 	San Francisco Charter (Charter), §6.105 Board of State & Community Corrections (BSCC), Title 15
 Provide court security	California Government Code, Article 8.5
Provide election security	Charter, §13.104.5
Provide law enforcement and security services at Public Health hospital campuses and clinics	San Francisco Administrative Code, (Admin Code) §1.59
Enforce civil court matters, such as restraining orders and evictions	Charter, §6.105
 Provide electronic monitoring as an alternative to incarceration for pretrial and sentenced individuals and case management	Charter, §6.105
Conduct criminal investigations of alleged crimes committed under the Sheriff’s jurisdiction, such as in the jails	California Penal Code, §830.1
Provide academy training (664+ hours) and ongoing training (24+ annual hours) for all sworn staff	California Code of Regulations Title 11, §1005 BSCC, Title 15
Maintain inmate records and incident reports	BSCC, Title 15
Participate in city councils, including the Reentry Council, Family Violence Council, and Sentencing Commission	Admin Code, §5.1, §5.19, & §5.25
Report on criminal justice topics, including civil immigration detainees, detentions or traffic stops, searches, and use of force	Admin Code, §121.5 & §96A California Government Code, §12525.2

*Includes only the department’s primary mandates, not every function. The department has other alternatives to incarceration, in-custody, and post-custody programs for inmates, and general operations, such as personnel, and peer support, which align with the City’s priorities but are not required by law.

Source: San Francisco and California laws and regulations

Factors outside the Sheriff’s control largely drive the type of work the department performs to fulfill its mandated functions.

As shown in Exhibit 4, much of the Sheriff’s workload is driven by external factors, such as court orders, new laws, and city rules.

Exhibit 4: External Factors Drive the Sheriff's Workload

External Factor	Effect on Workload
Arrests: Arrests resulting in a subject being booked into custody must be processed by the Sheriff.	Rates of arrests vary significantly over time providing an unpredictable workload.
Bail Reform: In January 2018 the California Court of Appeals determined (in the Humphrey decision) that judges would consider both a defendant's ability to pay and alternatives to money bail.	Enrollments in electronic monitoring increased 355 percent from fiscal years 2014-15 to December 2018 (See Finding 1.2.1). The majority of the increase in enrollment is from pre-trial defendants the court has ordered to participate in the program.
<p>Increased Scrutiny and Transparency:</p> <ul style="list-style-type: none"> ▪ Increased access to peace officer records: California Senate Bill 1421 and Assembly Bill 748 require increased availability of peace officer personnel records by the public. ▪ Federal immigration policy and sanctuary status: 2016 state law requires the Sheriff to inform individuals when U.S. Immigration and Customs Enforcement requests information on that person. ▪ Social activism and increased scrutiny: Increased scrutiny of law enforcement across the U.S. has led to many changes in how law enforcement agencies function, including support for the use of body-worn cameras, reviews of policies and procedures, and new laws and regulations regarding use of force. ▪ Policies and Procedures Transparency Law: California Penal Code Section 13650 requires law enforcement agencies to post their standards, policies, and practices online by January 2020. 	<ul style="list-style-type: none"> ▪ These laws can cause more work for the Sheriff's administrative staff as scrutiny of law enforcement agencies grows and access to records increases. The Sheriff may see more requests for records, including bodycam footage. Staff must redact requested information due to the legal protections afforded to subjects, witnesses, and employees. ▪ More such notices had to be sent during the audit period, creating additional work for the Legal Unit. ▪ A 2015 report of the President's Task Force on 21st Century Policing calls for mandating crisis intervention training for sworn personnel and increased training in addiction, implicit bias, procedural justice, and social interaction. Further, the Sheriff's internal investigations have received more scrutiny. In March 2019 the Sheriff referred 21 open investigations from the previous year to the Department of Police Accountability, with the remaining 46 to be conducted by Sheriff staff.² Also, the Sheriff reports the number of complaints has increased in the last two years. ▪ Among the requirements of this law is that the Sheriff, by January 2020, must post online all its policies and procedures, standards, and education and training materials.
Memorandums of Understanding (MOUs): The Sheriff operates under constraints of MOUs it has with San Francisco Deputy Sheriffs' Association and San Francisco Sheriffs' Managers and Supervisors Association. These agreements dictate minimum numbers of staff the department must schedule on each shift at each jail to maintain safe and secure operations.	The required staffing minimums affect scheduling and the flexibility of scheduling activities, such as inmate programs, in the jails. The MOUs define the minimum numbers of staff on shifts on weekdays, weekends, and holidays.
Civil Service Worker Protection: The Civil Service Commission considers whether existing civil service classifications (such as sheriff deputies) can perform work when approving contracts for security services.	Civil Service rules require that city departments first consider using the Sheriff for security and law enforcement and prohibits them from contracting for security services without considering a multitude of factors.

Source: Auditor analysis of Sheriff's workload data

² *San Francisco Chronicle*, "The Scanner: Misconduct probes in SF Sheriff's Department spiked in 2018," March 2019.

The Sheriff has both sworn and civilian staff.

The Sheriff had a salary budget of \$138 million for 1,000.53 full-time equivalent (FTE) authorized positions in fiscal year 2017-18.³ On June 30, 2018, the department had 848 sworn employees and 192 civilian employees, for a total of 1,040 employees, some of whom are part-time. Sworn personnel must complete academy training, which prepares them to exercise their authority to carry out peace officer duties including enforcing civil process, inmate transport, and criminal investigation. Generally, civilians working in law enforcement agencies perform administrative and support functions, such as clerical, financial, and information technology duties, that do not require a sworn officer's specialized training or authority. Exhibit 5 shows roles civilians fill at the Sheriff.

Exhibit 5: The Sheriff's Use of Sworn and Civilian Roles

Sworn Personnel	Civilian Personnel
<ul style="list-style-type: none">▪ Ensuring inmates in jails, hospitals, and alternatives to incarceration are secure and provided access to medical treatment, legal, recreation, and other programming▪ Providing security and serving as bailiffs in trial courts▪ Executing civil court orders such as serving writs, orders, and other legal papers▪ Transporting inmates securely▪ Providing general law enforcement duties▪ Information technology support▪ Fleet management▪ Processing bails and warrants▪ Personnel activities related to recruitment, hiring, leave, and worker's compensation	<ul style="list-style-type: none">▪ Providing clerical and administrative support▪ Finance, payroll▪ Processing, inquiry, recall, and recordkeeping of warrants▪ Verifying warrant inquiries from law enforcement agencies▪ Network and data services▪ Answering phones▪ Inmate and department legal services

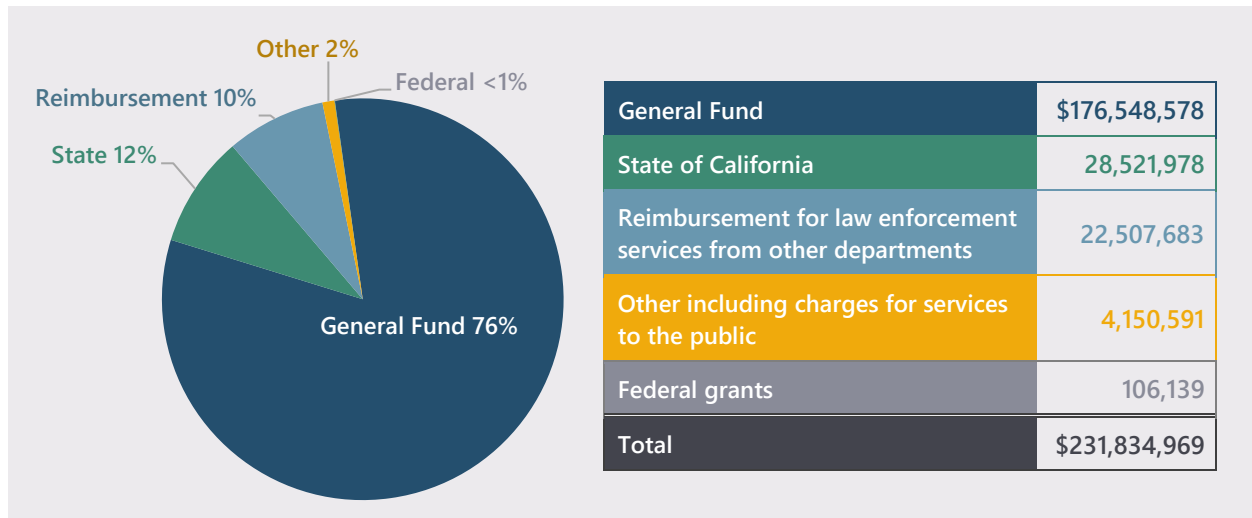
Source: Auditor analysis of Sheriff letters of agreement, post orders, and job postings

The Sheriff operates under constraints established in the City's budget.

The Sheriff receives money from the City's general fund (76 percent), the state government (12 percent), reimbursement from other city departments (10 percent), charges for services to the public (2 percent), and the federal government (0.05 percent), as shown in Exhibit 6.

³ The salary ordinance position authority for the Sheriff in fiscal year 2017-18 was 1,159.96, but the budget requires consideration of attrition savings, which occur when the department does not pay for a position after an employee leaves and before a replacement is hired. Taking into account attrition savings, the Sheriff funded 1,000.53 FTE employees in 2017-18.

Exhibit 6: The Sheriff's Funding Comes Primarily From the City's General Fund

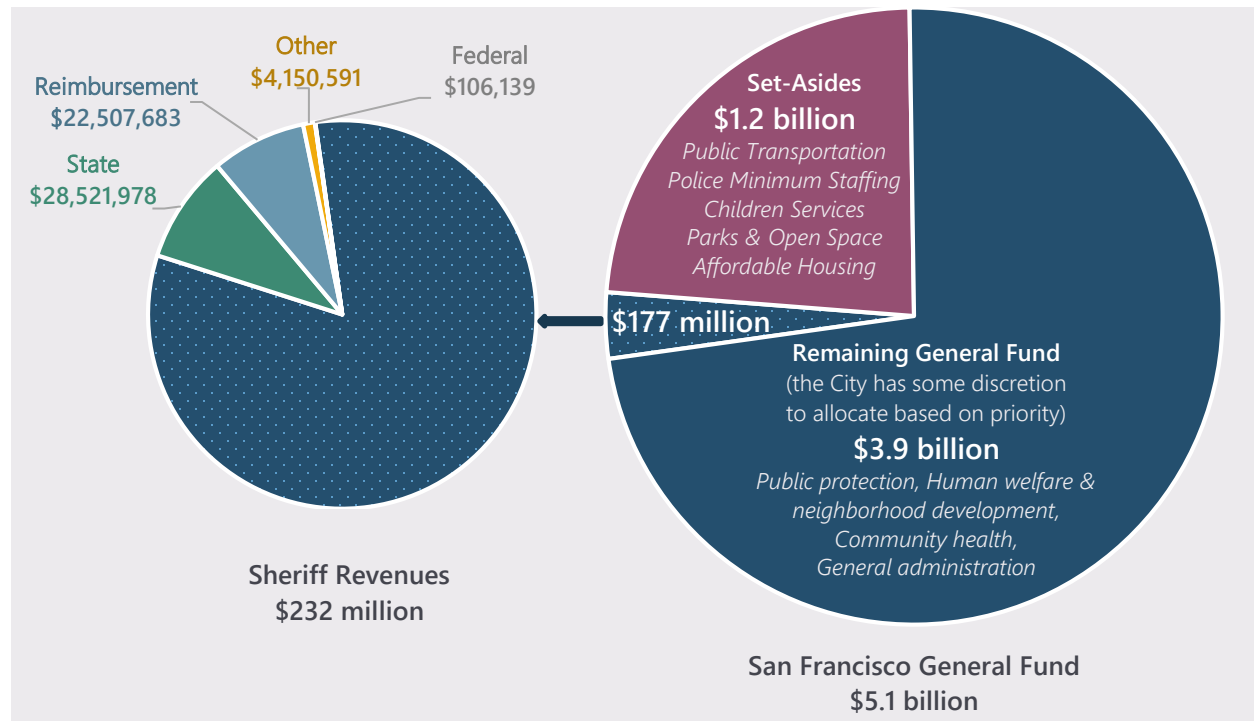


Source: Fiscal Year 2017-18 and 2018-19 Budget and Appropriation Ordinance

In allocating general fund revenues to the Sheriff, the City must weigh voter-approved restrictions and legislative priorities.

The City's budget is divided into governmental funds—which includes the general fund, special revenue funds, capital funds, and debt service funds—and enterprise funds. Enterprise fund revenues are mostly charges for services the City provides, such as utilities, airport, port, hospitals, and transit services. For each enterprise's respective fund, its revenues must be used to cover costs corresponding to that service. The general fund, which provides roughly half of the City's \$10 billion annual budget, supports public services that do not generate sufficient service charges or other revenues to cover the cost of their operations. Of the general fund's fiscal year 2017-18 \$5.1 billion budget, 24 percent was restricted by voter-approved baselines and mandates, which set aside money for specific uses. These restrictions limit city policymakers' discretion in allocating funds to other public service functions based on legislative and departmental priorities. Exhibit 7 shows these constraints, which are further discussed in [Chapter 1](#).

Exhibit 7: The Sheriff's Primary Revenue Source Must Also Fund Other Critical Functions and Voter-Mandated Priorities

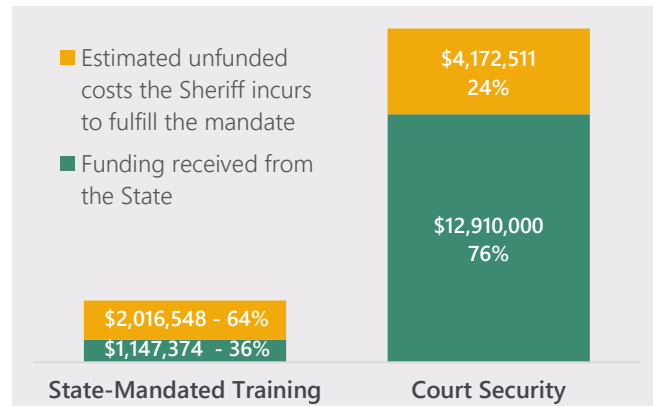


Source: Fiscal Year 2017-18 and 2018-19 Budget and Appropriation Ordinance

The Sheriff receives state money that only partially funds state mandates.

The California Government Code, Article 8.5, requires county sheriffs to provide court security services to courts within their county and partially funds this mandate by allocating a pool of money among the counties. This law also only allows a county to seek an increase in funding if it opens a new court facility. In fiscal year 2018-19 the projected cost of securing San Francisco's courts was \$17 million, but the Sheriff received only \$12.9 million in state funding in the preceding year. Exhibit 8 shows the constraints on state funding for the Sheriff.

Exhibit 8: The State Only Partially Funds Training and Court Security Mandates



Source: Auditor analysis of Sheriff's fiscal year 2017-18 revenue

Departments reimburse the Sheriff for law enforcement services it provides through work order agreements.

The Sheriff provides law enforcement services to other city departments, including Public Health, the Municipal Transportation Agency, Public Utilities Commission, and Public Library. For this work, departments reimburse the Sheriff for the direct labor costs of the staff assigned, but they do not reimburse the department for other costs, such as training requirements or payroll support for those staff, which is discussed further in [Finding 1.4.2](#).

OBJECTIVE

The overall objective of the audit was to assess the effectiveness of the Sheriff's staffing. Specifically, the audit sought to:

- Determine whether the Sheriff has an appropriate framework for managing and monitoring its staffing activities.
- Assess the scheduling of Sheriff staff and how it relates to employee performance, safety, and well-being.

SCOPE & METHODOLOGY

The scope of the audit includes staffing and operations of the Sheriff's department during fiscal years 2014-15 through 2017-18.

To conduct the audit, the audit team gathered evidence using a variety of procedures and from a range of sources, as outlined below.

Analyzed data:

- Evaluated city payroll data and performed an overtime analysis.
- Calculated a relief factor for deputy sheriff (deputy) and manager classifications using a weighted calculation of three fiscal years of pay data.
- Evaluated Sheriff workload data from several Sheriff divisions.

Reviewed information from city departments:

- Interviewed employees and reviewed documents, including policies and procedures, operation manuals, staffing documents, and post orders, from the following Sheriff divisions.
 - Executive management (hiring plan, retirement plans, department staffing demographics, training plans, interviews)
 - Custody Operations (operations manual, staffing plan, post orders, interviews)
 - Field Operations (interviews, letters of agreement)
 - Administration and Programs (staffing report, interviews)
 - Planning and Special Projects (policies and procedures, interviews)
- Reviewed relevant sections of the San Francisco Charter, San Francisco Administrative Code, and California law.
- Reviewed the City's budget book, budget and appropriation ordinance, and salary ordinance.
- Reviewed employee memorandums of understanding and letters of agreement with departments on work orders.
- Interviewed staff of city departments and the Superior Court of San Francisco to determine whether the Sheriff's law enforcement and security services are meeting their needs.
- Reviewed job descriptions and post orders to identify positions filled by sworn personnel that could potentially be civilianized.

Reviewed reports completed by the Controller, the Budget and Legislative Analyst, and other jurisdictions:

- City and County of San Francisco, Budget and Legislative Analyst, *Performance Audit of the San Francisco Sheriff's Department's Workers Compensation and Overtime*, 2015.
- City of San Jose, Office of the City Auditor, *Audit of Civilianization Opportunities in the San Jose Police Department*, 2010.
- City and County of San Francisco, Controller's Office, City Services Auditor, *The Department Can Better Address Critical Information Technology Needs with Improved Staffing, Organization, and Governance*, 2018.
- King County, Auditor's Office, *Performance Audit of Jail Overtime*, 2006.
- King County, Auditor's Office, *King County Sheriff's Office Overtime: Better Strategy Could Reduce Hidden Costs and Safety Risks*, 2017.
- Maryland General Assembly, Office of Legislative Audits, *Department of State Police Workforce Civilianization*, 2016.
- City and County of San Francisco, Controller's Office, Budget and Analysis Division, *Fiscal Year 2016-17 Annual Overtime Report*, 2018.
- Various publications by the California Board of State and Community Corrections and California Commission on Peace Officer Standards and Training.

Reviewed best practices and research:

- D. Liebert and R. Miller, U.S. Department of Justice, National Institute of Corrections, *Staffing Analysis Workbook for Jails*, 2001.
- W. King and J. Wilson, U.S. Department of Justice, Community Oriented Policing Services, *Integrating Civilian Staff Into Police Agencies*, 2014.
- R. Davis, M. Lombardo, D. Woods, C. Koper, and C. Hawkins, *Civilian Staff in Policing: An Assessment of the 2009 Byrne Civilian Hiring Program*, 2013.
- B. Vila, G. Morrison, and D. Kenney, *Improving Shift Schedule and Work-Hour Policies and Practices to Increase Police Officer Performance, Health, and Safety*, 2002.
- B. Vila, D. Kenney, G. Morrison, and M. Reuland, *Evaluating the Effects on Fatigue on Police Patrol Officers: Final Report*, 2000.
- B. Vila and D. Kenney, *Tired Cops: The Prevalence and Potential Consequences of Police Fatigue*, 2002.
- D. Lindsey, *Police Fatigue: An Accident Waiting to Happen*, 2007.
- K. Amendola, D. Weisburd, E. Hamilton, G. Jones, and M. Slipka, *The Impact of Shift Length in Policing on Performance, Health, Quality of Life, Sleep, Fatigue, and Extra-Duty Employment*, 2011.

Chapter 1

The Sheriff's Workload Has Increased, but the City Has Not Funded Additional Staff

SUMMARY

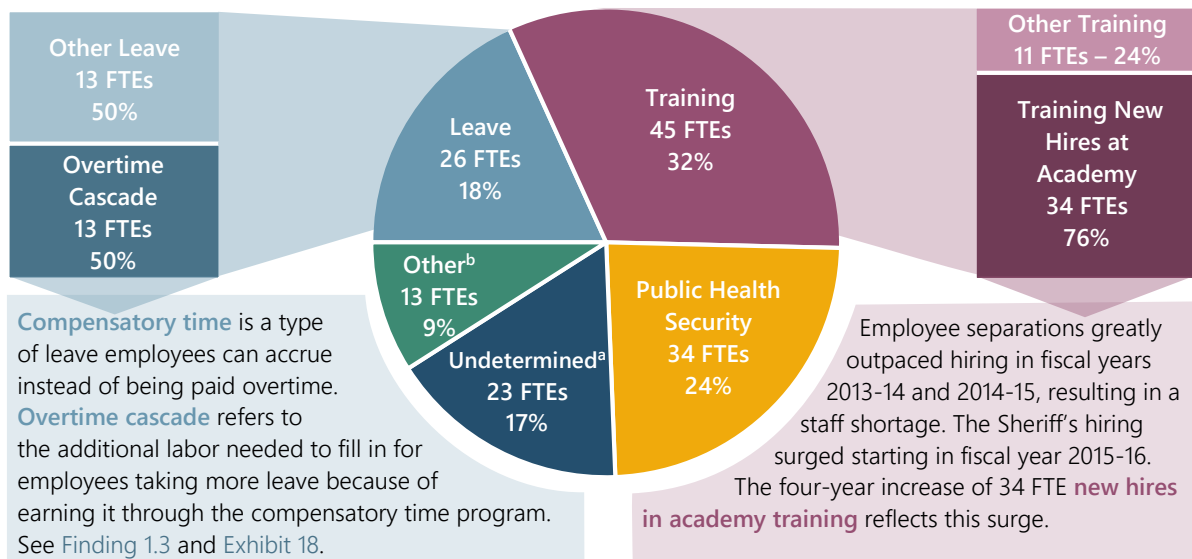
The City did not increase the Sheriff's staffing budget during fiscal year 2014-15 through 2017-18, contributing to a growing gap between the Sheriff's total work performed and its budgeted staff. Recent events, such as a 2018 California court ruling and the expansion of Zuckerberg San Francisco General Hospital (ZSFG), have increased the Sheriff's workload. The court decision drastically increased San Francisco's use of supervised release (including electronic monitoring), requiring much more Sheriff staff time to adequately supervise electronic monitoring program participants. And because the Sheriff provides law enforcement and security services to the Department of Public Health (Public Health), which oversees ZSFG, the expansion of ZSFG's facilities has increased the Sheriff's workload and staffing needs.

To fill this gap between workload and staffing, in fiscal year 2017-18 the Sheriff consistently relied on overtime to provide 20-28 percent of the hours needed to operate the jails, provide security and bailiff services to the courts, and provide law enforcement and security services to Public Health. However, the Sheriff could reduce its need for overtime and improve its budget position by civilianizing (using civilian classifications to staff) 34 positions and by recouping administrative overhead costs the Sheriff incurs when providing law enforcement and security services to other city departments.

Finding 1.1: The City has not increased the Sheriff's budgeted staff despite the department's increased workload.

In fiscal year 2017-18 the Sheriff filled nearly all of the vacancies it had in the three prior years. However, the increased hiring did not keep pace with the increased amount of work the department performed. From fiscal year 2014-15 to 2017-18, the Sheriff's total work hours increased by 13 percent (141 FTEs worth of work). As shown in Exhibit 9, this increase is due to expanded security services provided to Public Health (see [Finding 1.2.2](#)), increased training because of a hiring surge, and increased use of leave, which is partially due to the increased leave hours accrued by employees working overtime. This increase in work occurred while staffing increased by only 5 percent (43 FTEs worth of work) and budgeted positions decreased by 1 percent (14 FTEs). And as Exhibit 10 shows, even as the Sheriff filled most of its budgeted positions in fiscal year 2017-18, its total work performed still exceeded its budget by 238 FTEs and the proportion of work that it performed using overtime increased from 14 to 20 percent. The gap has grown by more than 186 percent, from 83 to 238 FTEs, at least in part because of increased workloads in key functions, as discussed in [Finding 1.2](#).

Exhibit 9: The Sheriff's Total Work Hours Increased by 141 FTEs From Fiscal Year 2014-15 through 2017-18 Mostly Because of Expansion of Public Health Security Services and Increased Leave and Hiring



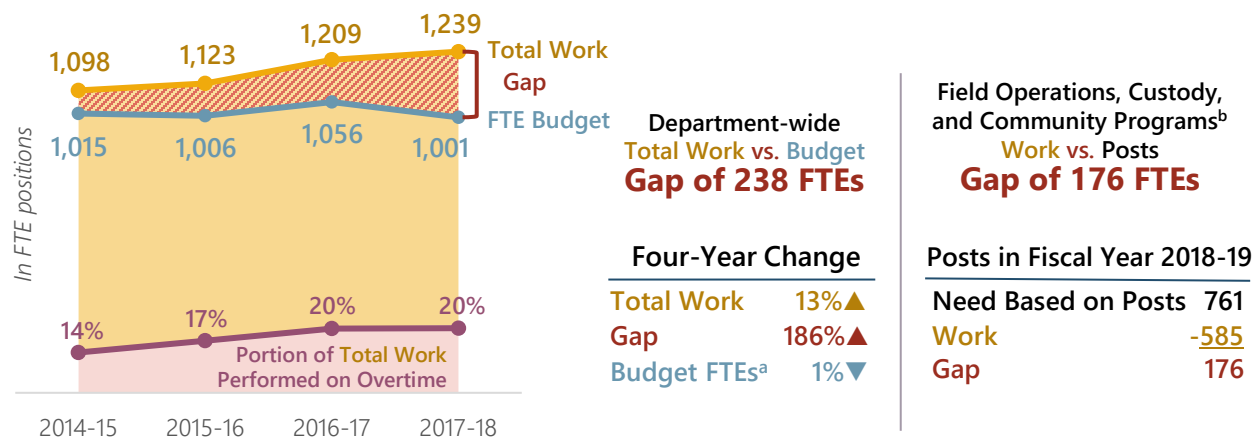
Notes:

^a Before 2018 compensatory time earned was not categorized in the City's systems by activity, so the increase in hours paid to employees in this way cannot be attributed to any specific Sheriff function.

^b *Other* includes a decrease of 11 FTEs in the jails, an increase of 1 FTE for court security (see [Finding 1.3](#)), and small changes in other areas.

Source: Auditor analysis of city payroll data for fiscal years 2014-15 through 2017-18

Exhibit 10: Although the Sheriff Has Hired to Fill Nearly All Its Budgeted Positions, Its Total Work in Fiscal Year 2017-18 Still Exceeded the Budget by 238 FTEs



Notes:

^a The number of budgeted FTEs includes attrition savings required of each department. The fiscal year 2018-19 budget includes 1,019 FTE positions.

^b The Field Operations Division, Custody Operations Division, and Community Programs unit represent 77 percent of the department's sworn workforce. Posts represent work assignments.

Source: Auditor analysis of city payroll data and budget documents and Sheriff's post assignments

Further, the Sheriff may be insufficiently staffed based on its established post assignments. Although the department has almost enough supervisors—it needs 76 and has 73 FTE supervisors, it is significantly short of deputies based on its established post assignments. The Sheriff needs 761 FTE deputies to fill post assignments in the Field Operations Division, Custody Operations Division, and Community Programs unit, but has only 585 FTE deputies, a shortfall of 176 FTE employees. However, this does not necessarily require the department to hire 176 deputies—the Sheriff may choose to fill a portion of the shortfall with overtime.

Some level of overtime allows the Sheriff to efficiently provide necessary coverage or to quickly respond to short-term variations in workload, such as covering a post when a deputy is sick. In such situations, overtime costs less than it would to hire and train additional full-time staff because, among other reasons, overtime brings no additional costs to the City for health and retirement benefits. However, the department’s continued reliance on overtime beyond covering unexpected leaves erodes the cost-effectiveness of not hiring additional deputies. Further, it risks the safety and wellness of its employees, inmates, and the public.

Total work hours and current fixed-post assignments may not precisely reflect the Sheriff’s total staffing need. For example, total work hours excludes requests for more security that a city department, such as Public Health, might want, but that the Sheriff cannot provide due to staffing limitations. Total work hours could also include time spent on inefficient practices. Modernizing some of the Sheriff’s manual processes, such as scheduling of staff, may improve efficiency, as discussed in [Finding 2.4](#). However, a significant portion of the department’s work is to maintain a security presence, which is driven largely by the risk posed by jail inmates and the physical structure of the buildings it secures. Such work has little opportunity for efficiency cost savings.

In allocating the City’s general fund, the City did not increase the Sheriff’s budgeted staff during the audit period despite increases in the department’s workload, as shown in Exhibit 10. Despite its bigger overall budget, the City’s budget decisions are constrained by many factors, including large, voter-mandated set-asides and the legislative priorities of those who make budget decisions (as shown in [Exhibit 7 in the Introduction](#)).

The Sheriff’s budget affects whether those in custody have access to programming that can ease their reentry and reduce recidivism. Although advocacy groups and family members may speak up for those most affected by the Sheriff’s budget when the Office of the Mayor (Mayor) meets with community groups or the Board of Supervisors holds public hearings as shown in Exhibit 11, the individuals most directly affected by the Sheriff’s budget cannot attend hearings because they are in custody.

Exhibit 11: The City Has a Deliberative Process for Approving Its Budget

Prepare Budget	Budget Review	Public Hearings	Final Budget
Based on instructions from the Mayor, departments prepare their budgets. During the audit period, all budget instructions included required budget cuts. The Sheriff works with the Mayor and identifies the department’s needs for the upcoming budget.	The Mayor reviews submitted budgets and meets with community groups to provide budget updates and hear concerns and requests for funding to improve public services.	The Board of Supervisors holds public hearings to review departmental requests and solicit public input.	The Board of Supervisors votes to approve the final budget.
December - February	February - May	May - June	July

Source: Mayor’s proposed budget

Although the budget process allows stakeholders to propose their funding priorities, the Mayor and the Board of Supervisors ultimately must decide how to allocate the resources in the general fund. During the four-year audit period, these decisions have not included increasing the Sheriff's staffing despite the department's increased workload, as discussed below.

Finding 1.2: The Sheriff is addressing increases in its workload due to bail reform and new service requests with hiring and overtime.

Both the Sheriff's electronic monitoring program and law enforcement and security work for Public Health now require more resources due to recent changes beyond the Sheriff's control. In January 2018 a California court ruled that bail amounts be set or adjusted to a level that individuals can afford, unless there is clear evidence the individual is a threat to public safety or a flight risk. In response, the courts have increased the use of supervised release, including electronic monitoring, in San Francisco. The Sheriff also provides law enforcement and security services for Public Health facilities. Since the opening of a new hospital building at ZSFG in 2016, the Sheriff must cover a larger area.

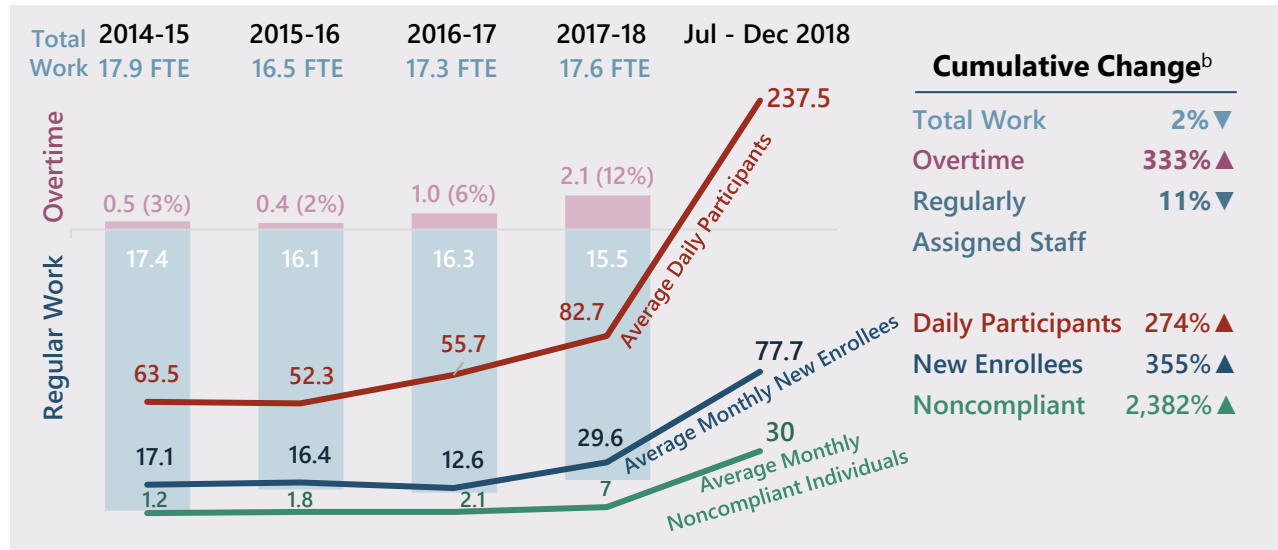
Finding 1.2.1: The number and risk level of people on court-ordered electronic monitoring have increased, but staffing has not, which risks overwhelming the Sheriff's oversight capacity.

Although the workload of the Sheriff's electronic monitoring program has grown drastically since 2018, staffing for this function has remained relatively static, putting at risk the Sheriff's ability to adequately monitor the program. As discussed in the [Introduction](#), the electronic monitoring program is an alternative to incarceration that allows the department to remotely supervise individuals who would otherwise be in custody.

Since fiscal year 2014-15 the average monthly number of new enrollments in the electronic monitoring program has increased 355 percent, the average daily number of participants monitored has increased 274 percent, and the average number of participants who have violated the terms of their electronic monitoring agreements has increased 2,382 percent. Despite this, as Exhibit 12 shows, staffing for the unit responsible for this program has remained static through June 2018, as the Sheriff decreased regularly assigned staff⁴ and increased overtime.

⁴ CSA defines regularly assigned staff as the total number of regular work and leave hours, excluding overtime hours, expressed in FTE employees.

Exhibit 12: The Sheriff's Electronic Monitoring Workload Has Increased Drastically, But Assigned Staffing Has Not^a



Notes:

^a Numbers of FTE employees and electronic monitoring program data rounded to nearest tenth.






^b The audit period is fiscal years 2014-15 through 2017-18. However, because the steep increase in the electronic monitoring workload began in January 2018, this exhibit includes some 2018-19 data to highlight the upward trend.

Source: Auditor analysis of city payroll data and Sheriff's electronic monitoring data

According to the Sheriff, the number of individuals on electronic monitoring has significantly increased due to a January 2018 court ruling that bail amounts be adjusted to a level that individuals can afford, unless there is clear evidence the individual is a threat to public safety or is a flight risk. Since the decision, which was subsequently codified into state law, the courts have increased the use of pre-trial supervised release (including electronic monitoring) in San Francisco.

Electronic monitoring involves tracking a participant's whereabouts using an ankle monitor with a GPS (Global Positioning System) tracking mechanism or monitoring alcohol intake using a portable breathalyzer. Electronic monitoring is tailored to the individual case and can involve restrictions on where the person can go or whether they can have visitors at home. As shown in Exhibit 13, the process to enroll a participant on electronic monitoring is labor-intensive, and includes running a warrant check, visiting the participant's home, explaining program requirements, and instructing the participant on using the equipment.

Exhibit 13: Enrolling a Person in the Electronic Monitoring Program is Time-Intensive for Sheriff Staff

Activity		Estimated Staff Hours	
		Sentenced Enrollee	Pre-Trial Enrollee
 1. Public Safety Monitoring Assessment			
Receive court paperwork, check criminal history, confirm charges, releases, and warrants.		1-2	
 2. Eligibility Checklist			
Determine appropriateness of electronic monitoring as an alternative to jail for the sentenced individual by assessing risk: <ul style="list-style-type: none">✓ Consider crimes committed by the individual✓ Interview the individual's case manager✓ Review in-custody program participation	<i>The department indicated that it does not have discretion to determine whether a pre-trial enrollee is qualified for electronic monitoring, and that liability for these individuals is on the courts. Therefore, this step does not apply to pre-trial participants.</i>	2-4	Not applicable
 3. Interview			
Review program rules with participant. Ensure participant has a residence at which to charge their electronic monitor.		0.75-2	
 4. Home Check*			
Schedule home check (up to 50 miles away from San Francisco) to evaluate appropriateness of the home for electronic monitoring, ensure public and Sheriff staff safety, and to clear potential stay-away zone conflicts. Record video of the home and talk to relatives and other housemates, if any.		2-6*	
 5. Release			
Participant is fitted with an electronic monitor, set up with stay away zones (if applicable), agrees to the terms of monitoring, and released.		2-4	
Total Sheriff Staff Hours		8-18	6-14





* For safety reasons, two deputies perform home checks; thus, hours are total of both deputies.

Source: Community Programs' procedures and interviews of Sheriff staff

The Sheriff monitors participants 24 hours per day. According to the Sheriff, one employee is assigned to the electronic monitoring platform and at least two employees on every shift are assigned to conduct compliance checks. When participants violate the terms of their electronic monitoring, this further adds to the Sheriff's workload. For sentenced offenders, Sheriff staff must find and re-arrest the individual, but do not need to secure a warrant. The process for pre-trial defendants, who represent most of the increase in those being electronically monitored, is more involved as shown in Exhibit 14.

Exhibit 14: The Number of Electronic Monitoring Participants Who Violated Program Terms Increased 2,382 Percent, Adding Hours to the Sheriff's Workload*

The case study below demonstrates the additional work the Sheriff performs when a participant violates the terms of his or her electronic monitoring.

Activity		Estimated Sheriff Staff Hour
	1. Pre-Trial Participant Violates Terms of Electronic Monitoring	
Day 1	Participant violates terms of electronic monitoring agreement by: <ul style="list-style-type: none"> Leaving designated home zone. Tampering with and removing electronic monitor. 	1
	2. Sheriff Writes Affidavit for Warrant	
Day 1	Deputy writes affidavit warrant. Deputy obtains judge's signature.	2
	3. Sheriff Follows up	
Day 15	Member of the public reports finding detached electronic monitoring device. Deputy retrieves device and writes incident report. Participant is still at large.	2
	4. Individual Arrested, Taken Into Custody	
Day 122	Police officer arrests defendant on new charges. Deputy takes defendant into custody, writes a follow-up report.	1
Estimated Average Sheriff Staff Hours Required Per Violator		6
Average Violations Per Month		30
Estimated Additional Sheriff Labor Hours Per Month		180 (1.03 FTE)

* From January 2014 to December 2018

Source: Community Programs' case files and interviews of Sheriff staff

Participants Violating Terms of Their Electronic Monitoring Increased

Electronic Monitoring Participants That the Sheriff Considers High Priority for Response Increased

1210%
374%

The number of people violating the terms of their electronic monitoring increased 1,210 percent between 2017 and 2018. Each violation creates additional work for Sheriff employees. Further, the number of participants the Sheriff considers as higher priority for response to violations increased 374 percent. Such high priority cases include those accused of domestic violence, weapons, driving under the influence and other serious acts.

Source: Sheriff's electronic monitoring data and interviews of Sheriff staff

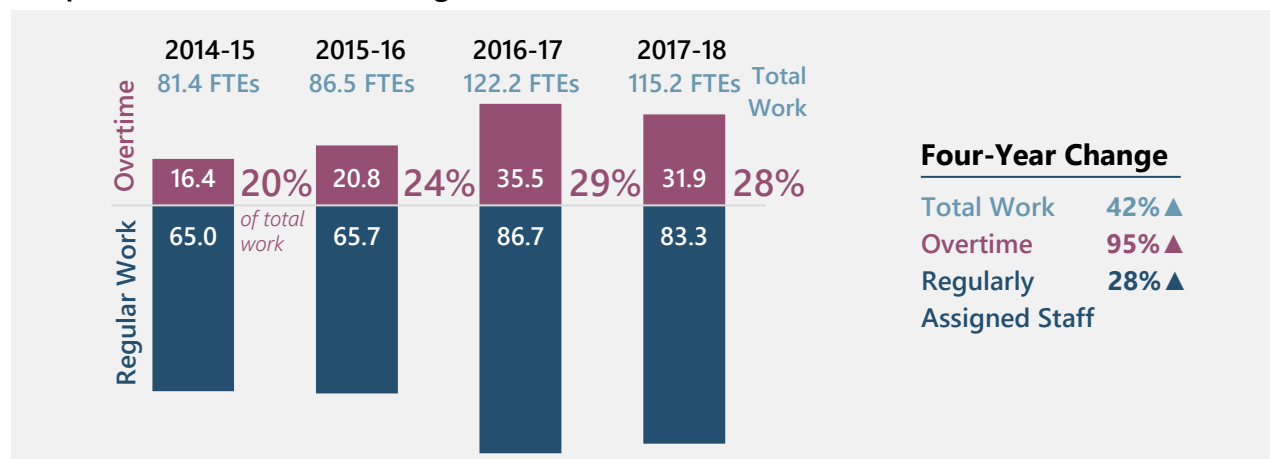
In addition to the increase in the number of those being electronically monitored, a greater proportion are now people the Sheriff considers higher priority for responding to violations of monitoring terms (up 374 percent). The number of pre-trial defendants court-ordered to electronic monitoring increased after the Humphrey decision, but both that ruling and California's constitution emphasize that victim and public safety is the primary consideration in determining whether a

defendant must be detained in jail, released, or enrolled in an alternative program such as electronic monitoring. According to Sheriff staff, the department considers the seriousness of the alleged crime in determining risk to the public and how the department responds to a person's actions. For example, staff stated that someone accused of domestic violence with a stay away zone around the alleged victim's residence who violated that stay away zone would likely trigger a priority response unless a more critical issue was occurring at the same time. This public safety concern emphasizes the need for evaluating the appropriate level of staffing in the Community Programs unit to ensure adequate coverage to monitor participants and respond to violations of monitoring terms.

Finding 1.2.2: The Sheriff increased its staffing at Public Health due to increased security needs, but staff still worked an average of 800 hours of overtime per assigned employee to provide coverage in fiscal year 2017-18.

Both the number of employees assigned to Public Health and the number of overtime hours worked by Sheriff staff increased from fiscal year 2014-15 to 2017-18 to meet Public Health's security needs. The Sheriff is responsible for providing law enforcement and security services at Public Health premises, including two major hospital campuses and multiple health clinics. According to Public Health, to determine the appropriate Sheriff staffing level, it conducts an annual assessment to determine how many Sheriff employees will be needed to meet the department's workload. Public Health discusses the assessment with the Mayor and Sheriff. The Mayor then approves the plan and includes funding in Public Health's budget to fund its work order agreement with the Sheriff. According to Public Health, the Sheriff provides law enforcement and security services for over 3 million square feet of property.

Exhibit 15: The Sheriff Has Assigned More Staff to Public Health but Not Enough to Keep Pace With the Increasing Workload



Source: Auditor analysis of city payroll data

Increased security work at ZSFG was the primary driver of the large increase in the Sheriff's total work performed for Public Health from fiscal year 2015-16 to 2016-17. The increase corresponds to the opening of the new hospital facility at ZSFG in 2016. However, the total amount of work increased by 42 percent (from 81.4 to 115.2 FTEs), which was greater than the 28 percent growth in regular staff assigned (from 65.0 to 83.3 FTEs). This led to the Sheriff significantly increasing its overtime for Public Health security in this period to an average of 800 hours over the year for each deputy, as shown in Exhibit 15.

Finding 1.3: The Sheriff relies extensively on overtime, which is driven by an underestimated relief factor, staffing levels that are below their established post assignments, and a cascading overtime effect.

In addition to overtime accounting for 28 percent of Public Health security hours in fiscal year 2017-18, Sheriff employees work a significant amount of overtime in the jails and courts: 22 percent of jail hours and 20 percent of court hours were overtime in fiscal year 2017-18. The audit identified three potential contributing factors to the high use of overtime: staffing levels below those needed to cover established post assignments, underestimated relief factors, and cascading overtime use due to employees earning compensatory time off for working overtime shifts.

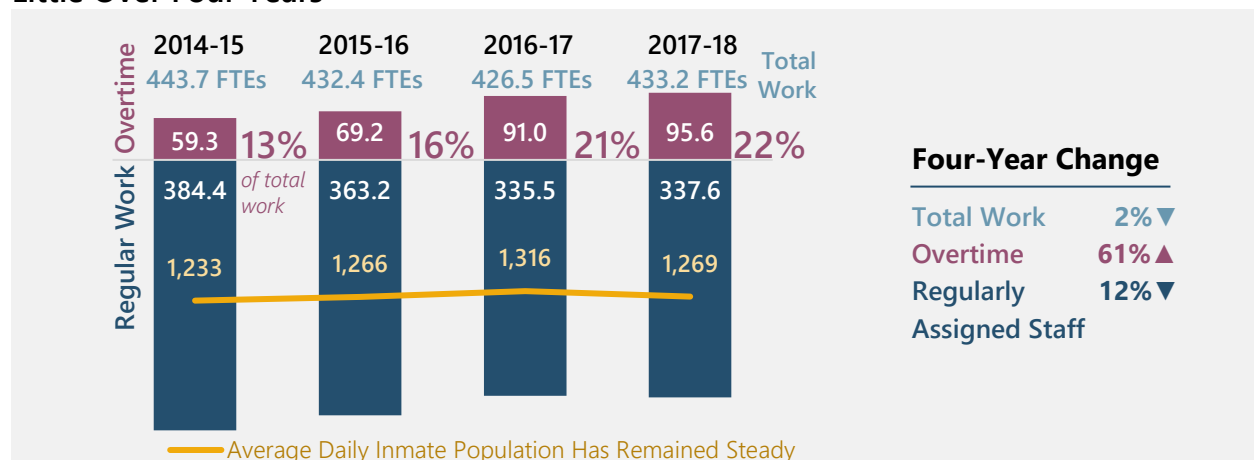
When overtime is used to address temporary and unpredictable fluctuations in the supply of staff, such as when employees are sick, the overtime costs less than hiring and training additional full-time staff, partly because overtime brings no additional costs to the City for health and retirement benefits. As discussed above, the department's continued reliance on overtime beyond covering unexpected leaves erodes the cost-effectiveness of not hiring additional deputies. Also, overtime-related fatigue has been found to have negative consequences, including degrading personal health, reducing focus, and increasing aggression, as discussed in [Finding 2.2](#). Adding staff to key areas may reduce required overtime, reduce the risk of fatigue and its harmful effects, and create employment opportunities.

As noted in the [Introduction](#), the Sheriff operates the county jails and provides security and bailiff services to the courts. Although total work hours were relatively stagnant in these two functions from fiscal year 2014-15 to 2017-18, overtime accounted for significant portions of the hours worked in both areas. Employees' use of compensatory leave that they earn by working overtime could further exacerbate the Sheriff's staffing challenges. In essence, earned compensatory time is a future liability that may cause the Sheriff to more often have staff unavailable for work and, thus, more often need to have available staff work overtime.

San Francisco's Jails Increasingly Rely on Overtime

As shown in Exhibit 16, the quantity of work (in FTEs) performed in the jails remained relatively constant from fiscal year 2014-15 to 2017-18, as regularly assigned staff decreased and overtime increased.

Exhibit 16: The Sheriff's Staffing in the Jails and Inmate Population Have Changed Little Over Four Years



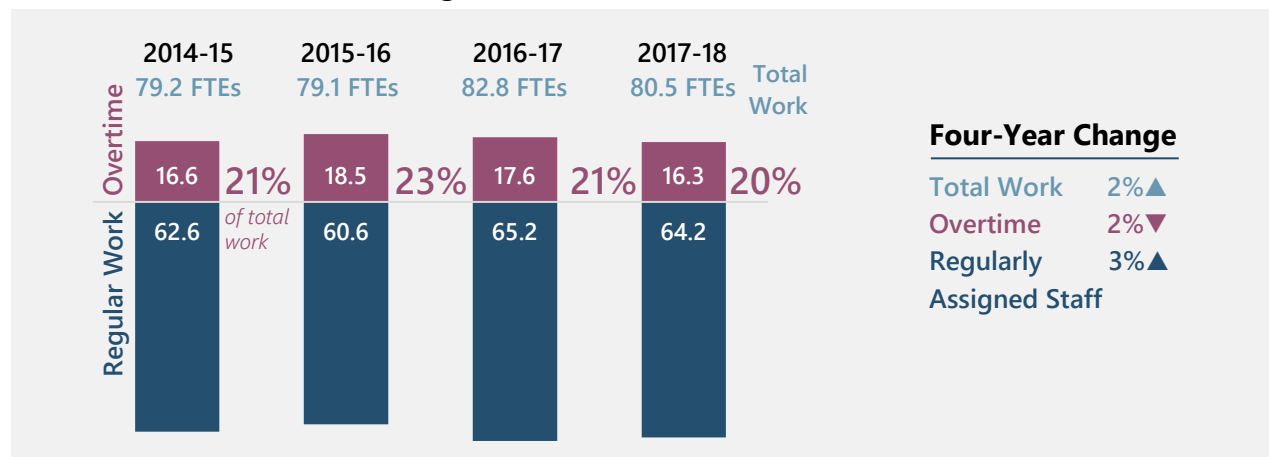
Source: Auditor analysis of city payroll data and inmate data from Controller

According to Sheriff management, the decrease in regularly assigned staff and the corresponding increase in jail overtime likely occurred because the Sheriff reassigned some jail employees to the Field Operations Division and Administration and Programs Division due to increased workload in those divisions. Both the total work performed in the jails (down 2 percent or 10.5 FTEs) and the average daily inmate population (up 3 percent or 36 inmates) changed very little over the four years. However, the number of employees regularly assigned to the jails dropped 12 percent in the same period (from 384.4 to 337.6 FTE). To provide the number of work hours needed in the jails with fewer employees, the Sheriff increased overtime by nearly 61 percent (36.3 FTEs). By fiscal year 2017-18 Sheriff staff working overtime accounted for 22 percent of total hours worked in the jails.

The Sheriff Requires Overtime to Fulfill Its Mandate to Secure the Courts

Sworn employees provide security for court buildings and serve as bailiffs in courtrooms but require significant overtime to fulfill this responsibility, as shown in Exhibit 17.

Exhibit 17: The Sheriff Used Significant Overtime to Secure the Courts



Source: Auditor analysis of city payroll data

Although Sheriff staff worked overtime for an average of more than 20 percent of the total hours used to address the courts' security needs, overtime levels remained steady from fiscal year 2014-15 to 2017-18.

Current overall staffing levels are well below the Sheriff's current post assignments.

As discussed in [Finding 1.1](#), there is a substantial gap between the number of post assignments the Sheriff has for its Custody and Field Operations divisions and the number of deputies assigned to those divisions. To cover all these post assignments without any overtime would require an additional 176 deputy FTEs or the equivalent hours in existing deputies working overtime.⁵ This potential understaffing may also be negatively impacting the Sheriff's operations. From fiscal year 2014-15 to 2017-18, the Sheriff reported at least 16 trainings were cancelled due to staffing shortage. These cancelled trainings included important training such as Creating an Inclusive Environment, Crisis Intervention Training, and range training.

Similarly, as further discussed in [Finding 2.3](#), current staffing levels may have disrupted the delivery of programs in the jails. Training cancellations and disruptions to program delivery in the jails emphasize

⁵ CSA did not assess the appropriateness of the Sheriff's current post assignments, but looked at what is required to fill existing post assignments.

the need for the Sheriff to reevaluate current staffing assignments and determine appropriate staffing levels to ensure staff receives trainings and inmates receive program services crucial to rehabilitation.

The Sheriff underestimates its staffing need by using a relief factor that is too low.

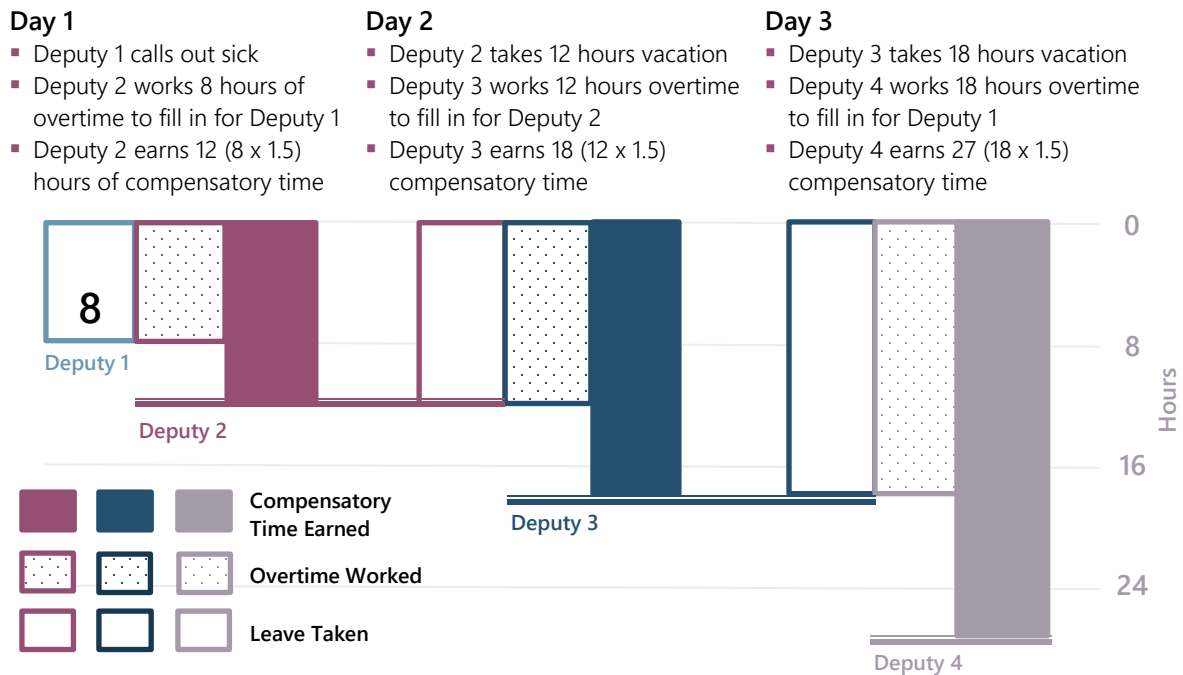
A relief factor is the number of FTE employees needed to fill a post assignment that is continuously covered. For example, if the Sheriff has a relief factor of 1.25 for a given post assignment, then it should employ 1.25 FTE employees to fully cover that post assignment. As discussed further in [Finding 2.1](#), the Sheriff's relief factors are understated, causing the department to underestimate its true staffing need.

Deputies working overtime shifts can earn extra compensatory leave hours instead of extra pay, but this option causes a cascading effect that increases the Sheriff's need for overtime.

When the Sheriff overly relies on overtime to meet its workload, it risks exponentially increasing the compensatory time off earned (and eventually taken) by its staff. When most Sheriff employees work overtime, they may choose to be paid for that overtime at 1.5 times their base compensation rate or to accrue compensatory time off leave hours at 1.5 times the number of hours they worked. Due to the public safety nature of the Sheriff's work, when a deputy accrues compensatory time and then takes that time as leave, another employee may need to backfill those hours on overtime. If the employee backfilling the position on overtime chooses to accrue and use compensatory time instead of receiving overtime pay, this worsens the problem.

As shown in Exhibit 18, employees earning and using compensatory time has the potential to cause a cascading effect that generates more need for employees to work overtime. From fiscal year 2014-15 to 2017-18, the use of compensatory time in the department increased significantly by over 79,000 hours, to an average of 129.5 hours per employee across the four years. Unless this trend is reversed, the Sheriff's future liability in compensatory time earned could exacerbate the Sheriff's reliance on overtime to meet its staffing needs.

Exhibit 18: Compensatory Time Used Can Exponentially Increase the Need for More Overtime



Note: This is a sample scenario of the cascading overtime effects of compensatory time accrual and usage over a 3-day period.
Source: Auditor analysis

Finding 1.4: The Sheriff could improve its budget position by civilianizing some positions, allowing sworn staff to return to sworn posts, and recouping overhead costs for services provided.

By using sworn officers to fill positions that do not require the skills of a sworn officer, the Sheriff is not effectively allocating personnel resources. Furthermore, the Sheriff did not charge an administrative overhead rate in its work order agreements with other departments until the third quarter of fiscal year 2017-18, preventing the department from fully recouping the costs of its services to other departments. If the Sheriff's budget included civilian positions to perform administrative and support duties and charged an overhead rate for the services it provides, it would decrease its labor costs and increase its revenue.

Finding 1.4.1: By civilianizing 34 positions, the Sheriff can reduce costs and improve staffing in law enforcement functions.

The Sheriff employed 848 sworn personnel and 192 civilian staff on June 30, 2018. In analyzing the work performed in five Sheriff units, CSA identified positions for which the job responsibilities did not require the training or authority of a sworn employee. As shown in Exhibit 19 below, the Sheriff could civilianize 34 positions, potentially allowing it to realize \$900,000 in annual salary savings and to redeploy sworn staff into public safety and law enforcement functions.

Benefits of Civilianization

Hiring civilians in law enforcement agencies to perform administrative and support functions provides benefits including freeing up the time of sworn personnel for sworn duties, aligning employees' qualifications with the responsibilities of the positions they occupy, and cost savings from annual salaries, pensions, and premium pay.

Civilianization Benefits

- ✓ Frees up the time of sworn personnel for sworn duties
- ✓ Aligns required qualifications with job duties
- ✓ Cost savings from:
 - ▶ Lower annual salaries
 - ▶ Lower pensions at retirement
 - ▶ Less premium pay

Shifting Sworn Personnel to Sworn Duties

The City is not maximizing the benefits of its considerable investment when the Sheriff assigns trained sworn personnel to administrative and support positions. The Sheriff's sworn employees must complete at least 840 hours of training before they begin sworn duties. The Board of State and Community Corrections' core training, which is required to work in jails, consists of at least 176 hours, and the California Commission on Peace Officer Standards and Training (POST) basic training, which is required to work as a law enforcement officer in California, consists of at least 664 hours.

Aligning Qualifications With Job Duties

Generally, most of the Sheriff's sworn personnel would need additional training to be able to fulfill administrative and support roles. Administrative and support positions require job-specific knowledge, skills, and abilities that, in some cases, are highly technical, such as those required for information technology positions. These requirements help ensure those hired have received the training, education, and experience needed for the job before beginning the work. In contrast, sworn employees are hired as generalists, with few required specific qualifications, and are extensively trained to perform the Sheriff's law enforcement and jail duties after hiring.

Cost savings

Most civilian job class counterparts to sworn personnel performing administrative and support functions have lower annual salaries than the sworn classifications. As shown in Exhibit 19, the Sheriff could save \$908,882 in annual salaries for its administrative costs by civilianizing 34 positions within the functions of records, personnel, electronic monitoring, information technology, and fleet and communications.

Exhibit 19: Civilianizing 34 Positions Would Better Align Qualifications and Realize \$900,000 in Annual Salary Savings

Role	Current Class (No.) ^a	Proposed Class	Difference in Annual Salary ^b		
Custody Operations Division: Central Records and Warrants Unit					
Supervisor – Oversees work of records clerks	Senior Deputy (1)	Chief Clerk	\$28,288 ▼	x 1 =	\$28,288 ▼
Records Clerk – Processes documents related to bookings, bail, jail releases, court appearances, and records requests	Deputy (18)	Senior Legal Processing Clerk	\$39,130 ▼	x 18 =	\$704,340 ▼
Administration and Programs Division: Personnel Unit					
Personnel Analyst – Performs activities related to recruitment, hiring, leave, and worker's compensation	Deputy (4)	Human Resources Analyst	\$8,944 ▼	x 4 =	\$35,776 ▼
Administration and Programs Division: Community Programs Unit					
Data Analyst – Performs activities related to data analysis of electronic monitoring	Sheriff's Sergeant (1)	Administrative Analyst	\$35,490 ▼	x 1 =	\$35,490 ▼
Planning and Projects Division: Information and Technology Support Services					
Executive – Oversees governance and risk management of information technology	Sheriff's Lieutenant (1)	Chief Information Officer (Manager V)	\$24,830 ▲	x 1 =	\$24,830 ▲
Management – Oversees technical experts who administer networks and data services	Sergeant (1)	IS Engineer—Principal	\$39,494 ▲	x 1 =	\$39,494 ▲
Management – Oversees the work of Technical Support staff	Sergeant (1)	IT Operations Support Administrator V	\$2,392 ▼	x 1 =	\$2,392 ▼
Technical Support – Troubleshoot software and hardware problems	Deputy (5 ^c)	IT Operations Support Administrator II	\$28,912 ▼	x 5 =	\$144,560 ▼
Planning and Projects Division: Fleet and Communication Unit					
Fleet Coordinator – Oversees fleet budget and purchasing, and upkeep vehicle maintenance	Senior Deputy (1)	Senior Administrative Analyst	\$9,126 ▼	x 1 =	\$9,126 ▼
Communications Coordinator – Oversees portable, mobile, and control station radios	Deputy (1)	Administrative Analyst	\$13,234 ▼	x 1 =	\$13,234 ▼
			Total Annual Savings in Salary \$908,882 ▼		

Notes:

^a Based on number of filled positions in December 2018 and does not account for vacancies.

^b Based on the highest annual salary within the classification; does not account for premium pays available to sworn classifications.

^c The Sheriff employs an additional two deputy sheriffs for technical support, which may not be efficient to civilianize if the volume of technical support requests from maximum security areas (where a civilian cannot go without being escorted by a sworn employee) is sufficiently high.

Source: Auditor analysis of Sheriff post orders and of job descriptions and salary ranges from Department of Human Resources

Also, retired civilian employees receive less pension benefits than their retired sworn counterparts, as shown in Exhibit 20. Further, civilian employees are ineligible for premium pays that those in sworn classifications can earn. For example, sworn employees can receive 4 to 6 percent of their salary as premium pay for earning POST intermediate or advanced certification.

Exhibit 20: Most Civilian Job Classifications Receive Lower Annual Salaries and Smaller Pensions* at Retirement Than Their Sworn Counterparts

Sworn Classification	Civilian Classification	Annual Salary Difference	Annual Pension Difference
Senior Deputy	Chief Clerk	\$28,288 ▼	\$45,503 ▼
Deputy	Senior Legal Processing Clerk	\$39,130 ▼	\$50,434 ▼
Senior Deputy	Human Resources Analyst	\$8,944 ▼	\$40,533 ▼
Lieutenant	Manager V (Range A)	\$24,830 ▲	\$15,081 ▼
Sergeant	IS Engineer-Principal	\$39,494 ▲	\$857 ▼
Sergeant	IT Operations Support Admin V	\$2,392 ▼	\$29,759 ▼
Deputy	IT Operations Support Admin II	\$28,912 ▼	\$43,384 ▼
Senior Deputy	Senior Administrative Analyst	\$9,126 ▼	\$32,281 ▼
Deputy	Administrative Analyst	\$13,234 ▼	\$32,566 ▼
Sergeant	Administrative Analyst	\$35,490 ▼	\$52,596 ▼

*Calculations are based on 30 years of service, retirement at the highest age factor, and the highest pay available to the classification in fiscal year 2018-19. Those retired from sworn classifications may receive up to 90 percent of their final salary; those retired from civilian classifications may receive up to 75 percent.

Source: Auditor analysis of labor agreements, salary information from Department of Human Resources and retirement benefit calculation information from San Francisco Employees' Retirement System

CSA also reviewed the Classification unit in the Custody Operations Division, which is responsible for classifying inmates' security risk levels and identifying safe and appropriate inmate housing needs. According to a Johnson County (Kansas) audit of its Sheriff's Office, staff working in classification functions may be a mix of sworn officers and civilian specialists. After reviewing general post orders and interviewing classification staff, the audit determined that the Sheriff's Classification unit requires sworn personnel's training and knowledge to identify and evaluate inmate behaviors to ensure safety and security of jail facilities.

Finding 1.4.2: The Sheriff should further recover additional overhead costs for providing law enforcement services to other departments.

The Sheriff provides law enforcement security services to other city departments and the state courts. During the audit period, the Sheriff did not include indirect costs other than the fringe benefits associated with its direct labor costs in its letters of agreement with client departments. However, beginning in the third quarter of fiscal year 2017-18, the department included a 5 percent charge to recover additional indirect costs from Public Health. According to the Sheriff, the 5 percent charge is intended to recover departmental costs related to training for a sworn deputy. However, this method of allocating only partial indirect costs does not align with guidance from the U.S. Office of Management and Budget (OMB) and causes the Sheriff to lose an opportunity to improve its budget position.

Direct costs are the costs of what the client department receives. In this case, the direct costs are the labor hours of Sheriff staff. Indirect costs are necessary expenses the Sheriff incurs to be able to provide services to departments, but do not represent something the client department directly receives. Although indirect costs include training expenses, they also include expenses related to personnel,

technical services, legal, fleet management, and equipment that support the Sheriff employees providing services to client departments.

When the Sheriff does not fully recoup indirect costs for services provided to departments, it must fund the other indirect costs by diverting its own budget away from other functions. As demand for these services increase, such as the 42 percent increase over four years in services provided to Public Health, the Sheriff's unfunded indirect costs also increase. Appropriately allocating indirect costs for the services provided to client departments aligns with OMB's guidance on classifying costs.

Other city agencies include overhead when invoicing other city departments for services.

The rates San Francisco Public Works and the Controller's City Services Auditor charge other city departments include indirect costs, such as those of management and support functions. The San Francisco Public Works' Indirect Cost Plan includes indirect costs from bureau administration and department overhead. The bureau's indirect costs include:

- Fringe benefits for direct labor.
- Salary and benefits for indirect labor of employees in support functions such as bureau management, schedulers, and administration.
- Non-labor costs such as materials, supplies, and services of other departments.

The department overhead includes the cost of management, accounting, personnel, and information technology. The City Services Auditor includes materials, supplies, and non-personnel services, such as training, software licensing fees, and services of other departments, in its billable rate.

OMB's guidance on classifying costs is to establish indirect cost pools and allocate the pools to benefited functions relative to the benefits derived. An example of determining overhead costs that applies to the Sheriff providing law enforcement services to other departments is shown in Exhibit 21.

Exhibit 21: The Sheriff's 5 Percent Charge Covers Only Training of Assigned Staff While Best Practices Include Other Expenses in Indirect Cost Rates

Step One – Establish indirect cost pools	
Example Pools	Example Costs Found in Pools
Department-wide operations	<p>Indirect costs related to overall Sheriff operations</p> <ul style="list-style-type: none"> Executive management Legal Personnel Fleet management Services provided by other departments Training required of any sworn employee Facilities maintenance and capital planning Information technology software, hardware, and support Infrastructure management, improvement, and maintenance
Divisional operations	<p>Indirect costs related to the Sheriff's Field Operations Division*</p> <ul style="list-style-type: none"> Field operations management Training specific to field operations, such as training for bailiff responsibilities Administrative support such as scheduling and deployment in response to ad hoc requests for additional services
Step Two – Allocate indirect costs fairly	
Example methodology	<ul style="list-style-type: none"> Estimate the total hours of service provided to client departments through work order agreements. Divide the indirect cost by the estimated total hours of service to identify an amount that should be added to each direct labor hour charged to the client department.

*Law enforcement and security contracts are administered by the units within the Field Operations Division.

Source: OMB Circular A-87, interview of Sheriff staff, relevant sections of fiscal year 2018-19 and 2019-20 Proposed Budget, and documents on Sheriff's organization and unit responsibilities

Recommendations

The San Francisco Sheriff's Department should:

1. Evaluate staffing levels of the Community Programs unit and determine whether those levels are adequate for safe and effective oversight of the electronic monitoring function.
2. Identify the level of staffing needed to work in mandated functions to reduce the significant levels of overtime worked in those functions.
3. Negotiate for lower compensatory time accrual caps in its labor agreements.
4. Civilianize 34 positions in Central Records and Warrants unit, Personnel unit, Community Programs unit, Information Technology and Support Services unit, and Fleet and Communication unit.
5. Amend its work order agreements with other departments to recover additional indirect costs associated with providing services.

Chapter 2

To Make Data-Driven Decisions and Protect Public Safety, the Sheriff Should Improve and Further Assess Its Strategic Planning, Staffing Practices, and Systems

SUMMARY

The Sheriff could improve its strategic planning, staffing practices, and systems by adopting a staffing plan based on leading practices, consistently and effectively tracking all the workload-related data it needs, and improving the use of systems for monitoring workload and staffing.






Because the Sheriff does not have a centralized staffing plan that includes elements recommended by leading practices, it cannot fully understand its staffing needs or convey those needs to key stakeholders. And because the City's budget is constrained by many factors, the Sheriff must accurately convey its needs to its budget stakeholders. To further develop its staffing plan, the Sheriff must track the data it needs related to its workload and monitor the negative impacts to its operations due to staffing issues. For example, the department does not adequately track incidents such as jail lockdowns and disruptions of rehabilitative programs in the jails that occur due to staffing shortages. Furthermore, the department does not track special requests from departments, which inhibits its analysis of its staffing needs. Finally, the department has cumbersome scheduling and timekeeping practices, which create unnecessary work for payroll clerks and hinder the effective monitoring of workload and staffing in programs across the department.

As discussed in [Chapter 1](#), although the Sheriff's workload has increased, the number of budgeted positions in the department has not. To meet this workload, some Sheriff employees work long hours, potentially risking fatigue and its associated harmful effects. To mitigate this risk, the Sheriff must implement timekeeping and scheduling systems and practices that better facilitate the department's monitoring of employees' work hours.

Finding 2.1: The Sheriff's staffing plan is missing some key elements, preventing the department from accurately estimating and conveying its staffing needs.

The Sheriff does not have a departmental staffing plan that aligns with what the U.S. Department of Justice recommends, hindering the department from fully understanding its staffing needs and conveying those needs to city decision-makers. The Sheriff tracks departmental hiring, separations, and retirement levels, and produces an annual hiring plan. However, as shown in Exhibit 22, the department does not have a unified, master staffing plan that includes all elements recommended by the U.S. Department of Justice's National Institute of Corrections.

Exhibit 22: The Sheriff's Staff Planning Does Not Include or Only Partially Includes Key Leading Practices

Leading Practice	Does the Sheriff Follow? (Yes/No/Partly)
Profile Facilities: Describe the physical, operational, and human context of the jail, including inmate population data, mission statement, floor plans, and relevant court decisions, among other things.	 Yes
Develop a Facility Activity Schedule: Identify all programs, activities, support services, and security functions that take place in the facility and chart the times they occur during the period.	 No
Calculate Net Annual Work Hours and Relief Factor: Collect and analyze "time off" data to determine the number of real staff hours available for scheduling.	 Partly – Methodology does not align with best practices (see Exhibit 23)
Develop a Staff Coverage Plan: Identify the posts and positions that need coverage and the amount of coverage needed.	 Partly – Divisions have designated posts, but the Sheriff does not have a department-wide coverage plan
Develop a Schedule: Use the staff coverage plan to develop an approach to staffing the department that efficiently meets coverage needs.	 Partly – Shift schedules are defined in the Sheriff's labor agreements. However, because the department does not have a department-wide staff coverage plan, it cannot determine whether the negotiated schedules are the most efficient and effective for Sheriff operations.

Source: Auditor analysis of Sheriff staffing planning documents and National Institute of Corrections' *Staffing Analysis Workbook for Jails*, 2001

Profile the facilities that must be staffed.

The Sheriff has floorplans of the facilities it secures, which show designated housing areas, watch stations, and other physical characteristics that influence staffing levels in the jails.

Develop a Facility Activity Schedule.

The department does not have a facility activity schedule that identifies the times all programs, activities, services, and security functions occur in the jails. Without comprehensive and accurate activity schedules, the department cannot accurately assess its workload or understand what post assignments it must fill, as discussed below.

Calculate net annual work hours and relief factor.

To create a valid staffing plan, a department must be able to accurately estimate the actual number of hours the staff is available to work, also known as net annual work hours. This number is used to calculate a relief factor, which is a measure of the number of FTE employees needed to work a post that is continuously covered, considering nonproductive time.

Full-time employees normally work 2,088 hours per year, but are not productive during all of those hours. Leave and training take employees away from their regular duties. As shown in Exhibit 23, the relief factor is calculated by dividing total work hours by the total *productive* hours in that function. In fiscal years 2015-16 through 2017-18, deputies charged an average of 385,965 hours of nonproductive time per year, leaving 886,116 productive hours per year. A position requiring a deputy to be present 24 hours a day (such as the post to secure the front gate of County Jail 5) results in a relief factor of 6.02. This means the Sheriff must employ 6.02 FTE deputies to fully cover that position without any overtime.

Exhibit 23: To Staff One Post 24 Hours per Day, the Sheriff Must Employ 6.02 FTE Deputies to Provide Relief for Training and Time Off

Total hours charged by deputies		1,272,081	Total hours
Nonproductive hours	-	385,965	Nonproductive hours
Amount of regular work time that is training		35,308	
Paid time off charged by deputies	+	327,703	
Unpaid time off charged by deputies	+	22,954	
Productive hours (net annual work hours)	=	886,116	Productive hours

Relief factor calculation:	Total hours charged by deputies	1,272,081	Total hours
	Productive hours	÷ 886,116	Productive Hours
FTEs required to cover 8 hours per day, 5 days per week accounting for employee's leave and training.	=	1.44*	Shift relief factor (2,088 annual hours)
A 24-hour post is 8,760 hours of coverage (24 hours x 365 days). 8,760 annual post hours ÷ 2,088 regular shift hours	x	4.20*	
FTEs required to cover 24 hours per day, 7 days per week accounting for employee's leave and training.	=	6.02	Post relief factor (8,760 annual hours)

*Numbers rounded to the nearest tenth.

Source: City payroll data and net annual work hours relief factor calculation methodology from National Institute of Corrections' *Staffing Analysis Workbook for Jails*, 2001

The Sheriff's calculations for its relief factors are understated. Although the department appropriately includes unproductive time such as vacation leave, holidays, and training hours, its methodology does not fully consider sick leave or compensatory time off in the calculation of nonproductive time. It is important to include, to the extent possible, all time-off categories in relief factor calculations to yield an accurate estimate of the number of FTE employees needed to fulfill operational needs without routine overtime.

Including only some sick leave and compensatory time off in its calculation is one reason the Sheriff underestimated its relief factor. Further, the Sheriff used a single year (fiscal year 2015-16) of payroll data to calculate its relief factors. However, the National Institute of Corrections recommends using three years of data.⁶ By following a more robust relief factor calculation methodology that captures additional nonproductive time and using averages based on three years of data, the Sheriff will be able to better estimate its staffing need. A comparison of the current and proposed shift relief factors for a position that must be staffed five days per week, eight hours per shift and a position requiring coverage at all times is shown in Exhibit 24.

⁶ U.S. Department of Justice, National Institute of Corrections, *Staffing Analysis Workbook for Jails*, 2001.

Exhibit 24: The Sheriff's Current Relief Factors Are Understated

Deputies			Supervisors		
5-Day Week, 8-Hour per Day Shift Relief Factor ^a					
<u>Current^b</u>	<u>Proposed^b</u>	<u>Difference</u>	<u>Current^b</u>	<u>Proposed^b</u>	<u>Difference</u>
1.35	1.44	6.7% ▲	1.39	1.47	5.8% ▲
7-Day Week, 24-Hour per Day (Continuous) Post Relief Factor					
5.67	6.02	6.2% ▲	5.83	6.16	5.7% ▲

Notes: Hours are based on an average from fiscal year 2015-16 through 2017-18 payroll data.

^a This shift relief factor can be converted to a continuous post relief factor (the number of FTE employees needed to provide continuous coverage) by multiplying by 4.20. This calculation is shown in [Exhibit 23](#).

^b Numbers are rounded to the nearest hundredth.

Source: Auditor analysis of city payroll data using relief factor calculation methodology in National Institute of Corrections' *Staffing Analysis Workbook for Jails*, 2001

Develop a staff coverage plan and schedule.

The department lacks formal guidelines for estimating its sworn staffing requirements, including identifying post assignments that need to be filled and policies for determining future staffing needs. The Sheriff does not have a centralized list of post assignments for the department. It instead

tracks post assignments by facility daily or documents post assignments in legal agreements with departments for which the Sheriff provides services. Also, the Sheriff's schedules of programs and activities in the jails are incomplete and inconsistent, as further discussed in [Finding 2.3](#). Both changes—a centralized list of post assignments and complete, consistent schedules of jail programs and activities—would give the department a more informed understanding of its staffing needs.

The Sheriff analyzes sworn staffing based primarily on current-year authorizations, minimum staffing provisions in the department's labor agreement with the Deputy Sheriffs' Association, and legal agreements with other departments. However, without an accurate relief factor, a centralized list of post assignments, or complete activity schedules, the department cannot adequately assess the true number of employees it needs.

After performing the analyses discussed above, the department should develop a report that justifies all aspects of the proposed staffing plan. The U.S. Department of Justice recommends this report contain the staffing analyses completed by the department and a narrative explanation of the implications of the analyses. As discussed in the [Introduction](#), the City has finite resources that it must distribute among many departments that, directly or indirectly, provide important services to the public. The Sheriff must be able to demonstrate to stakeholders the importance of the critical functions and ancillary programs that the department provides and manages.

Finding 2.2: Sworn employees work excessive hours, risking fatigue and its harmful effects.

Some of the Sheriff's sworn employees work excessive hours, potentially resulting in employee fatigue. Several studies have found that long work hours increase sworn employee fatigue, and fatigue can have detrimental effects on employee health, safety, and performance.⁷ For example, one study shows that disruptions of circadian rhythms due to fatigue can decrease an individual's alertness, impair performance, and worsen mood.⁸ Other research demonstrates that the effects of fatigue can be similar to the effects of alcohol intoxication. After 17 to 19 hours without sleep, individuals' performance on tests was equivalent to having a blood alcohol content of 0.05 percent, typically resulting in impaired judgment and lowered alertness.⁹ More seriously, 24 hours without sleep was equivalent to a blood-alcohol content of 0.10 percent, resulting in

clear deterioration of reaction time and control, poor coordination, and slowed thinking.^{10,11} Chronic low levels of sleep result in "sleep debt" that can cause impairments resembling intoxication.¹² In one study, people who slept only four hours per night for two weeks had similar impairments to those who stayed awake for 24 consecutive hours.¹³

Exhibit 25 shows there were many instances in which Sheriff employees may have worked enough hours that their ability to perform public safety duties could have been diminished. In fiscal year 2017-18 there were 194 instances in which an employee was paid for working 180 or more hours in a two-week period, leaving an average of only 11 hours per day for sleep, commuting, errands, socializing, and all other activities.

Correlations in King County

A King County (Washington State) audit of its Sheriff's Office found that working only one additional hour of overtime per week increased the chances that a deputy would be involved in a use-of-force incident the following week by 2.7 percent and increased the odds of an ethics violation the following week by 3.1 percent. The study found that these increased likelihoods were statistically significant.

Source: King County Auditor's Office, *King County Sheriff's Office Overtime: Better Strategy Could Reduce*

⁷ D. Kenney, G. Morrison, M. Reuland, B. Vila, *Evaluating the Effects of Fatigue on Police Patrol Officers*, 2000. This study was funded by the U.S. Department of Justice.

D. Kenney, G. Morrison, B. Vila, *Improving Shift Schedule and Work-Hour Policies and Practices to Increase Police Officer Performance, Health, and Safety*, 2002.

D. Lindsey, M.Ed., *Police Fatigue: An Accident Waiting to Happen*, 2007.

U.S. Department of Justice, National Institute of Justice, *Officer Work Hours, Stress and Fatigue*, 2012.

⁸ D. Kenney, G. Morrison, M. Reuland, B. Vila, *Evaluating the Effects of Fatigue on Police Patrol Officers*, 2000. This study was funded by the U.S. Department of Justice.

⁹ D. Kenney, G. Morrison, B. Vila, *Improving Shift Schedule and Work-Hour Policies and Practices to Increase Police Officer Performance, Health, and Safety*, 2002.

¹⁰ Ibid.

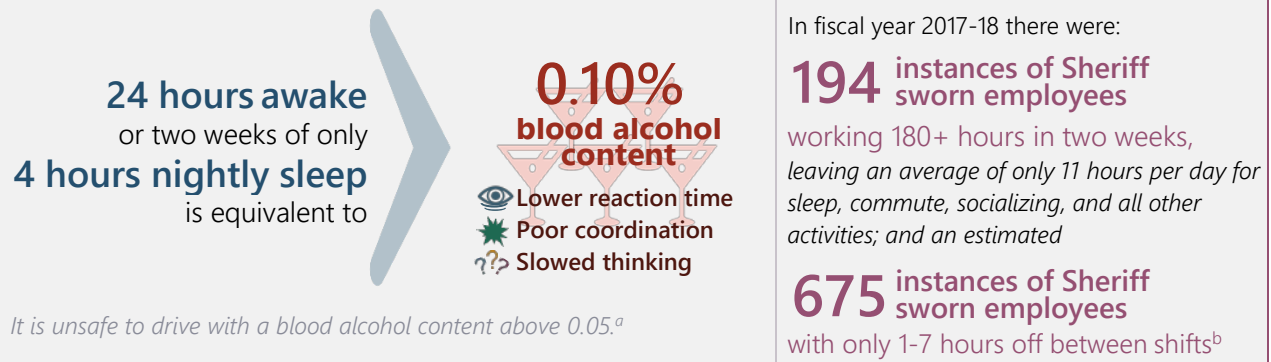
¹¹ Centers for Disease Control and Prevention, National Center for Injury Prevention and Control, *Impaired Driving: Get the Facts*, revised 2019.

¹² American Sleep Association, *Sleep Debt: Signs, Symptoms, and Treatments*.

¹³ Harvard Medical School, Harvard Health Publishing, *Repaying Your Sleep Debt: Why Sleep is Important to Your Health and How to Repair Sleep Deprivation Effects*, revised 2018.

Exhibit 25: Some Sheriff Employees Worked Long Hours That Can Risk Negative Effects Resembling Intoxication

Sustained Sleep Deprivation – Excessive work hours can lead to sustained, insufficient nightly sleep, creating a “sleep debt” equivalent to alcoholic impairment.



Notes:

^a The National Transportation Safety Board recommends 0.05 as the legal maximum blood alcohol content for drivers.

^b Payroll data cannot distinguish between whether these instances were an employee working 17-23 consecutive hours or working two separate shifts with 1-7 hours off in between. According to the Sheriff, it consistently complies with its policy prohibiting employees from working more than 16 consecutive hours. See [Finding 2.4](#) for limitations of the payroll data.

Source: Auditor analysis of city payroll data from fiscal year 2017-18, leading practices from National Transportation Safety Board, Harvard Health, and Police Quarterly, "Improving Shift Schedule and Work-Hour Policies and Practices to Increase Police Officer Performance, Health, and Safety," 2002

Payroll data shows 675 instances in fiscal year 2017-18 where a Sheriff employee was paid for 17 to 23 hours in one day.¹⁴ The Sheriff's overtime policy prohibits employees from working more than 16 consecutive hours. Payroll data cannot show whether these 675 instances were an employee working 17 to 23 consecutive hours or working two separate shifts with 1 to 7 hours off in between.¹⁵ The Sheriff states it complies with the 16-hour limit, which would indicate that the 675 instances were times when an employee had only 1 to 7 hours off between shifts.¹⁶ The Sheriff's policies do not require a minimum number of hours off between shifts.

The department's overtime policy also does not limit how much overtime an employee can work in a year.¹⁷ CSA evaluated the schedule for three months for a deputy who worked approximately 1,600 hours of overtime in one year.¹⁸ The deputy's schedules show him working:

- 36 days in a row, including nine double shifts.
- 29 days in a row, including eight double shifts.

¹⁴ The Sheriff's payroll process is highly manual and vulnerable to errors (see [Finding 2.4](#)). Some of these instances may be due to overtime hours being entered the day after they were worked.

¹⁵ The City's payroll system counts overnight shifts as hours worked on two separate days rather than as a single shift. See [Finding 2.4](#) for more detail on the limitations of the payroll data.

¹⁶ Because of its manual scheduling and timekeeping processes, the Sheriff does not have data to monitor compliance with the policy prohibiting employees from working more than 16 consecutive hours, as discussed in [Finding 2.4](#).

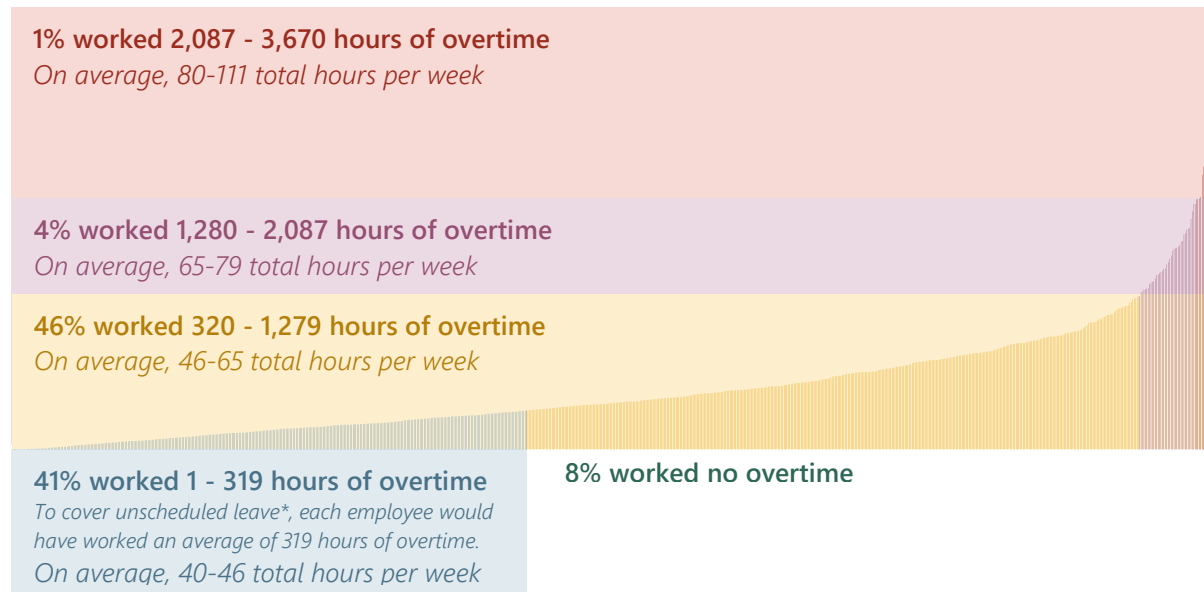
¹⁷ The San Francisco Administrative Code, Section 18.13-1, generally prohibits employees from working overtime that exceeds 25 percent of their regularly scheduled hours in a fiscal year, or 520 hours for a normal FTE employee, without prior approval of the director of human resources.

¹⁸ The schedule was for a single unit and does not include overtime shifts the deputy might have worked in other units.

- 74 (81 percent) of the 91 days in the period.
- Two weeks of 104 hours per week.

As shown in Exhibit 26, 5 percent of Sheriff employees each worked an average of more than 1,280 hours of overtime in fiscal year 2017-18. In fact, the top 1 percent of overtime earners each worked an average of more than 2,087 overtime hours in the same fiscal year, virtually an entire work year of overtime.

Exhibit 26: Half of Sheriff Employees Worked More Than 319 Hours of Overtime in Fiscal Year 2017-18








*Unscheduled leave includes all leave categories except vacation and holiday; it includes sick, jury duty, and disability.
Source: Auditor analysis of city payroll data for fiscal years 2015-16 and 2016-17 and SF Financials data for fiscal year 2017-18

Fatigue from excessive consecutive work hours or long and irregular work hours has many potential negative effects. Fatigue tends to increase irritability and fearfulness while diminishing an individual's capacity to make sound decisions, which is especially problematic in high-stress situations like those that can occur in law enforcement. A study by Washington State University found that inadequate sleep may heighten implicit racial biases among peace officers, increasing a stronger association between African-Americans and weapons.¹⁹ Other research conducted on peace officers has found that long and irregular work hours can adversely affect eating and sleeping habits and psychological well-being, raise blood pressure, and result in stress-related disability claims. Exhibit 27 outlines the results of lack of sleep as explained in an FBI Law Enforcement Bulletin.

¹⁹ James, Lois. *The Stability of Implicit Racial Bias in Police Officers*, Washington State University, 2018.

Exhibit 27: Fatigue Has High Risks for Peace Officers

 <ul style="list-style-type: none">■ Inability to remain alert to respond to the demands of work■ Memory impairment■ Lack of concentration	 <ul style="list-style-type: none">■ Obesity■ Hypertension■ Stress-related illness
 <ul style="list-style-type: none">■ Irritability with coworkers, family, or friends■ Lower frustration tolerance■ Accidents on the job or in the home	 <ul style="list-style-type: none">■ Changes in metabolic functions■ Alteration of hormonal functions in ways that mimic aging■ Stress-related disability claims
 <ul style="list-style-type: none">■ Inattention■ Changes in eating and sleeping habits■ Decreased psychological well-being	

Source: Lindsay, *Police Fatigue: An Accident Waiting to Happen*, 2007

Finding 2.3: The Sheriff should better track the data it needs related to its workload and the impacts of its staffing decisions.

Because it does not consistently track workload-related data, the department is less able to make efficient staffing and work planning decisions or report areas of growing workload to decision-makers. Although some workload tracking occurs in some Sheriff programs, it is often inadequate. For example, the Sheriff does not sufficiently track and analyze special requests for security from the courts. According to the Sheriff, when the courts make a special request for additional security, such as for a high-profile court case, the department maintains timesheets of the employees who worked on the special request. However, the Sheriff does not analyze the timesheet data to determine how many special requests it has received, how often they are received, or how many employees work on them. In addition, although the Criminal Investigations unit now tracks important information such as the total number of investigative cases, it can enhance its monitoring by tracking and analyzing the time investigators spend on each case.

Besides not tracking all the workload data it should, the Sheriff's analyses and reporting of electronic monitoring data is inconsistent, potentially causing the department to inaccurately estimate workload and the staffing levels needed for the electronic monitoring function. The Community Programs unit collects and analyzes data related to the number of participants, bookings, and noncompliant individuals on electronic monitoring. According to the Sheriff, deputies enter information on each individual enrolled in electronic monitoring and other community programs into the Jail Management System, which has limited data input controls.













Limited controls increase the risk that deputies input inaccurate or inconsistent information into the Jail Management System. For example, the system allows the recorded date of an individual's initial booking in the electronic monitoring program to be later than that person's recorded release date from the program. Thus, these limited controls can impede the Community Programs unit from accurate and consistent reporting of an important public safety issue. Exhibit 28 below highlights this and other examples of inadequate data tracking and analysis.

According to the U.S. Government Accountability Office, an organization should use quality information to achieve its objectives. Quality information should be, among other things, accurate, appropriate, and timely, and the organization should use this information to make informed decisions and evaluate its

performance in achieving key objectives and addressing risks.²⁰ Adopting a data-driven decision-making process would allow the Sheriff to use indicators to further inform its staffing decisions based on demand for the department's services. By not adequately monitoring or measuring its workload, the Sheriff is less able to analyze its workload and staffing, hindering the department from justifying its staffing needs.

In 2017 the Sheriff began taking steps to analyze its staffing for court security by partnering with DataSF to quantitatively examine staffing at the courts and related budget levels.²¹ The Sheriff's agreement with DataSF states that this data science project will allow the Sheriff to better project future requirements to prevent continued personnel and funding shortfalls. Based on the results of the data science project, the Sheriff plans to allocate appropriate staff in accordance with the findings.

Exhibit 28: The Sheriff Does Not Adequately Track or Analyze Data Related to Workload or the Operational Impacts of Understaffing

Service Area	Sheriff's Data		Reason for Rating
	Tracking	Analysis	
Lockdowns: Occur in situations that could affect jail security and/or seriously threaten the safety of staff or prisoners			<ul style="list-style-type: none"> Not all jail facilities track lockdowns. County Jail 4 has a log that records lockdowns, but it is incomplete.
Programming Services: Community-based programs as part of rehabilitative, religious, and reentry services for inmates			<ul style="list-style-type: none"> No tracking of when programming services in jails are canceled. Program schedules are not adequately maintained.
Court Services Special Requests: Requests from the courts for additional security services			<ul style="list-style-type: none"> Special requests for court-related security are not adequately tracked or analyzed.
Electronic Monitoring: Remotely supervise individuals using a device to track their location and alcohol consumption			<ul style="list-style-type: none"> Although Community Programs unit staff tracks and analyzes electronic monitoring data, inaccurate and inconsistent reporting can lead to errors.
Prisoner Legal Service Requests: Provide legal advocacy, information, and assistance to inmates			<ul style="list-style-type: none"> Although inmate service requests and other items are tracked, the workload database is incomplete. No analysis of trends related to inmate services requested or provided.
Criminal Investigations: Conduct criminal investigations, including violence, drug, fraud, threats to public officials, public, and sworn staff cases			<ul style="list-style-type: none"> Although the Criminal Investigation unit tracks the number and type of investigations, the amount of time investigators spend on criminal investigations is not tracked. No analysis of trends in investigative cases, such as changes in the types of cases received.

Source: Auditor analysis of Sheriff's workload data and interviews of staff in several Sheriff divisions and units

²⁰ U.S. Government Accountability Office, *Standards for Internal Control in the Federal Government*, 2014.

²¹ DataSF is the City's open data program.

As with workload data, the Sheriff does not adequately track or analyze the impacts of understaffing on its operations. The Programs unit in the Administration and Programs Division facilitates and oversees the delivery of programs and services that are intended to assist in rehabilitating inmates. These programs and services include in-custody educational and vocational programs, community-based programs, religious services, grief counseling, self-help groups, and post-custody transitional services that assist inmates in reintegrating with the community after incarceration.

According to Custody Operations division staff, understaffing in the jails could lead to a jail lockdown needed to ensure safe operations, which could disrupt the delivery of some programs and services for inmates. However, despite the importance of these services, the department does not track when or how often such disruptions occur due to inadequate staffing levels in the jails. Although the Sheriff's policies state that jail staff is to maintain records of jail lockdowns, the policies are silent on whether lockdown records should contain information on programs that were disrupted or cancelled due to the lockdowns. Staff of both the Custody Operations division and Community Programs unit indicated the department does not have policies or procedures that designate the responsibilities of jail or program staff to maintain information on program disruptions.

During the audit, the Sheriff asked for information related to program disruptions in 2018 from its contractors that deliver some of these services. However, the information received does not indicate why a program was disrupted or cancelled. Thus, the audit compared the Sheriff's records of lockdowns in 2018 to the information provided by the contractors to determine whether services were disrupted during the hours that a jail lockdown occurred due to a staffing shortage. The comparison found that ten scheduled parent-child visits in 2018 were cancelled on dates of jail lockdowns due to staffing shortages in County Jail 4. Although it is unclear whether these visits were cancelled due to a lockdown, it is important that the department begin tracking when rehabilitative programs and services in the jails are disrupted due to staffing challenges so it can demonstrate to stakeholders the importance of having enough employees to enable the delivery of these services.

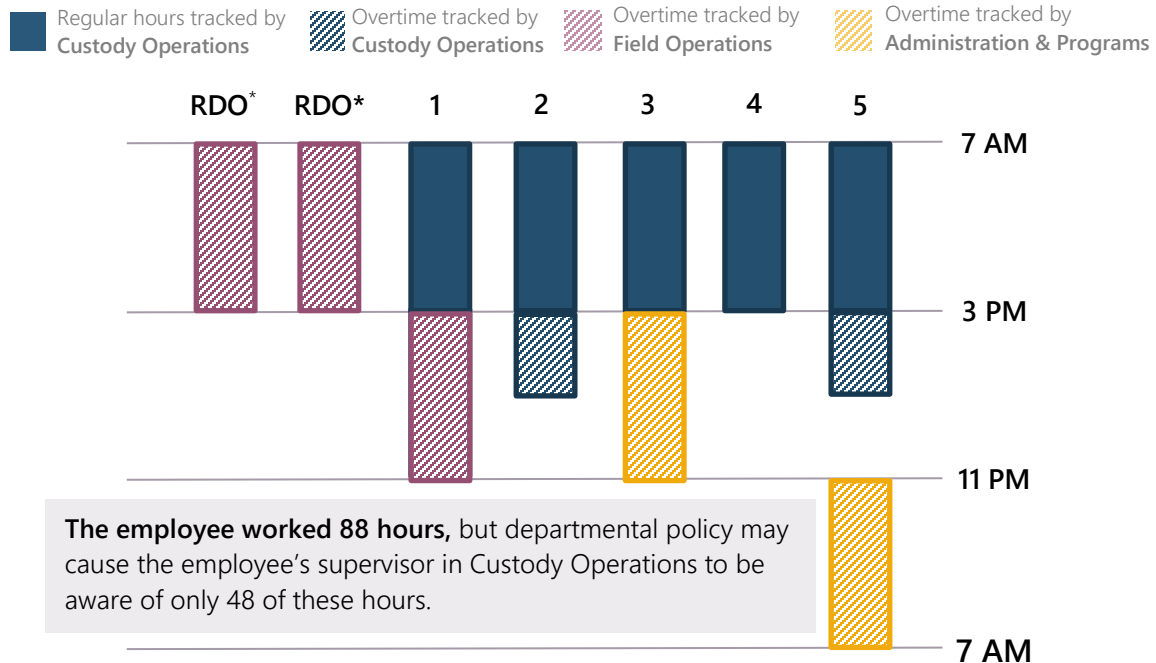
Finding 2.4: The Sheriff's systems and practices do not facilitate analyzing or monitoring workload or staffing data.

The lack of a scheduling system and insufficient coordination hinder strategic planning.

The Sheriff has no practices or centralized system to allow its divisions or units to coordinate their schedules and instead relies on manual tracking of employee schedules and time worked. Further, the Sheriff's divisions set their schedules independently of one another, but often share staff. For example, a deputy who typically works eight-hour shifts at a court may work overtime at a jail. In such cases, no formal process exists for approval by or coordination with the deputy's regular supervisors to ensure they are aware of the overtime worked in another division. Instead, deputies are required only to confirm the overtime with the commander of the unit in which they will work the overtime. Also, according to management, the department expects employees signing up for overtime (not their supervisors) to ensure they comply with the department's policy that prohibits working more than 16 consecutive hours in a workday. This process could result in neither of the employee's supervisors being aware that the deputy will work more than 16 hours in a workday, a violation of Sheriff policy.

As shown in the sample staff schedule in Exhibit 29, each unit in which an employee works will track, approve, and submit on paper the employee's work hours to the Payroll unit separately. This poses challenges for managing staff workload and fatigue because supervisors may be unaware of the extent of the overtime that an employee works, which could ultimately hinder strategic staffing planning across the department.

Exhibit 29: The Time a Sheriff Employee Works in Two or More Divisions Is Tracked Separately



Note: *RDO = Regular Day Off (employee is not regularly scheduled to work)

Source: Auditor analysis based on interviews of payroll staff, review of timesheets, and Sheriff policies and procedures

Without centralized timekeeping, the department would need to spend more time than necessary to confirm whether employees are working more hours than allowed or to determine where and how many hours an employee worked in a given period.

Compounding these challenges is the fact that the City's People & Pay system does not allow the Sheriff to accurately monitor employees' work hours when their shifts span two days. The People & Pay system, in its current configuration, shows how many hours were worked on a given day, but not whether those hours were the continuation of a shift that started the previous day or one of two separate shifts. As mentioned in [Finding 2.2](#) and shown in Exhibit 30, if an employee works 16 consecutive hours spanning two days, the People & Pay system only captures the hours worked on each day.

Exhibit 30: The City's People & Pay System Is Not Configured to Show Staff Shifts Across Days

Two Employees' Shifts Both Recorded as 8 hours each day:

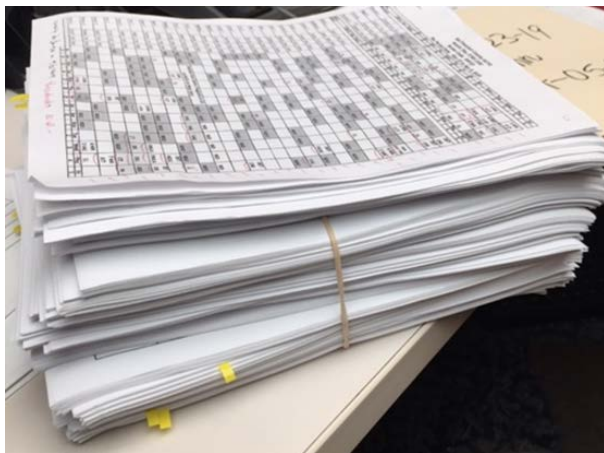
		July 1	July 2
Employee 1	Hours Worked	16 Hours Worked	
	Hours Shown in People & Pay Report	8 Regular Hours	8 Overtime Hours
Employee 2	Hours Worked	8 Hours Worked	8 Hours Worked
	Hours Shown in People & Pay Report	8 Regular Hours	8 Regular Hours

Source: Auditor analysis based on city payroll data and interviews of Controller's Payroll and Personnel Services Division staff

This system limitation makes it impossible for the Sheriff to systematically monitor whether employees work excessive hours, which would help the department prevent its staff from working while fatigued.

Timekeeping is manual, leading to inefficiencies and potential errors.

Exhibit 31: The Sheriff's Staff Must Process a Large Stack of Paper Timesheets Each Pay Period

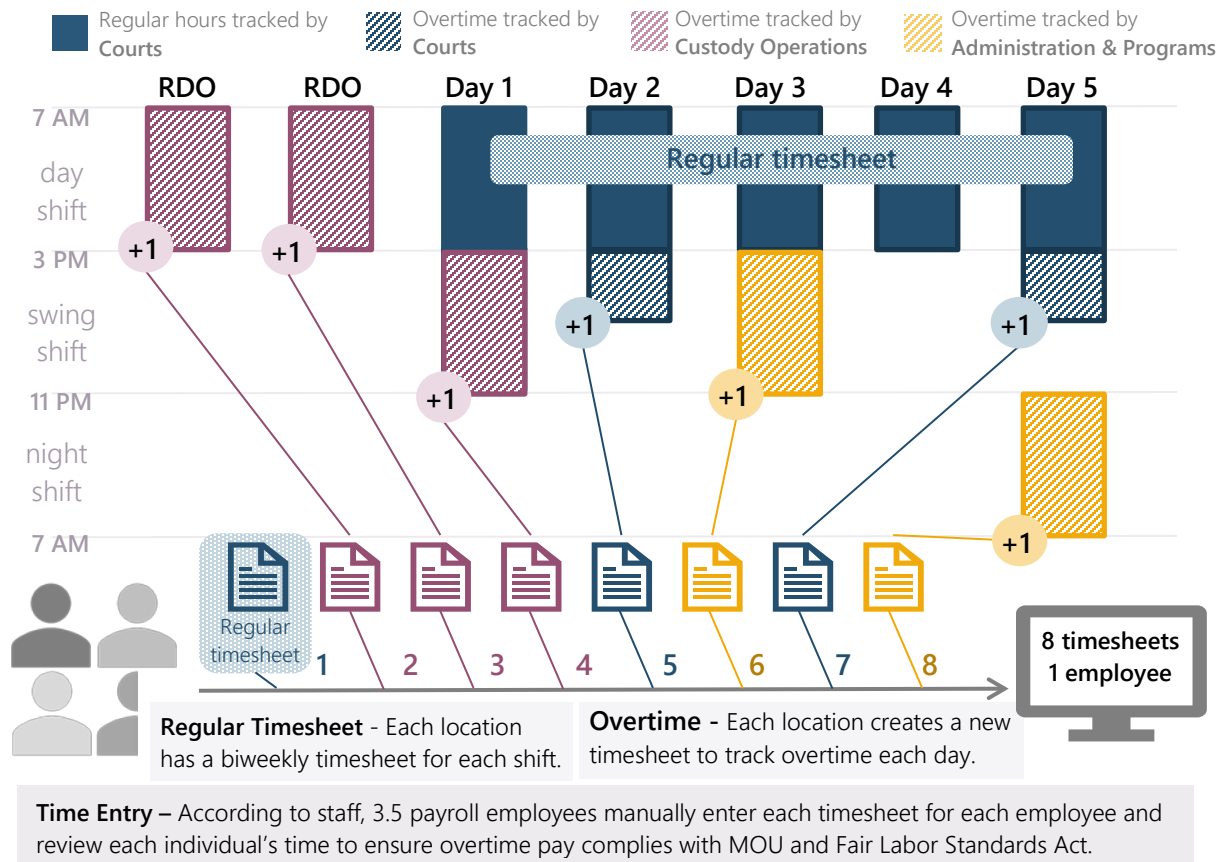


Source: CSA photo

The Sheriff lacks an electronic timekeeping system, and its manual timekeeping process requires significant staff time, is open to human error, and does not allow effective monitoring. As stated above, employees' time is tracked on paper timesheets that supervisors submit to the Payroll unit. An employee's regular work hours are tracked on a timesheet submitted by their regular work unit, but any overtime is tracked and submitted on separate timesheets by the unit where the employee worked the overtime. And because overtime is tracked on daily timesheets, an employee's name will be on multiple timesheets for one pay period, depending on the number of locations where the employee worked overtime. Exhibit 31 shows the quantity of timesheets that Payroll unit staff must process for a single pay period.

This process also makes it extremely cumbersome for payroll staff to verify employees' time worked. To do so, according to the Sheriff's payroll staff, the payroll team would need to locate all the timesheets on which an employee appears in a pay period, including their regular time and overtime. Payroll staff indicated that, because this would be so laborious to do for every employee, only spot checks are performed to ensure payroll was entered correctly. Exhibit 32 illustrates how one employee's time is tracked on several sheets of paper.

Exhibit 32: Payroll is Complicated Because Each Employee May Have Multiple Timesheets



Source: Auditor analysis based on interviews of payroll staff and Sheriff's policies and procedures

The manual timesheet process is also open to error. According to payroll staff, supervisors sometimes do not indicate on timesheets what date the overtime was worked. This can make it appear, for example, that the employee worked overtime on the day when the timesheet was submitted, rather than the day before. This creates extra work for the payroll staff and can lead to payroll errors.

While verifying employees' timesheets, the audit found an error in the Sheriff's payroll that caused an employee to be erroneously paid for eight hours of overtime. Although this error may have been an isolated incident, it might have been prevented if the Sheriff did not have a manual time entry process and was able to systematically review all timesheets to reduce the risk of human error.

Compounding these problems, Sheriff employees have different work weeks based on their rotating day off. Having different work weeks that do not align with the City's work week means that employees become eligible to earn overtime on different days. This means that it is cumbersome to use payroll data to check whether overtime is charged appropriately; it requires payroll staff to check each employee's paper timesheet. According to Sheriff payroll staff, verifying payroll is extremely challenging because the People & Pay system cannot produce reports that match the Sheriff's work weeks and shifts to calculate things such as overtime compensation.

Instead, according to Sheriff staff, as they make the entries, four payroll employees must check whether the information on the hundreds of paper timesheets they are entering complies with overtime rules. This takes much more time and is more prone to human error than a process in which supervisors would enter or approve time directly in the system and payroll staff could then run reports designed to flag hours that do not comply with overtime rules.

Other departments use systems that facilitate coordinated scheduling and generate shift-specific timekeeping data.

Other city departments, such as the Police Department and SFMTA, which have night shift staff, have scheduling and timekeeping systems that integrate with the People & Pay system. The Police Department's system centralizes timekeeping data and tracks employees' schedules, and SFMTA's system allows the agency to schedule transit operators, track hours of service, plan for relief for staff who are out, and bid out overtime shifts.

According to the U.S. Government Accountability Office, management should use quality information to achieve the entity's objectives.²² This means that management must design a process to identify timekeeping information needed to achieve the objectives and obtain relevant data from reliable internal and external sources in a timely manner. Further, management must process the obtained data into quality information that supports the department.

As of April 2019, the Sheriff had not implemented a scheduling and timekeeping system that would track shift lengths and work hours. However, in 2018 the Sheriff began evaluating a system intended to streamline the employee scheduling and timekeeping process by allowing the department to view shift types and hours, build employee work schedules, create templates for shift rotations, and, according to staff working on the implementation, allow the department to create schedules online and no longer use paper timesheets for timekeeping. Although a significant improvement, according to Sheriff's management, because employees still start their work weeks on different days, the new system will be unable to automatically check overtime eligibility.

Recommendations

The San Francisco Sheriff's Department should:

6. Conduct a fixed-post analysis for its jails and field operations, considering jail activity schedules and inmate needs.
7. Calculate relief factors by following the National Institute of Corrections' *Staffing Analysis Workbook for Jails*.

²² *Standards for Internal Control in the Federal Government*, 2014.

8. Implement a staffing plan for the entire department by following the National Institute of Corrections' *Staffing Analysis Workbook for Jails*.
9. Continue to monitor the gap between total work performed and budget net of attrition and incorporate strategies to address this gap into its staffing plan.
10. Implement additional controls to prevent employee fatigue, such as imposing a minimum number of hours between shifts and limiting the number of work hours in a two-week period, except in an emergency.
11. Track and analyze data related to criminal investigation caseloads and use it to inform the department's staffing plan to better monitor impacts of scheduling and staffing decisions.
12. Track and analyze all requests for additional security beyond memorandums of understanding from client departments regardless of whether the Sheriff fulfills the request. This will inform the department's staffing plan to better monitor impacts of scheduling and staffing decisions.
13. Track and analyze instances when the department could not meet minimum staffing levels indicated in its labor agreements or work order agreements in a centralized manner. This will improve the monitoring of the impacts of scheduling and staffing decisions.
14. Create and implement a standardized process for tracking lockdowns, including defined categories for each lockdown's date, time, location, cause, and other applicable information.
15. Track and analyze inmate programming and services cancelled due to lockdowns or understaffing.
16. Implement a scheduling and timekeeping system that allows the coordination of an individual employee's schedule across divisions and provides shift-level timekeeping data for strategic workload analysis and monitoring of excessive work hours.
17. Ensure any new scheduling and timekeeping system integrates with the City's central payroll system and use the system to match staffing needs and staffing availability across the department.
18. Determine what, if any, financial impact would result from moving all staff to a uniform pay period. If the financial impact is acceptable, begin using a uniform pay period by July 1, 2022.
19. To facilitate enforcement and monitoring of existing and new controls to prevent fatigue:
 - a. Ensure that its new timekeeping and scheduling system provides overtime approvers access to the prior regular and overtime hours worked by deputies.
 - b. Implement a policy that requires overtime approvers to review an employee's actual and planned hours worked prior to approving overtime.

Appendix: Department Response



OFFICE OF THE SHERIFF CITY AND COUNTY OF SAN FRANCISCO

1 DR. CARLTON B. GOODLETT PLACE
ROOM 456, CITY HALL
SAN FRANCISCO, CALIFORNIA 94102



VICKI L. HENNESSY
SHERIFF

June 6, 2019
Reference: 2019-056

Tonia Lediju, PhD
Chief Audit Executive
Office of the Controller
City Hall, Room 316
One Dr. Carlton B Goodlett Place
San Francisco, CA 94102

Dear Dr. Lediju:

Thank you to you and your staff for investing time and thoughtful analysis in reviewing the San Francisco Sheriff's Department staffing process.

I am impressed with your interest and understanding of the challenges we face as well as the professionalism your team showed my department through many meetings and discussions.

The Office of the Controller, City Service Auditor's summary and recommendations validate the frustrations my department has experienced over the last five years. The lack of significant investment in the San Francisco Sheriff's Department Full Time Employees (FTEs), combined with increased mandates and service requests, has resulted in long-term consequences on my department's ability to serve the City and County of San Francisco. It also has created an avalanche of overtime in lieu of permanent full-time employees.

Since becoming Sheriff in 2016, I have hired 250 sworn members and 150 civilian staff; while we make progress, we find ourselves playing a perpetual game of catch-up, covering retirements and separations that occurred nine years ago coupled with an increased workload as your report highlighted. The Sheriff's Department has provided information to past Mayoral administrations regarding the need for increased FTEs and a higher relief factor, using the tools recommended in your report. Unfortunately, our previous requests for help have been refused.

In lieu of FTEs, we have filled staffing gaps through overtime – voluntary and involuntary – to compensate for vacancies left unfilled from 2010 through 2015. This has resulted in a department that is out of balance with overtime, which now accounts for up to 22 percent of our personnel costs when it should be no more than 10 percent.

The department's dependence on overtime has other unintended consequences which include:

- Inconsistent and unpredictable jail workforce resulting in the “substitute” teacher effect, i.e. a different deputy every day, reduces our ability to utilize the tenets of direct supervision effectively.
- When overtime runs out, as it did early in the current fiscal year, we are unable to support additional training to deputies in Crisis Intervention Training and Mental Health Disorders.
- Deputies who are consistently drafted to work overtime experience more fatigue and frustration and are more likely to call in sick or take off more time. This creates more vacant positions, which must be filled with more overtime employees, and impacts morale. We attempted to resolve this dilemma in 2017 through our “Fair Share Overtime” program which distributed overtime equally to all deputies instead of a few. The program worked well until the courts overturned Fair Share in response to the union's objection.
- Managers and supervisors on every shift, seven days per week spend much of their shift engaged in administrative work to ensure staffing for all court, hospital, and jail shifts, leaving little time to supervise.
- Administrative positions take second fiddle and therefore, critical support functions such as data collection and analysis as well as transparency goals suffer. Department priority is operations.

The Sheriff also manages and processes a huge amount of booking, jail, and civil court data. For FY 2018/19, I requested funding for three civilian staff to replace deputized staff in our IT Unit to meet the growing demand for department data. My request followed a previous CSA recommendation. The Mayor, at that time, refused my ask, which included a qualified Chief Information Officer for leadership of the unit responsible for strategic planning, day-to-day administration, and project management.

Despite no additional City FTE funding or support, SFSD IT staff forged ahead, in many cases on overtime, and at my direction to address many of the recommendations articulated in your report. These current projects include:

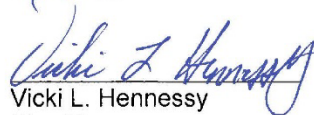
- New, flexible Jail Management software providing daily public reports on jail population composition and trends – a multi-year project to replace our current outdated jail management system.

- Centralized scheduling software that will integrate with the City's payroll system and will be fully tested by the end of 2020.
- Subscription service to replace all policies and procedures with fully developed, state-specific policies researched and written by public safety professionals and vetted by public safety attorneys. Department staff will monitor and redact information for public release with each new update to comply with SB 978.
- Purchase, training, and use of Body Worn Cameras to comply with security concerns and produce redacted video for public records requests and AB 748 compliance.
- Development and launch of a new, user-friendly, accessible, and transparent website. We are preparing to post our new training, policies, practices, and operating procedures online in January 2020 to comply with SB 978 "Law Enforcement Agencies: Public Records."

We are grateful that the Office of Controller, City Service Auditor is shining a light on the San Francisco Sheriff's Department's staffing challenges and hope this attention will result in additional department FTE positions, with the appropriate funding for recruitment, testing, backgrounding, hiring and training to meet public demand for our services, public records, information and transparency.

Our fundamental duty is to serve the community. The San Francisco Sheriff's Department remains committed to working with City and County of San Francisco to ensure, in words of the CSA, that we "...improve our staffing practices so we can better communicate our need for more staff to stakeholders and city decision makers." We look forward to fully realizing your recommendations and continuing our partnership with you.

Sincerely,



Vicki L. Hennessy
Sheriff

Recommendations and Responses

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

Recommendation	Agency Response	CSA Use Only Status Determination*
The Sheriff's Department should:		
1. Evaluate staffing levels of the Community Programs unit and determine whether those levels are adequate for safe and effective oversight of the electronic monitoring function.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur <p>The SFSD is consistently evaluating staffing levels in this area and others. Since the Humphrey decision, the department has increased staffing to handle the upsurge in electronic monitoring orders from the Superior Court. It is likely the requirements may change again when the federal court issues an order in the Buffin v SF Sheriff lawsuit in the next few months.</p>	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
2. Identify the level of staffing needed to work in mandated functions to reduce the significant levels of overtime worked in those functions.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur <p>The SFSD plans to utilize the National Institute of Corrections (NIC) worksheets in time for the FY 20/21 budget submissions. (We have used this method in the past, specifically in 2013, but our conclusions were not recognized by the then Mayor's budget office.) Please see our response to item #10.</p>	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
3. Negotiate for lower compensatory time accrual caps in its labor agreements.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur <p>The SFSD will be meeting with the affected unions prior to July 1, 2019, to inform them of any changes that are allowable per our newly negotiated labor contract that will meet this goal.</p>	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested

* Status Determination based on audit team's review of the agency's response and proposed corrective action.

Recommendation	Agency Response	CSA Use Only Status Determination*
The Sheriff's Department should:		
4. Civilianize 34 positions in Central Records and Warrants unit, Personnel unit, Community Programs unit, Information Technology and Support Services, and Fleet and Communication unit.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD concurs with this plan. In the FY 18/19 budget the SFSD requested a civilian Chief Information Officer (CIO) and two IT specialists (recommended by a previous CSA report) and it was not approved by the Mayor's budget Office. In the FY 19/20 budget discussions we asked for 13 positions and were only allowed to civilianize 7 for the first year however we also will be hiring a CIO for IT. In addition to the civilian positions recommended by the CSA, the SFSD has historically not had civilian support staff in the areas of assisting our executive and command staff. We have one secretary for the entire department and our executive staff has no civilian support personnel for their administrative duties.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
5. Amend its work order agreements with other departments to recover additional indirect costs associated with providing services.	<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input checked="" type="checkbox"/> Partially Concur The SFSD recently increased our workorder request to add a 5% training fee. Since most of our client departments are general funded as we are, this may present an issue for the Mayor's Budget Office. We will be discussing this with the Mayor's Office and others for our FY 20/21 budget submission.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
6. Conduct a fixed-post analysis for its jails and field operations, considering jail activity schedules and inmate needs.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD has completed this in the past and will update it again using the NIC format for this purpose. In time for the FY 20/21 budget discussions.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
7. Calculate relief factors by following the National Institute of Corrections' <i>Staffing Analysis Workbook for Jails</i> .	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur See above. This audit instrument includes the calculation of appropriate relief factors (See answer to #2) In time for the FY 20/21 budget discussions.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested

* Status Determination based on audit team's review of the agency's response and proposed corrective action.

Recommendation	Agency Response	CSA Use Only Status Determination*
The Sheriff's Department should:		
8. Implement a staffing plan for the entire department by following the National Institute of Corrections' <i>Staffing Analysis Workbook for Jails</i> .	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur See above. Also included. In addition, the SFSD has purchased and been testing scheduling software for the last year to allow us more flexibility and data recovery. In time for the FY 20/21 budget discussions.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
9. Continue to monitor the gap between total work performed and budget net of attrition and incorporate strategies to address this gap in its staffing plan.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD currently looks at these figures every month and plans accordingly. The SFSD had a vacancy of 100 sworn positions at the beginning of 2016. Since then we have hired 250 sworn and 150 non-sworn personnel. We know we have an annual separation on average of 50 sworn staff per year. We continue to require funding for recruitment, testing, backgrounds, and training in order to hire sufficient FTEs to close the gap and reduce our dependence on overtime. See response to #10.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
10. Implement additional controls to prevent employee fatigue, such as imposing a minimum number of hours between shifts and limiting the number of work hours in a two-week period, except in an emergency.	<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input checked="" type="checkbox"/> Partially Concur The SFSD's goal is to reduce our overtime from the current 22% overtime use for all staffing to no more than 10%. This would eliminate much of the concern regarding overtime fatigue. As reported, the SFSD requires additional funding to recruit, test, background, hire and train the appropriate number of FTEs. In the meantime, the overtime policy is dependent on the provisions found in CBAs with the unions.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
11. Track and analyze data related to criminal investigation caseloads and use it to inform the department's staffing plan to better monitor impacts of scheduling and staffing decisions.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD plans to implement better tracking of caseloads in both of our investigative units in the next fiscal year. We hope to have a plan in place for this purpose July 1, 2019.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested

* Status Determination based on audit team's review of the agency's response and proposed corrective action.

Recommendation	Agency Response	CSA Use Only Status Determination*
The Sheriff's Department should:		
12. Track and analyze all requests for additional security beyond memorandums of understanding from client departments regardless of whether the Sheriff fulfills the request. This will inform the department's staffing plan to better monitor impacts of scheduling and staffing decisions.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD generally captures these requests by asking the department seeking service to send an email. We will centralize these to keep better track by July 1, 2019. In the meantime, the SFSD purchased scheduling software last year and will be testing it in FY 19/20. We expect it to assist in all aspects of employee scheduling and provide data for analysis.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
13. Track and analyze instances when the department could not meet minimum staffing levels indicated in its labor agreements or work order agreements in a centralized manner. This will improve the monitoring of the impacts of scheduling and staffing decisions.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur Until the scheduling software becomes universal, the department will develop and implement a centralized system for tracking the items in this recommendation as well as #14 and #15. Anticipated to have in place by July 1, 2019.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
14. Create and implement a standardized process for tracking lockdowns, including defined categories for each lockdown's date, time, location, cause, and other applicable information.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur Please see answer to item #13. Same implementation date.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
15. Track and analyze inmate programming and services cancelled due to lockdowns or understaffing.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur Please see answer to item #13. Same implementation date.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
16. Implement a scheduling and timekeeping system that allows the coordination of an individual employee's schedule across divisions and provides shift-level timekeeping data for strategic workload analysis and monitoring of excessive work hours.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD believes an increase in FTEs, as noted in our answer to #10, will alleviate this problem however the scheduling software should also assist us in gathering data to analyze and determine adjustments to our processes. We hope to have the scheduling software available for the entire department by April of 2020.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested

* Status Determination based on audit team's review of the agency's response and proposed corrective action.

Recommendation	Agency Response	CSA Use Only Status Determination*
The Sheriff's Department should:		
17. Ensure any new scheduling and timekeeping system integrates with the City's central payroll system and use the system to match staffing needs and staffing availability across the department.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD purchased scheduling software that will integrate with the city's Emerge payroll system.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
18. Determine what, if any, financial impact would result from moving all staff to a uniform pay period. If the financial impact is acceptable, begin using a uniform pay period by July 1, 2022.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur The SFSD is analyzing the ramifications of such a move, due to some of our CBA language and hope to make this move as soon as possible, hopefully at the beginning of FY 19/20.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested
19. To facilitate enforcement and monitoring of existing and new controls to prevent fatigue: a. Ensure that its new timekeeping and scheduling system provides overtime approvers access to the prior regular and overtime hours worked by deputies b. Implement a policy that requires overtime approvers to review an employee's actual and planned hours worked prior to approving overtime.	<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur <input type="checkbox"/> Partially Concur It is intended that the Aladtech scheduling software will include the capability to provide this level of oversight. The SFSD will ensure the design provides the ability to allow supervisors the ability to check schedules in order to confirm that staff work no more than 16 hours in a consecutive 24-hour period. It is anticipated this will be rolled out towards the end of FY20/21.	<input checked="" type="checkbox"/> Open <input type="checkbox"/> Closed <input type="checkbox"/> Contested

* Status Determination based on audit team's review of the agency's response and proposed corrective action.

DAVID P. MASTAGNI
JOHN R. HOLSTEDT
CRAIG E. JOHNSON
BRIAN A. DIXON
STEVEN W. WELTY
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WILLIAM C. BAIRD

April 7, 2022

Sent via Electronic Mail Only

Sheriff Paul Miyamoto
City/County San Francisco

paul.miyamoto@sfgov.org

**Re: Step 1-2 Grievance - MOU Article III.F.3. Denial of Appointment Above Entrance Rate.
Our File No. RETH/22-0303**

Dear Sheriff Miyamoto:

This shall serve as Step 1-2 of the Grievance Process. This grievance specifically involves the following members:

- Peter Ndungu
- Michael Sanz
- Richard Tang
- Dan Frank
- All other members similarly situated, who have requested appointment above the entrance rate, who meet the qualifications listed in III.F.3.

As you are aware, the City/County of San Francisco and the DSA agreed to allow appointment of new hires at a rate above the entrance rate, under the circumstances listed in paragraphs 193-196 of the MOU. As you also know, recruitment and retention of DSA-member represented positions are difficult with the current pay and in light of the highly competitive recruitment and pay by your neighbors in the Bay Area.

Specifically, paragraph 195 states, "A severe, easily demonstrative and documented recruiting and retention problem exists." This problem is so well-known and established that you have identified the problem yourself publically numerous times. Numbers as high as 200 deputies needed to recruit have been claimed by you and your administration.

Additionally, paragraph 196 states, "The appointee possesses special experience, qualifications, and/or skills that, in the opinion of the Sheriff, warrant appointment above the entrance rate." As you will see, the attached documents support the application of paragraph 196.

The remedy sought by the DSA is that you implement paragraphs 195 for all new hires, until you have reached your goal of hiring 200 deputies. Further, the DSA asks that the listed greivants receive at least two step increases, based upon their qualifications listed in paragraph 196. Moving forward, all those new hires who meet the qualifications of paragraph 196 should receive a step increase over that of the new hires who meet the qualifications of paragraph 195.

I can be reached anytime on my cell phone at (916) 718-0159 or showell@mastagni.com.

Sincerely,

MASTAGNI HOLSTEDT, A.P.C.

A handwritten signature in black ink, appearing to read 'SEAN D. HOWELL', with a large, sweeping loop at the end.

SEAN D. HOWELL
Attorney at Law

cc: Ken Lomba, President, SFDSA
Stephen Leonesio, SFDSA Labor Consultant, Mastagni Holstedt, A.P.C.



San Francisco Sheriff's Department
AND
San Francisco Deputy Sheriffs' Association



EMPLOYEE GRIEVANCE FORM
(Part 1)

A grievance is an allegation, raised by a deputy or deputies, that the individual or group has been adversely affected by a specific section of either the MOU or Chapter C-04 (P&P) being violated, misapplied, or misinterpreted. Please state the specific violation(s) in your grievance. Attach additional pages if necessary. ***Evaluations and Counselings are not grievable.*** This form is not to be used for disciplinary grievances. Extension of any time limits must mutually agreed to.

Name of Grievant(s): San Francisco Deputy Sheriffs Association ("SFDSA") **Date:** April 7, 2022

Issue:

See Attached

The grievant shall discuss the grievance informally with his/her immediate supervisor, provided the grievance is not a discrimination or retaliation claim against that supervisor, and try to work out a satisfactory solution in an informal manner as soon as possible, but in no case later than 10 calendar days from the date of occurrence.... The grievant may have an Association representative present.

Supervisor Contacted (Name): _____ **Date:** _____

Resolution: _____

Step 1: If the grievance is not resolved within seven (7) calendar days after contact with immediate supervisor, the grievant will submit the grievance in writing to the facility, or division commander no later than seventeen (17) calendar days of the facts or events giving rise to the grievance.

Grievance Submitted to: _____ **Date:** _____

Response by Facility/Division Commander (within 7 days):

Signed: _____ **Date:** _____

copy to: Grievant _____ Division Commander _____ Undersheriff _____

☐ **Continuation Page Attached**

Page 1 of 3



EMPLOYEE GRIEVANCE FORM
(Part 2 - Continuation)

Issue (continuation from Page 1):

100

Contacted Supervisor Resolution (Continuation from Page 1):

[illegible]

APPEAL

Step 2: A grievant dissatisfied with the facility, or division commander's response at Step 1 may appeal to the Sheriff, or his designee in writing, within seven (7) calendar days of receipt of the Step 1 answer. A copy of the original GRIEVANCE FORM may be used to lodge an appeal. A copy of this form should be included if the appeal is filed separately.

Date of Appeal: _____


Reason for Appeal:

Received by Sheriff/Designee: _____
date

Meeting Scheduled (within 15 days): _____
date

Written Response (within 30 days):

Signed: _____



Date: April 7, 2022

Dan Frank

From: "Dan, Frank (SHF)" <frank.dan@sfgov.org>
Date: February 10, 2022 at 10:49:13 PM PST
To: "Vargas, Dominic (SHF)" <dominic.vargas@sfgov.org>
Cc: President <PRESIDENT@sanfranciscodsa.com>
Subject: Memorandum of Understanding 196d assistance

Dear Senior Deputy Vargas,

Thank you for the current onboarding process in the position of Deputy Sheriff 8504 at the San Francisco Sheriff's Office (SFSO). I am confident I will make a significant contribution to SFSO over the short and long term.

Today on February 10, 2022, I had the opportunity to speak with DSA President Lambo regarding my special experience, qualifications, and skills. DSA President Lambo advised me of our Memorandum of Understanding on page fifty-three, section 196d, that would warrant an appointment above the entrance rate in the position of Deputy Sheriff 8504.

I have been committed to SFSO throughout the hiring process. During the background process, Sunnyvale reached out to me and offered my position as a Public Safety Officer for the Sunnyvale Department of Public Safety. When I left the Sunnyvale Department of Public Safety, I was paid fifty-six dollars per hour for my qualifications in 2018.

I have attached some of my training and credentials below and hope you agree to an appointment above the entrance rate. Do not hesitate to contact me if you have any questions or concerns. Thank you for your time and consideration.

Respectfully,

Deputy Dan # 2465

**POST PROFILE NAME:**

DAN, FRANK

**CALIFORNIA COMMISSION ON POST
CONFIDENTIAL PROFILE REPORT**

AKA: N/A

DATE: 02/10/2022

Page 1 of 1

A. PERSONAL IDENTIFICATION

POST I.D.	Agency	Birth Date	Sex	Race
C70-C04	SAN FRANCISCO CO SO	11/27/1992	M	A

B. CERTIFICATES AWARDED

Total Number of Certificates: 0

C. EMPLOYMENT

Hired From	To	R*	Rank	Rank Date	Agency	Agency Name	F/P	P/U	Seas
09/23/2018	12/17/2018	1	PO	09/23/2018	43160	SUNNYVALE DPS	F	P	
04/15/2019	09/17/2019	1	PO	04/15/2019	01210	BAY AREA RAPID TRANSIT PD	F	P	
02/05/2022			DPTY	02/05/2022	38000	SAN FRANCISCO CO SO	F	P	

*Reason for Separation: 1 = Resignation, 2 = Discharge, 3 = Retirement, 4 = Death, 5 = Felony, 6 = Other, 7 = Promotion/Demotion

D. POST CERTIFIED TRAINING

Comp Date	Cat	CCN	Hrs	Rmb	Cmp	Agency	School	* Course Name
09/17/2018	A	1010-00100-17-003	1064		Y	43140	ALAMEDA SO	BASIC COURSE-INTENSIVE
09/25/2018	K	2540-32075-18-012	16		Y	43160	SOBAYRTC	FIREARMS/TACTICAL RIFLE
10/12/2018	K	2540-21798-18-012	8	X	Y	43160	SOBAYRTC	FIRST AID/CPR UPDATE
11/09/2018	K	2750-29501-18-007	4		Y	43160	SUNNYVL PS	* FIREARM(PSP)
11/09/2018	K	2750-29503-18-004	4	X	Y	43160	SUNNYVL PS	* ARSTCTL(PSP)
05/11/2019	K	3700-30995-18-016	4	X	Y	01210	BARTPD	LESS LETHAL WEAPONS
07/03/2019	K	3700-30995-19-008	4	X	Y	01210	BARTPD	LESS LETHAL WEAPONS
08/02/2019	K	1010-21797-19-001	8	X	Y	01210	ALAMEDA SO	FIRST AID/CPR/AED REFRESHER
09/24/2020	K	2010-20801-20-003	40		Y	01210	OPD	CRISIS INTERVENTION
02/05/2021	K	1239-49550-20-011	8	X	Y	29000	GS	* IMPLICIT BIAS AND RACIAL PROFILING (DLGP)
04/09/2021	K	2540-21796-20-003	38		Y	01210	SOBAYRTC	FIRST AID/CPR/AED INSTRUCTOR
06/01/2021	K	1239-49650-20-072	8	X	Y	01210	GS	* CULTURAL DIVERSITY (DLGP)
09/08/2021	K	1239-49500-21-013	8	X	Y	01210	GS	* USE OF FORCE AND DE-ESCALATION (DLGP)
10/25/2021	K	1239-20798-21-027	8	X	Y	60000	GS	* CRISIS INTERVENTION AND DE-ESCALATION TRAINING

*Meets Perishable Skills

F. FOOTNOTES

NO FOOTNOTE ON FILE.

PLEASE REFER TO THE ENCLOSED EXPLANATION SHEET FOR ADDITIONAL INFORMATION.

COMMISSION ON POST – PROFILE REPORT

The Profile Report contains confidential information.

EXPLANATION SHEET

A. PERSONAL IDENTIFICATION: Subject's personal information as indicated in POST database (EDI system)

POST ID:	Unique identification number assigned to subject by POST.
Agency:	Indicates the agency (or one of the agencies) where subject is currently employed. An "*" indicates that the subject is employed in more than one position within the same agency.
Birth Date / Sex:	Self-explanatory.
Race:	A = Asian B = African American (Black) N = Native American S = Spanish/Hispanic W = White O = Other

B. CERTIFICATES AWARDED

Cert:	Certificate serial number.
Type:	B = Basic I = Intermediate A = Advanced S = Supervisory M = Management E = Executive R = Reserve D = Public Safety Dispatcher SX = Specialized X (example: SA = Specialized Advanced)
Awarded:	Date certificate was issued.
Education:	Educational points or degree used for earning a certificate.
T:	Training points used for awarding the certificate.
T+:	Additional training points.
Comments:	Comments regarding training or institute(s) where subject received education.
Total Number of Certificates:	Number of certificates awarded to subject as indicated in POST database.

C. EMPLOYMENT: Subject's employment history as indicated in POST database

Hired From:	Date subject was hired or sworn into the agency.
To:	Date subject left agency (if applicable).
R*:	Reason for separation as indicated by number in the Report description.
Rank / Rank Date:	Indicates rank as translated by POST database and date subject made rank.
Agency / Agency Name:	Agency code number and name where subject is currently working or previously worked.
F/P:	Time base: F = Full time P = Part time
P/U:	Wage status: P = Paid U = Unpaid
Seas:	Provisional or seasonal employment.

D. POST TRAINING: Courses attended or completed as indicated in POST database

Comp Date:	Date course ended.
Cat:	General course category (for POST use only).
CCN:	Course Control Number.
Hrs:	Hours completed in course.
Rmb:	Reimbursement indicator: R = Reimbursed (before FY 83/84 reimbursable agency not necessarily reimbursed) J = Job specific * = Job specific, SALARY NOT PAID Blank = None or no data available
Cmp:	Completion indicator: Blank or Y = Course completed N = Course not completed ? = Prior to 1979
Agency:	Agency where subject was employed at time of course enrollment.
School:	Training institute offering the course.
Course Name:	Course name as shown in POST database.

E. NON-CERTIFIED COURSES

This section will only appear if applicable.

F. FOOTNOTES

This section reserved for additional information.

Certificate of Completion



The Oakland Police Department

Certifies that

Frank Dan

Has satisfactorily completed 40 hours in the

Crisis Intervention Training

September 24, 2020

Susan So. Mah

Chief of Police

Alameda County
Mental Health Care Services

Course Control #2010-20801-20-003

WJ

Training Section Commander



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

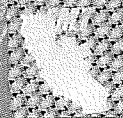
Department of Emergency Management
Emergency Medical Services Agency

CALIFORNIA

EMERGENCY MEDICAL TECHNICIAN

Frank Dan

Registry Number: **E134412**
Effective: **11/01/2021**
Expiration: **10/31/2023**
Status: **Active**



Enclosed is your new EMT Renewal Certification card that expires **10/31/2023**. Please verify that the information on the card is correct, sign the card, and carry it with you.

California State Regulations require that you notify our office in writing within 30 days of any change in your mailing address, giving both the old and new address and EMT Registry Number (via e-mail to address below). Failure to do so may result in you not receiving important information from our office in a timely manner.

In order to maintain your EMT certification, please submit a renewal application with all required documentation 60 days in advance of your expiration date to ensure you meet all EMT Renewal Certification requirements.

If you have any questions or need additional information, please contact us at 628-217-6000.

San Francisco EMS Agency, Attn: Certification
333 Valencia Street, Suite 210 • San Francisco, CA 94103-3551
(628) 217-6000 • www.sfdem.org • emsacertifications@sfgov.org
Application Hours: Monday through Friday 8:00 am – 4:00 pm



Training History Report

Department of Forestry and Fire Protection
Office of the State Fire Marshal - State Fire Training

Reported by Acadis® Readiness Suite

02/04/2022

For: **Dan, Frank**
SFT ID **5985-7565**

Dan, Frank

Certifications

Name	Issued	Expiration	Status
Fire Fighter 1 (2013) California NT	03/30/2019	Never Expires	Active (Active)

Training

Upcoming, Ongoing, & Unconfirmed

No upcoming & ongoing training data exists.

Current Period to Date (01/01/2022 - 02/04/2022)

No current year training data exists.

Previous Period (01/01/2021 - 12/31/2021)

No previous year training data exists.

Other Periods (through 12/31/2020)

Course/Title (Course No.)	Training Dates		Grade	Status	Training Category	Hours
FF1B-Hazardous Materials FRA/FRO Psychomotor Exam - HZMTSE0047	02/06/2018	02/06/2018	0.00%	Graduated - 02/06/2018		0h 0m
FF1C-Wildland Fire Fighter 1 Psychomotor Exam - WLDFSE0052	02/06/2018	02/06/2018	0.00%	Graduated - 02/06/2018		0h 0m
FF1A-Fire Fighter 1 Cognitive Exam - FF1WE0049	02/05/2018	02/05/2018	0.00%	Graduated - 02/05/2018		0h 0m
FF1B-Hazardous Materials FRA/FRO Cognitive Exam - HZMTWE0048	02/05/2018	02/05/2018	0.00%	Graduated - 02/05/2018		0h 0m
FF1C-Wildland Fire Fighter 1 Cognitive Exam - WLDFWE0051	02/05/2018	02/05/2018	0.00%	Graduated - 02/05/2018		0h 0m
S-130: Fire Fighter Training - S1300036	01/24/2018	01/31/2018	0.00%	Graduated - 01/31/2018		30h 0m
S-190: Introduction to Wildland Fire Behavior - S1900045	01/23/2018	01/23/2018	0.00%	Graduated - 01/23/2018		6h 0m
Confined Space Rescue Awareness - CSRA0189	01/22/2018	01/22/2018	0.00%	Graduated - 01/22/2018		8h 0m
Rescue Systems 1 - NRS10052	01/08/2018	01/12/2018	0.00%	Graduated - 01/12/2018		40h 0m
Vehicle Extrication - VE0089	01/04/2018	01/05/2018	0.00%	Graduated - 01/05/2018		24h 0m
I-300: Intermediate ICS - I3000051	12/27/2017	12/29/2017	0.00%	Graduated - 12/29/2017		18h 0m
Low Angle Rope Rescue Operational - LARRO0139	12/18/2017	12/20/2017	0.00%	Graduated - 12/20/2017		24h 0m
FF1A-Fire Fighter 1 Psychomotor Exam - FF1SE0046	12/13/2017	12/14/2017	0.00%	Graduated - 12/14/2017		0h 0m
Fire Control 3B: Structural Fire Fighting in Live-fire Simulators - FC3B0078	12/04/2017	12/07/2017	0.00%	Graduated - 12/07/2017		8h 0m



Training History Report

Department of Forestry and Fire Protection
Office of the State Fire Marshal - State Fire Training

Reported by Acadis® Readiness Suite

02/04/2022

For: **Dan, Frank**
SFT ID **5985-7565**

Fire Fighter Survival - FFS0090	11/20/2017	11/21/2017	0.00%	Graduated - 11/21/2017	16h 0m
					Total Hours (174h 0m)

A grade of ## indicates that the weights for this class are not valid and grades cannot be calculated.

CALIFORNIA FIRE SERVICE TRAINING AND EDUCATION SYSTEM

The State Board of Fire Services recognizes

Frank Dan

has successfully completed the
California State Fire Marshal certification requirements for
Fire Fighter 1 (2013) California NT

NFPA 1001: Fire Fighter 1, NFPA 1051: Wildland Fire Fighter 1,
NFPA 472: Hazardous Materials Awareness and Operations

Issued On
March 30, 2019



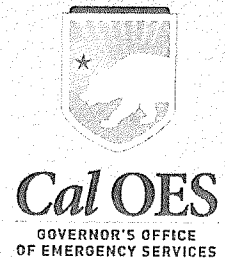

Mike Richwine
State Fire Marshal



SFT ID# 5985-7565



California Specialized Training Institute



CERTIFICATE OF COMPLETION

This is to certify that

Frank Dan

Has completed the 16 hour Hazardous Materials Course
FIRST RESPONDER OPERATIONS

Certified under Chapter 7 of Division 1 of Title 2 California Government Code 8574.19-23,
California Code of Regulations Title 19 Section 2510-2560

Complies with the Provisions of California Code of Regulations Title 8 Section 5192(q)
Title 29 Code of Federal Regulations 1910.120(q)

Alex Cabassa, CSTI Superintendent

Outreach Course Manager

01/18/2018

Class Date

OR501757

Certificate No.

NATIONAL COUNCIL
FOR BEHAVIORAL HEALTH

National Council for Behavioral Health operates Mental Health First Aid in the USA. The National Council for Behavioral Health and the Missouri Department of Mental Health founded Mental Health First Aid USA.

Frank Dan

has completed the course and is now certified in

Adult
Mental Health First Aid USA

This course teaches skills for providing initial help to someone experiencing a mental health or substance use challenge.

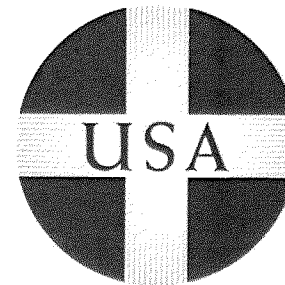
Susan Bechara

Instructor

Instructor

Charles Ingoglia

Chuck Ingoglia
President & CEO
National Council for Behavioral Health



**MENTAL
HEALTH
FIRST AID**

This certificate became
effective on:

02/26/2021

Date

This certificate **expires**:

02/26/2024

Date

This course is eligible for 8 contact hours of continuing education credit.

The Academy



This is to certify that

FRANK DAN

has successfully completed

FIRST AID CPR/ AED INSTRUCTOR

April 5, 2021 - April 9, 2021

TRANSCRIPTING COLLEGE

Gavilan College (408) 848-4733
Course # JLE154 / Section # 40845
40 Hours / 1 Units
P.O.S.T. Control # 2540-21796-20-003

A handwritten signature in black ink, appearing to read "Linda Vaughn", is written over a horizontal line.

Linda Vaughn
President/CEO

South Bay Regional Public Safety Training Consortium



Providing Excellence and Leadership in Public Safety Training through Regional and Community Partnerships

From: "Clark, Carla (SHF)" <carla.clark@sfgov.org>
Date: March 1, 2022 at 3:36:33 PM PST
To: "Dan, Frank (SHF)" <frank.dan@sfgov.org>
Cc: President <PRESIDENT@sanfranciscodsa.com>, "Ndungu, Peter (SHF)" <peter.ndungu@sfgov.org>, "Tang, Richard (SHF)" <richard.tang@sfgov.org>, "Sanz, Michael (SHF)" <michael.sanz@sfgov.org>
Subject: Re: MOU 196d inquiry

Good Afternoon,

I forwarded your requests up my chain of command after they were submitted. I just checked with Captain Sanford and he is still looking into your requests.

Sergeant Carla Clark #1418
Personnel Manager
San Francisco Sheriff's Office
City Hall
1 Dr. Carlton B. Goodlett Place, Room 456
San Francisco, Ca 94102-4676
Telephone: (415) 554-4461
Work Cell: (415) 361-0420
Fax: (415) 554-7050

This communication and any accompanying documents are confidential. They are intended for the sole use of the addressee. If you receive this transmission in error, you are advised that any disclosure, copying distribution, or taking of any action in reliance upon this communication is strictly prohibited. Moreover any such disclosure shall not compromise or waive the attorney-client, accountant-client, or other privileges as to this communication or otherwise. If you have received this communication in error, please contact me at the above address. Thank you.

From: Dan, Frank (SHF) <frank.dan@sfgov.org>
Sent: Tuesday, March 1, 2022 1:47 PM
To: Clark, Carla (SHF) <carla.clark@sfgov.org>
Cc: president@sanfranciscodsa.com <president@sanfranciscodsa.com>; Ndungu, Peter (SHF)

<peter.ndungu@sfgov.org>; Tang, Richard (SHF) <richard.tang@sfgov.org>; Sanz, Michael (SHF) <michael.sanz@sfgov.org>

Subject: MOU 196d inquiry

Good afternoon Sgt. Clark and President Lomba,

I hope all is well. Our CORE class would like to inquire on the status of MOU 196d plea. We submitted independent email correlated to our training and experience. Please advise if anything else is needed with the process.

Best Regards,

Deputy Dan

Peter Ndungu

From: "Ndungu, Peter (SHF)" <peter.ndungu@sfgov.org>
Date: February 13, 2022 at 10:11:56 AM PST
To: "Vargas, Dominic (SHF)" <dominic.vargas@sfgov.org>
Cc: President <PRESIDENT@sanfranciscodsa.com>
Subject: DSA 196(d) Consideration

Good morning, Sr. Deputy Vargas,

Thank you for the great orientation week. I am grateful for the resources you are making available to us to ensure a successful career with the Department.

On February 10, 2022, I had the pleasure to meet DSA President, Ken Lomba and discussed the DSA's MOU; Page 53 Section 196(d). Based on my training and experience, The president advised that this section would warrant an appointment above the entrance rate in the position of Deputy Sheriff 8504.

I attended the Santa Rosa Junior College Police Academy, BPA202, as a self-sponsored student and successfully graduated in December 2019. I worked with Ukiah Police Department through the FTO program where I acquired extensive field training and patrol experience.

I responded to and took lead in several domestic violence incidents, DUI cases, 5150 incidents and other calls of service. I made several arrests for possession and sale of controlled substances. This experience made me competent in identifying various drugs and other contraband. I was subpoenaed by the District Attorney's Office in Mendocino County to appear and testify in court in front of the Judge for arrests I had made and cases I had investigated.

During the FTO program, I had in-service EVOC training, building clearance and taser training.

Based on the field training and experience, I believe the fair market rate; Step 3 (\$49.25/hr.), is compensatory to the value I bring to the San Francisco Sheriff's Department.

Respectfully,

Peter Ndungu #2473

Michael Sanz

From: "Sanz, Michael (SHF)" <michael.sanz@sfgov.org>
Date: February 14, 2022 at 8:35:47 PM PST
To: "Vargas, Dominic (SHF)" <dominic.vargas@sfgov.org>
Cc: presidentdsa@sfgov.org
Subject: MOU 196d Assistance

On February 10, 2022, I had the opportunity to speak with DSA President Lambo regarding my special experience, qualifications, and skills. DSA President Lambo advised me of our Memorandum of Understanding on page fifty-three, section 196d, that would warrant an appointment above the entrance rate in the position of Deputy Sheriff 8504 based on my previous patrol experience with the San Francisco Police Department. If you have any questions or concerns, please feel free to contact me.

Thank you,

Michael Sanz
(702)-350-3549

Richard Tang

From: "Tang, Richard (SHF)" <richard.tang@sfgov.org>
Date: February 23, 2022 at 8:07:35 AM PST
To: "Vargas, Dominic (SHF)" <dominic.vargas@sfgov.org>
Cc: President <PRESIDENT@sanfranciscodsa.com>
Subject: **MOU 196d**

Dear Senior Deputy Vargas,

On February 10, 2022, I had the opportunity to speak with DA President Lambo regarding my special experience, qualifications, and skills. DSA President Lambo advised me of our Memorandum of Understanding on page fifty-three, section 196d, that would warrant an appointment of a higher step rate in the position of Deputy Sheriff 8504.

I believe my experience from the Marine Corp and my time working as a Patrol Officer in the Tenderloin has provided me a unique set of skills that will benefit the San Francisco Sheriff's Office both short term and long term.

Thank you,

Deputy Richard Tang #2468

City and County of San Francisco

Carol Isen
Human Resources Director



Department of Human Resources

Connecting People with Purpose
www.sfdhr.org

Via E-mail

May 6, 2022

Sean D. Howell
Mastagni Holstedt, A.P.C.
1912 I St.
Sacramento, CA 95811
showell@mastagni.com

***RE: Denial of Appointment Above Entrance Grievance
ERD Reference No. 06-22-4191***

Dear Sean Howell,

The Employee Relations Division (ERD) is in receipt of your letter dated April 26, 2022, moving the above-referenced matter to Step III of the grievance procedure.

Statement of Grievance

The San Francisco Deputy Sheriffs' Association (DSA or Union) alleges that the San Francisco Sheriff's Department (Department) violated Article III (Pay, Hours and Benefits), Section F (Salary Step Plan and Salary Adjustments), Paragraphs 193-196 of the Parties' Memorandum of Understanding (MOU) by not appointing new hires at a rate above the entrance rate. The Union grieves on behalf of Peter Ndungu, Michael Sanz, Richard Tang, and Dan Frank. As a remedy, the Union requests that the Department implement paragraph 195 for all new hires until hiring 200 deputies and that listed deputies receive at least two step increases.

Discussion

Paragraph 195 of the MOU states in relevant part that "appointments may be made by the Sheriff at any step in the compensation schedule..." for a variety of reasons. Per the MOU, appointments above the entrance rate are made at management's discretion. Therefore, there is no MOU violation.

Conclusion

Based on the foregoing reasons, ERD respectfully denies the Union's grievance.

Under the MOU, the Union has fifteen (15) calendar days from the date of the ERD response in which to file a written appeal to arbitrate. Please be advised that the City reserves all rights it may have regarding this matter, including but not limited to, procedural issues and arbitrability. The City Attorney's Office will review the file and make the final determination of these issues. In the event the Union does not move this matter to arbitration within the contract timeline, ERD will consider the matter closed.

Denial of Appointment Above Entrance Grievance

ERD Reference No. 06-22-4191

May 6, 2022

Page 2

Sincerely,





Andy Soluk


Employee Relations Representative


cc: Jonathan Wright, DHR
Ardis Graham, DHR
Ken Lomba, DSA
Undersheriff Joseph Engler, SHF
Captain Sanford, SHF


Canceled: Recruitment & Hiring meeting - Event instance


 Remove series


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 Reply all




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 15 minutes before ▾


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Canceled: Recruitment & Hiring meeting




Fri 5/3/2024 8:00 AM - 9:00 AM

 [View series](#)

 [Show all instances](#)



TEAMS



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Tracking

Organizer

CT

Carter, Tanzanika (SHF)

Sent on Thursday, 8/18/2022 at 7:26 PM

Attendees

You responded "Yes"

▾

Didn't respond: 16

SF

Scalercio, Frank (SHF)

Required

MJ

Moret, Justin (SHF)

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SJ

Sanford, Jamala (SHF)

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FM

Fisher, Michele (SHF)

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CC

Clark, Carla (SHF)

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PF

Perez, Fabian (SHF)

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MT

Moriarty, Tara (SHF)

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SF

Smith, Felicia (SHF)

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Canceled: Recruitment & Hiring meeting - Event instance



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Canceled: Recruitment & Hiring meeting



Fri 6/7/2024 8:00 AM - 9:00 AM



View series



Show all instances



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Carter, Tanzanika (SHF)
Sent on Thursday, 8/18/2022 7:26 PM

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Moriarty, Tara (SHF)
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Smith, Felicia (SHF)
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Canceled: Recruitment & Hiring meeting



Fri 8/2/2024 8:00 AM - 9:00 AM

 [View series](#)

 [Show all instances](#)



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Sent on Thursday, 8/18/2022 at 7:26 PM

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Smith, Felicia (SHF)

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Canceled: Recruitment & Hiring meeting

Fri 7/26/2024 8:00 AM - 9:00 AM

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TEAMS

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Tracking

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Carter, Tanzanika (SHF)
Sent on Thursday, 8/18/2022 at 7:26 PM

Attendees
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Canceled: Recruitment & Hiring meeting

 Fri 7/19/2024 8:00 AM - 9:00 AM

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 TEAMS



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Tracking

Organizer

CT

Carter, Tanzanika (SHF)

Sent on Thursday, 8/18/2022 at 7:26 PM

Attendees

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Moret, Justin (SHF)

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Sanford, Jamala (SHF)

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Fisher, Michele (SHF)

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Clark, Carla (SHF)

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Perez, Fabian (SHF)

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Moriarty, Tara (SHF)


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- SF

Smith, Felicia (SHF)


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Canceled: Recruitment & Hiring meeting - Event instance


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Canceled: Recruitment & Hiring meeting



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 [View series](#)

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TEAMS



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Tracking

Organizer

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Carter, Tanzanika (SHF)

Sent on Thursday, 8/18/2022 at 7:26 PM

Attendees

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Clark, Carla (SHF)

Required

PF

Perez, Fabian (SHF)

Required

MT

Moriarty, Tara (SHF)

Required

SF

Smith, Felicia (SHF)

Required

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: August 2024 Arts Commission Public Meetings
Date: Thursday, August 1, 2024 2:26:00 PM

Hello,

Please see below for communication from the San Francisco Arts Commission regarding August 2024 public meetings.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: San Francisco Arts Commission <art-info@sfgov.org>
Sent: Thursday, August 1, 2024 9:05 AM
To: Adkins, Joe (BOS) <joe.adkins@sfgov.org>
Subject: August 2024 Arts Commission Public Meetings

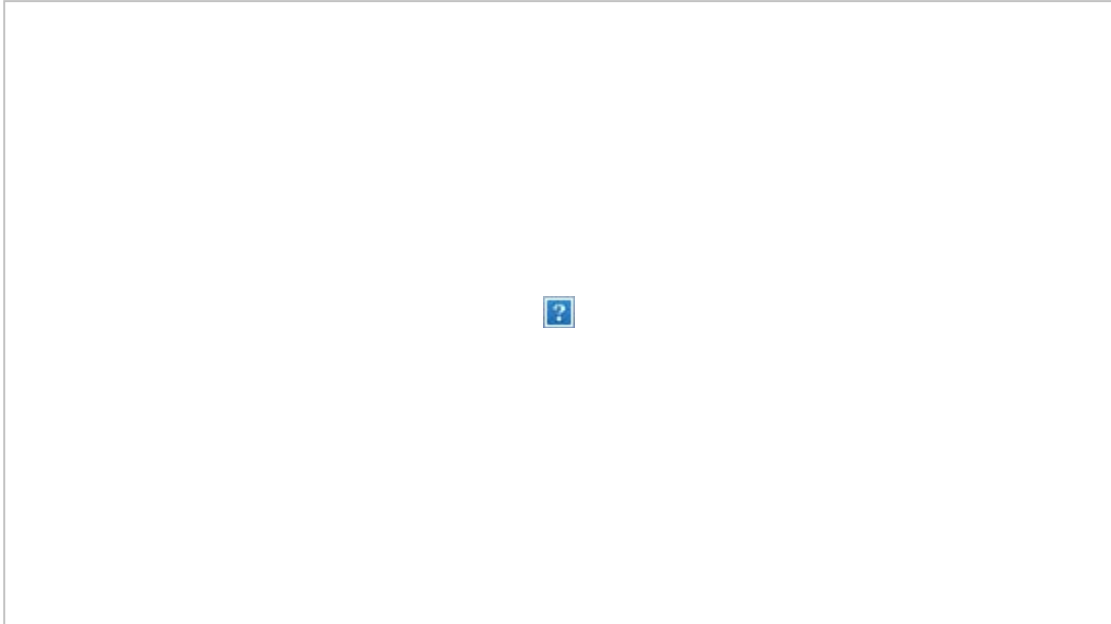


August 2024 Public Meetings

- Full Commission
 - Civic Design Review Committee
 - Visual Arts Committee
 - Community Investments Committee
 - Executive Committee
 - [View as Webpage](#)
-

Upcoming Public Meetings

Meeting details and agenda information can be found on the [Arts Commission Meeting](#) page on sf.gov.



Images: Full Commission Meeting, City Hall, Room 416 - July 1, 2024

The San Francisco Arts Commission is committed to open government. Any member of the public is welcome to attend our meetings and provide public comment.

The meeting agenda, access link, and instructions for providing public comment will be posted on the sf.gov [Arts Commission Meeting page](#) at least 72 hours in advance of the scheduled meeting. ([Sec. 67.7.](#))

[Full Commission Meeting: August 5, 2024*](#)

Full Commission meetings are generally held on the first Monday each month at 2:00 PM and generally last for about two hours. If the scheduled date falls on a holiday, the meeting will usually be rescheduled to the following or preceding week.

This will be an in person meeting held at City Hall, Room 416 and streamed online via SFGovTV. This meeting will be broadcast live on SFGovTV2, accessible on Comcast channel 78 / Astound channel 28 / AT&T Uverse channel 99.

Civic Design Review Committee Meeting: August 19, 2024*

Civic Design Review Committee meetings are generally held on the third Monday of each month at 2:00 PM, and generally last for about three hours. If the scheduled date falls on a holiday, the meeting will usually be rescheduled to the following or preceding week.

This will be an in-person meeting held at **City Hall, Room 416** and streamed online. via SFGovTV. This meeting will be broadcast live on SFGovTV2, accessible on Comcast channel 78 / Astound channel 28 / AT&T Uverse channel 99.

Visual Arts Committee Meeting: August 21, 2024*

Visual Arts Committee meetings are generally held on the third Wednesday of each month at 2:30 PM, and generally last for about two hours. If the scheduled date falls on a holiday, the meeting will usually be rescheduled to the following or preceding week.

This will be an in-person meeting held at **City Hall, Room 416** and streamed online via SFGovTV. This meeting will not be live cablecast, it can be found under "Upcoming Events."

Community Investments Committee Meeting: August 27, 2024*

Community Investments Committee meetings are generally held on the third Tuesday on even-numbered months at 1:00 PM, and generally last for about two hours. If the scheduled date falls on a holiday, the meeting will usually be rescheduled to the following or preceding week.

This will be an in-person meeting held at **City Hall, Room 416** and streamed

online via SFGovTV. This meeting will not be live cablecast, it can be found under "Upcoming Events."

Executive Committee Meeting: August 28, 2024*

Executive Committee meetings are generally held on the fourth Wednesday of each month at 1:00 PM, and generally last for about two hours. If the scheduled date falls on a holiday, the meeting will usually be rescheduled to the following or preceding week.

This will be an in-person meeting held at **City Hall, Room 408** and streamed online via SFGovTV. This meeting will be broadcast live on SFGovTV2, accessible on Comcast channel 78 / Astound channel 28 / AT&T Uverse channel 99.

*Meetings are subject to cancellation, which will be reflected on the [sf.gov Arts Commission Meetings page](#) and Arts Commission website [event calendar](#).

Notice Regarding Remote Public Comment:

Public comments are accepted in person at all San Francisco Arts Commission public meetings. Remote public comment is available for those who require an ADA accommodation. Please reach out to art-info@sfgov.org or by calling 415-252-2247 with any questions or to make an accommodation request. We request at least 48 hours in advance of the meeting, pursuant to Administrative Code Section 97.7. Late requests will be honored if possible. For meetings scheduled on Mondays, please submit requests by 4:00 p.m. the previous Friday.

Persons who spoke during the public comment period at a meeting of the Arts Commission may supply a brief written summary of the comments to be included in the minutes if it is 150 words or less. The Arts Commission may reject the summary if it exceeds the prescribed word limit or is not an accurate summary of the speaker's public comment.

Persons unable to attend an Arts Commission meeting may submit

correspondence to the Arts Commission in connection with an agenda item. Arts Commission staff will post these documents adjacent to the agenda if they are one page in length. If they are longer than one page, the Arts Commission will make such documents available for public inspection and copying. Please note, correspondence submitted to the Arts Commission will NOT be read aloud during the meeting. Names and addresses included in these submittals will be public. Submittals may be made anonymously. Written comments pertaining to meetings should be submitted to art-info@sfgov.org by 5:00 p.m. before the date of the meeting to ensure comments are shared with commissioners ahead of the meeting.

ACCESSIBILITY

Per the Americans with Disabilities Act and the Language Access Ordinance, Chinese, Spanish, and/or American Sign Language interpreters will be available upon request. Please submit your request to art-info@sfgov.org at least 2 days (48 hours) prior to the scheduled meeting. For Monday meetings, please submit your request by 4 p.m. the Friday before. Additionally, every effort will be made to provide a sound enhancement system, meeting materials in alternative formats, and/or a reader. Minutes may be translated after they have been adopted by the Commission.

利便參與會議的相關規定

根據美國殘疾人士法案和語言服務條例，中文、西班牙語、和/或美國手語翻譯人員在收到要求後將會提供翻譯服務。另外，我們將盡力提供擴音設備。同時也將會提供不同格式的會議資料，和/或者提供閱讀器。此外，翻譯版本的會議記錄可在委員會通過後提供。

POLITICA DE ACCESO A LA REUNIÓN

De acuerdo con la Ley sobre Estadounidenses con Discapacidades (Americans with Disabilities Act) y la Ordenanza de Acceso a Idiomas (Language Access Ordinance) intérpretes de chino, español, y lenguaje de señas estarán disponibles de ser requeridos. En adición, se hará todo el esfuerzo posible para proveer un sistema mejoramiento de sonido, materiales de la reunión en formatos alternativos, y/o proveer un leedor. Las minutas podrán ser traducidas luego de ser aprobadas por la Comisión.

PATAKARAN PARA SA PAG-ACCESS NG MGA MITING

Ayon sa batas ng Americans with Disabilities Act at ng Language Access Ordinance, maaring mag-request ng mga tagapagsalin wika sa salitang Tsino, Espanyol at/o sa may kapansanan pandinig sa American Sign Language. Bukod pa dito, sisikapin gawan ng paraan na makapaglaan ng gamit upang lalong pabutihin ang inyong pakikinig, maibahagi ang mga kaganapan ng miting sa iba't ibang anyo, at/o isang tagapagbasa. Ang mga kaganapan ng miting ay maaring isalin sa ibang wika matapos ito ay aprobahan ng komisyon.

MEETING ARCHIVE

Meeting Agendas, Minutes and Recordings prior to June 2022 are archived and available on the [archived sfgov.org Arts Commission website](#). Meeting Agendas, Minutes and Recordings from January 2022 onwards are now posted here on [sf.gov/artscommission](#). Click the "See past meetings" button on the meeting page to access past meeting documents.



San Francisco Arts Commission | 401 Van Ness Ave Suite 325 | San Francisco, CA 94102
US

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Constant Contact



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Urgent: Addressing Critical Challenges in San Francisco's Cannabis Industry
Date: Monday, August 5, 2024 8:43:44 AM
Attachments: [San Francisco Dispensaries Summary.xlsx](#)

Dear Supervisors,

Please see below from Kevin Reed of The Green Cross regarding the cannabis industry in San Francisco.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Kevin Reed <kevinreed@thegreencross.org>
Sent: Saturday, August 3, 2024 11:01 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: Urgent: Addressing Critical Challenges in San Francisco's Cannabis Industry

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

Kevin Reed
Founder & President
The Green Cross

4218 Mission Street
San Francisco, CA 94112
Mobile: 415.846.7671
Email: KevinReed@TheGreenCross.org
Web: TheGreenCross.org
August 5, 2024

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

San Francisco Planning Commissioners
1650 Mission Street, Suite 400
San Francisco, CA 94103

Office of the Mayor
San Francisco Police Department
Office of Economic and Workforce Development
San Francisco Department of Public Health
Office of Small Business
Department of Cannabis Control
San Francisco Treasurer & Tax Collector

Dear Members of the Board of Supervisors, San Francisco Planning Commissioners, and Respected Offices,

I am writing to you today to address the multifaceted challenges currently facing the cannabis industry in San Francisco. As a long-time member of this community and the founder of The Green Cross, I have witnessed firsthand the evolution and hurdles that our industry must navigate.

Criminal Activity: One of the primary concerns is the surge in criminal activity targeting our businesses. Prior to recreational legalization, such incidents were rare, but now it seems as though we are under daily attack. The cost of adequately securing our facilities has soared to hundreds of thousands of dollars, placing an immense financial burden on businesses already struggling to stay afloat. This week alone, I know of two dispensaries in San Francisco that were broken into, and an armed robbery occurred during the daytime around 8 a.m. at a local licensed garden facility.

Over-Taxation and Over-Regulation: While the city has provided some relief by postponing the local tax on cannabis for several years, which we greatly appreciate, the state continues to impose heavy burdens. Less than two years ago, retailers were forced to start paying growers' taxes, and next summer, an increase in state tax on cannabis will take effect, exacerbating an already dire situation. Coupled with the limitations of Section 280E, these taxes and regulations create an almost insurmountable barrier for many businesses.

Over-Saturation: The proliferation of cannabis clubs and delivery services, both within San Francisco and from other municipalities, has significantly reduced our customer base. This reduction in profits has led to lower staff counts and the unfortunate loss of careers for many

dedicated employees. We had to eliminate over 30 full-time positions, reduce the hours of remaining staff, and have been unable to provide salary increases to meet the cost of living. It is crucial that the city considers limiting the number of licenses issued based on population needs to ensure the sustainability of our industry.

In addition to alcohol licenses, San Francisco imposes limits on other types of business licenses to manage the city's economic landscape and maintain community standards. Here are some notable examples:

- **Taxi Medallions**
- **Short-Term Rental Permits**
- **Mobile Food Vendor Permits**
- **Street Artist Licenses**
- **Massage Establishment Permits**

These limitations help San Francisco maintain a balanced and sustainable business environment, ensuring that various business types can coexist while preserving the city's character and quality of life for its residents.

While we greatly appreciated the Board's decision to temporarily stop accepting new applications, we are deeply concerned about the nearly 150 applications already in the pipeline or currently in the building process. As these new establishments come online, the impact on our industry will be severe. This influx threatens to further dilute our market, making it even more challenging for existing businesses to survive.

Immediate Action Needed: Many ask what can be done to help, and the first thing that comes to mind is to place a hold on any applications that have not made it through the planning and land use approval process. I implore the Supervisors and Planning Commissioners to examine their own payroll and tax records to see firsthand how the existing industry is being negatively affected. We consider ourselves to be one of, if not the best, and yet we have seen our sales plummet by over 65% and have lost at least 65% of our staff since these challenges began.

I am including an attached Excel spreadsheet titled "San Francisco Dispensaries Summary." The document provides a comprehensive overview of San Francisco dispensaries, including details about active storefronts, delivery-only permits, application processes, and inactive or closed dispensaries. It offers a clear picture of the current, pending, and inactive cannabis retail locations in San Francisco.

Additional Challenges: The cannabis industry in California faces numerous other challenges, as highlighted in various recent news stories:

- [The fight to save San Francisco's only Black woman-owned dispensary](#)
- [San Francisco cannabis dispensaries struggling as they continue to compete with illegal market](#)
- [California cracking down on illegal marijuana grows, but dispensaries continue to struggle](#)
- [California cannabis industry says it's been pushed to 'breaking point'](#)
- [Marijuana industry struggling with low demand](#)
- [Growing concerns about California's cannabis industry](#)

[Bay Area cannabis shops are closing as pot sales slump](#)

- [California cities, counties cut marijuana taxes to aid struggling companies](#)
- [High Times shuts down pot shops as California pot market struggles](#)
- ['Really dire': California pot tax revenue falls for 7th straight quarter](#)
- [North Coast industry insiders weigh in on why California cannabis tax revenue slipped in 2023](#)
- [Sonoma County legal weed businesses face hard financial times despite recently reduced tax](#)
- [Thousands of California Cultivators Call it Quits Amid Wider Slowdown](#)
- ['Bloodbath': California cities use pot shop bans to prop up faltering industry](#)
- [Life after legalization: California cannabis market still faces challenges](#)
- [California's Marijuana Market Remains Mired in Challenges](#)
- [San Francisco's 'Hippie Hill' Organizers Say This Year's 4/20 Event Is Canceled](#)
- [As the North Coast cannabis industry struggles, Humboldt County growers say Measure A could sink them](#)
- [West Coast 4/20 events struggle, as East Coast events boom](#)
- [Cannabis in crisis: Struggling SLO County businesses ask for fewer fees, regulations](#)
- [San Francisco pharmacies are struggling as they continue to compete with the illicit market](#)
- [Civil Grand Jury report shows cannabis businesses are struggling financially in Monterey County](#)
- [California's biggest cannabis delivery company faces foreclosure](#)
- [Big Weed: Consolidation is changing the face of California cannabis](#)
- [California's pot economy is crashing. What comes next?](#)

These stories underline the severe difficulties our industry is enduring and the urgent need for support and action from local authorities.

In conclusion, I urge the City of San Francisco to take a more proactive stance in addressing these issues. By implementing measures to control oversaturation, providing further tax relief, and enhancing security support, we can ensure the survival and prosperity of our industry. The cannabis industry has the potential to be a significant contributor to the local economy, but only if we are given the tools and support necessary to thrive.

Thank you for your attention to these pressing matters. I am hopeful that, together, we can find solutions that benefit both our industry and the broader San Francisco community.

Sincerely,

--

Kevin Reed

Founder & President
The Green Cross
4218 Mission Street
San Francisco, CA 94112

Mobile: 415.846.7671

Office: 415.648.4420

Fax: 415.431.2420

Email: KevinReed@TheGreenCross.org

Web: TheGreenCross.org



Operating & permitted til end of 2024 under Article 33

2One2	212 California
Barfury Coast Collective	852 Mission St
BASA Collective	1328 Grove St
Bloomerang	3015 San Bruno Ave
Carmaine Cannabis Dispensary	70 2nd St
Connected Cannabis	5234 Mission St
Dr. GreenThumb's	3139 Mission St
Dutchmen's Flat	2534 3rd Street
Element 7	3415 California St
Elevated San Francisco	2442 Bayshore Blvd
Grass Roots	1077 Post St
Ketama Cooperative	14 Valencia St
Kolas	1545 Ocean Ave
Love Shack By Green Dragon	502 14th St
MediThrive Cannabis Dispensary & Delivery	1833 Mission St
Mission Cannabis Club	2441 Mission St
Mission Organic Center	5258 Mission St
Moss Greens	1276 Market St
Ohana Cannabis	1256 Mission St
Project Cannabis SF	761 Bryant Street
Pure 710 SF	49 Kearny St
Purple Star MD	2520 Mission St
SPARC	473 Haight St
STIIIZY Mission	3326 Mission St
Sunset Pipeline	2165 Irving St
The Apothecarium Dispensary Castro	2029 Market St
The Apothecarium Dispensary Marina	2414 Lombard
The Apothecarium Dispensary SoMa	527 Howard St
The Green Cross	4218 Mission St
Ubana-Geary	4811 Geary Blvd
Ubana-Mission	33 28th St
Vapor Room Weed Dispensary & Delivery	79 9th St

Authorized to Deliver

Final Article 16 permits fully permitted & operating

Authentic 415	165 MISSISSIPPI ST
Blue on Haight	1685 HAIGHT ST
California St Cannabis Company	1388 CALIFORNIA ST.
California St Cannabis Company @ Clement St	2715 JUDAH STREET
Cannabis Cultures	2715 JUDAH STREET
Eureka Sky - - Castro	3989 17TH ST
Fig & Thistle Apothecary	313 Ivy Street
Flight SF Cannabis Dispensary Parkmerced	61 Carbon Dr
Flora Dispensary Castro	258 New St[]
Gemme Verdi	899 COLUMBUS AVE.
Golden Gate Cannabis Company	500 JONES ST.
Harborside San Francisco Dispensary	768 STANNYAN ST.
HYRBA	768 Stannyan St
Magic Flower Cannabis Dispensary	906 POST ST
Marino Greens	3109 Fillmore St.
North Beach Pipeline Dispensary	1335 GRANT ST.
Off The Charts - San Francisco	879 Bryant St
Outer Aisle	928 Van Ness Ave.
Posh Green Cannabis Boutique	828 INNES AVE #110
Russian Hill Cannabis Club	2424 Polk Street.
Seaweed SF Cannabis Dispensary	245 Jefferson St
Solui Cannabis Dispensary	900 Irving Street
SPARC	1735 Polk St
STIIIZY Mission	3326 Mission St
Stazy Union Square	180 O'FARRELL ST
Union Cannabis Club	2030 Union Street.
Union Station SF	2075 Mission St
Weedhub Cannabis Dispensary	3467 Geary Blvd.

Final Article 16 Delivery-Only Permits Fully Permitted & Oper Land Use Permitted, under construction

California Wellness	40 Shotwell Street
Buttenders	890 Folsom
Golden Bear Indulgence Inc.	1555 Yosemite Ave., #3
BAYTRU Inc.	2110 Jennings Ave.
BayCare Delivery Corp.	2289 Cesar Chavez Ste 7
SAVA	2800 3rd Street
Homestead Heart	2800 3rd Street, #201
SF Bay DOJO LLC	1552 Yosemite Ave Unit C
Dube Delivery	1278 Indiana St Ste 301
Posh Green Collective	26 7th Street Storage
Waves	667 Mississippi Street Rm C
Eletante Inc.	472 Ishama Street
2000 OAKDALE ST RETAIL	2000 OAKDALE AVE.
3185 Mission, LLC	3185 Mission St
500 retail LLC	500 Laguna Street.
Agrieved Elk LLC	615 Sansome.
Black Pepper	1555 Yosemite Ave #11
Cannabis 21+	1095 COLUMBUS AVE
Cannabis 21+	1057 HOWARD ST.
Culture Cannabis Club	5801 Mission Street.
DR. GREENTHUMB'S SF	468 Geary Street.
FOLSOM FORGE, LLC	443 FOLSOM ST 1st Floor
FOURWARD INTEGRATION INC	353 DIVISADERO ST.
Green Field Management Corp	4687 Mission Street.
HYBRID ORGANIC DESIGN	40 12TH ST.
HYRBA	560 VALENCIA ST.
Jahnetics Delivery	1385 CARROLL AVE.
Mirage Medicinal	985 FOLSOM ST.
MMO San Francisco	4835 Mission Street.
MMI Suter Retail, LLC	532 Suter Street.
MKG HOLDINGS INC.	4221 Geary Blvd.
Second Street Project LLC	543-545 2nd Street.
THE MILL	3751 24TH ST.
Vivo Therapeutics Lab LLC	2248 Jernard Ave.

Retail Application processing

100 Broadway Ventures Inc	100 Broadway Street.
1018 Smoke LLC	1019 Ocean Ave.
5 LELAND INCUBATOR	5 LELAND AVENUE.
62 Smooth	2401 Irving St.
Alai Extracts Inc.	2745 19th St.
Alai Extracts Inc.	1200 Indiana St.
ANNASHA	1881-1885 Lombard Street.
Basanova Inc	4994 Mission Street.
BCJ	1 GRANT AVE.
Blue Enterprises West Portal	323 West Portal Avenue.
Calaggo's 420 Seasons	1190 Bryant St.
Cannabis Cultures	5200 Geary Blvd
CE5F	2400 San Bruno Ave.
COLUMBUS EQUITY LLC	1333 COLUMBUS AVE.
Drakari	3431 18th st.
Element 7 Lower Nob Hill LLC	1008 Bush Street.
Element 7 SF4 LLC	1541 Polk Street.
Element 7 The Castro LLC	4001 18th Street.
ERB	43 NORFOLK
Ganjica	661 Howard st .
Gilbert Street Unit 3 LLC	2594 Lombard Street.
GILBERT STREET UNIT 4 LLC	1356 VAN NESS AVE.
Green Mirror	800 Taraval Street.
Hazy Home	320 Kearny St.
High as hell always	5525 Geary Blvd.
Larkin Street	670 Larkin Street
Lombard Street Equity LLC	2205-2207 Lombard Street.
Positive Green LLC	288 Church Street.
Positive Vision LLC	1196 Pacific Avenue.
Powerzzap	724 Valencia Street.
RAIW INCUBATOR LLC	1970 CARROLL AVE.
Rose Mary Jane	2055-2057 MARKET ST.
SFE 372 RITCH	372 Ritch St.
The Pacific Pipeline Corp	2490 San Bruno Avenue.
The Window	2360 Polk St.
tpm	2330 lane street.
TwentyFourth Investment Group LLC	2728 24th St.
V&S Holdings, Inc.	181 West Portal Ave.
V&S Holdings, Inc.	317 Cortland Ave

Application submitted

BCJ	1 GRANT AVE.
Knexius LLC	211 12th St[]
Jay's	1600 Evans Avenue.

Delivery-Only Application Processing

The Burke Group	1500 Burke Ave
Uherd SF	2250 Jernard Ave. Ste 11A
SF 710 Inc.	1588 Howard Street
Kure SF	214 California Street, #203
Smakhouse	3450 3rd Street
SAVA	2800 3rd Street
Pure 710SF	49 Kearny Street
OPP	1455 Dolmer Ave
Homestead Heart	2800 3rd Street Suite 201
SF Bay DOJO llc	1552 Yosemite Ave Unit C
Direct THC	438 Countland Ave
SF Bay 247 Folks llc	1569 Wallace Ave Unit C
S80 SF llc	1420 Yosemite Ave
Gold Reserve, llc	5191 3rd Street Suite B
Golubar Consulting llc	157 Stevenson Street
Waves	667 Mississippi Street Rm C
GA Love CO	49 Duboce Ave
SF 678 llc	49 Kearny Street Messanina Flow
The Betty Project	1040 Bryant Street
BayTRU Inc.	2110 Jennings Ave.
Constance Therapeutics Inc.	2130 Oakdale Ave
Push Green Collective	26 7th Street Storage
Bryant Street Partners	757 Bryant Street
SF Blaze llc	40 Duboce Ave.
Maze	1953 Market Street
Beetlejuice Management llc	1500 Burke Ave, Unit C
Lucron Inc.	1719 Wallace Ave
Gummym llc	45 Duboce Street Unit B
V.I.C.I.	630 Howard Street
Ease of Living	1357 Mission Street
Then Bridges	40 Duboce Ave.
ITWHL llc	1236 Rankin Street
Neicey Pieces llc	1531 Folsom Street
LA Fleur Distribution	1555 Yosemite Ave Unit 1C
Bay Care Delivery Cooperative	2205 Cesar Chavez Ste 7
The Herb Connection	1150 Quesada Ave
Dube Delivery	1278 Indiana St Ste 301

Inactive / closed dispensaries

1944 Ocean Collective	1944 Ocean Ave
214 California St Suite 201 Delivery Only	214 California #201
214 California St Suite 207 Delivery Only	214 California #207
214 California St Suite 209 Delivery Only	214 California #209
214 California St Suite 210 Delivery Only	214 California #210
214 California St Suite 213 Delivery Only	214 California #213
214 California St Suite 216 Delivery Only	214 California #216
BCJ Delivery Only	214 California #200
Bloom Room	471 Jessie St
Collective Effort Delivery Only	214 California #208
Gilbert Express Delivery Only	160 Gilbert Street, Unit 2
Jahnetics Delivery Only	214 California #204
Knexius LLC	211 12th St
Kure SF Delivery Only	214 California #203
Making Good Delivery Only	160 Gilbert Street, Unit 4
Rx Flowers Delivery Only	214 California #205
The Green Door	843 Howard
Urban Weed Dispensary SOMA	122 10th St

Inactive / closed delivery services

CDXX (San Francisco)	4526 3RD ST.
Liberty Cannabis	2229 BUSH ST.
Mary Modern Cannabis Boutique	2845 Geary Blvd.
MedMen Cow Hollow	1881 Union Street.
Mogabud San Francisco	1649 DIVISADERO ST.
Poncho Brothers	2934 Cesar Chavez

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Exorbitant cost of tow from Lincoln Avenue
Date: Monday, August 5, 2024 8:59:58 AM

Dear Supervisors,

Please see below regarding parking and towing fees.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: BETH L ERICSON <ericsonova@aol.com>
Sent: Saturday, August 3, 2024 12:04 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Exorbitant cost of tow from Lincoln Avenue

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

Dear supervisors,

I am a first-time "Offender" of breaking a rule covering a tow-away zone on Lincoln Avenue near 8th, bordering Golden Gate Park. According to the receipt given to me after I'd paid the exorbitant fee of \$654 to release my car yesterday, there is NO WAY to recover my costs for a one-time, extremely common human mistake. I beg to differ with you. Before taking this BIG HIT on my income, I want you to know how it impacts me. BTW I am not in the low income, or homeless category that qualifies for a reduction in this

fine: unless \$85,000/year qualifies as “low income” in San Francisco for a single person.

Yesterday, Thursday August 1, I looked forward to taking a walk in Golden Gate Park after a busy morning of appointments. I crossed the Golden Gate Bridge from my home for \$8.50, committed to meeting a friend for lunch on 9th Avenue. I then (correctly, legally) parked in a 2-hour zone on Lincoln Ave because I had been unable to find any legal parking space in Golden Gate Park near 9th St. I had been searching for about 25 minutes before giving up.

Please don't ask a senior citizen to search for 25 minutes, fail to find a spot, then drive to the EXPENSIVE underground garage under the DeYoung Museum. Why not? I once got trapped in that garage for 30 minutes looking for a non-existent parking spot. I paid to get out of the garage, desperate to LEAVE San Francisco, mad as a hornet.

Given, \$654.00, (which does not include the \$108 ticket for overstaying in a 2-hour zone) means I will be cutting back on food, necessary clothes, shoes, subscriptions, dental care, and entertainment for the next two months. I live on a pension otherwise known as a **FIXED INCOME**. \$654 is the total fine for failing to return to my car before the 3:00—7:00 **NO PARKING** on Lincoln. Maybe I could cut out the \$250 I spend on gas and tolls each month to drive 2x a week to help my 94-year old mother in the East Bay. Eventually, I will recover from this ridiculously inflated fine. I deeply resent that it is legal for the city to **FULLY** “recover their costs” for towing and storing vehicles. If nothing else, the city should pay me back the fee for “**STORAGE**” of my car: it was towed close to 3:00pm from Lincoln. I picked it up at approximately 5:30 pm on 7th Street before the agency even had time to put the car in a proper parking space. It was parked against the wall of the storage area/lot. The lot was so full, bursting with towed cars, that they couldn't even properly “store” my vehicle. More cars were coming in every minute I was there. I had to wait for idling tow trucks loaded with cars, to move out of my way (they had nowhere to unload their cars) so I could leave the lot.

Given that the SFMTA posted a detailed **STACK** of 4 separate signs, one on top of the other, to warn me of restrictions on Lincoln Avenue. Might it be a little confusing to parse all those messages? I understood that I could legally park for 2 hours. I probably saw but did not pay attention to the 3-7pm **NO PARKING** warning, as the roadway was filled with parked cars, and 3:00 pm seemed a long time in the future.

Given, that construction and landscaping at a main entry point into Golden Gate Park, 9th Ave. and Lincoln, has recently eliminated many legal street parking spots for the foreseeable future. It makes it extra difficult for senior citizens to enjoy the park: they must leave their car far from their destination point. Or hang out, waiting for someone to leave.

Given, rampant car theft and car break-ins create an atmosphere of high crime even in Golden Gate Park. Such difficulties described in this paragraph and the paragraph directly above make it exceedingly difficult for senior citizens to enjoy the park.

Given, I am 69 years old, a senior citizen, who never lies to my doctor to obtain a handicapped placard, as others do. (I know them personally.) I do not try to “game the system,” even if the odds are **WAY** out of my favor. Generally, I am law-abiding. I follow rules.

Given, that I do my utmost to read street parking signs carefully, although I sometimes have “brain freeze:” that is, I felt confused, distracted, and bamboozled by the stack of street signs on Lincoln near 8th Ave: sky high, it describes the rules and regulations. In my case, I parked at approximately 12:30 pm, returned to my car at approximately 3:15, but my car had already been towed. I failed to anticipate that tow trucks would be waiting on Lincoln at 2:59 pm, ready to tow immediately.

Given, I should've perfectly understood the stack of 4 signs, given my excellent SAT verbal scores, a B.A. with honors from U.C. Berkeley, and a M.A. from San Francisco State University. I am a tenured professor

emeritus at City College of San Francisco. Sometimes one's state of mind at a given time, thirst, hunger, nervousness, aloneness, can prevent one from making a good parking decision. We are all human!

Given, I have given AMPLY, above and beyond the maximum of my time and resources in 37 years of teaching in San Francisco, paying property taxes, volunteering to help others in my free time. It is a privilege to live and work in San Francisco. But city government shouldn't be punishing citizens in order to "fund" MUNI's excellent programs for free fare to get children to school free, and low-income seniors wherever they need to go. Find another way to fund your MUNI freebies.

A copy of my receipt is attached. I paid SFMTA a total of \$654.00 to reclaim my car, a 2010 Hyundai Elantra touring wagon. Not a Mercedes or BMW, not a Range Rover or a Tesla. I would say that HALF this amount would be normal punishment and sufficient inducement to NEVER make this mistake again. Keep in mind I made a normal, human error. Others will make this error over and over. I believe there is ample reason to refund me for the bogus "storage" fee of parking my car in an unmarked area (not an actual storage space inside white markers,) while tow trucks whizzed by with more cars with no actual legal storage space to put them into. I kindly ask for a refund of the "storage fee" of \$297.

And by the way, what is an extra \$53 fee for a "dolly" tow? Was that really necessary? I have a very ordinary run-of-the-mill vehicle. What kind of car does NOT pay the additional "dolly" fee? Details like these make me think of the city of San Francisco City Hall as a cash cow and trickster that operates against ordinary people's welfare.

Yours Sincerely,
Beth Ericson

From: [Board of Supervisors \(BOS\)](#) on behalf of [Board of Supervisors, \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: Place for All Implementation Update, 3/28/24 - Correct the Record Request
Date: Monday, August 5, 2024 11:18:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Pallet Response Letter to SF Committee Meeting 3.28.24 - FINAL \(002\).pdf](#)
[image006.png](#)


Dear Supervisors,

Please see the attached communication regarding File No. 240242.

File No. 240242 - Hearing to receive an update on the implementation of the Place For All Ordinance; and requesting the Department of Homelessness and Supportive Housing and Department of Emergency Management to report.

Thank you,

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

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Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: Amy King <Amy@palletshelter.com>

Sent: Friday, August 2, 2024 1:39 PM

To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Ng, Wilson (BOS) <wilson.l.ng@sfgov.org>; Carroll, John (BOS) <john.carroll@sfgov.org>

Cc: SM - Pallet Government Affairs <govaffairs@palletshelter.com>

Subject: Place for All Implementation Update, 3/28/24 - Correct the Record Request

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

Hello Clerk Calvillo, Deputy Director Ng, and Assistant Clerk Carol:

I hope this email finds you well. Please see attached for Pallet's response letter to the comments made by HSH during [Item 240242](#): the Place for All Implementation Update on [the March 28, 2024 Agenda](#) of the San Francisco Board of Supervisors' Public Safety & Neighborhood Services Committee.

We hope you can attach this letter to the public record for Item 240242 and disseminate it to the appropriate entities. Please feel free to reach out to me at (amy@palletshelter.com) or our Government Affairs team at (govaffairs@palletshelter.com) if there are any questions.

Thanks for your assistance,
Amy King

Amy King
CEO

amy@palletshelter.com

she/her | 503-803-0457

palletshelter.com





July 15, 2024

Office of the County Clerk
San Francisco City Hall
1 Dr Carlton B Goodlett Pl #160 San Francisco, CA 94102

Re: Letter to Correct the Official Record in Response to the March 28, 2024 Place for All Implementation Hearing held by the San Francisco Board of Supervisors' Public Safety & Neighborhood Services Committee

Dear Clerk Angela Calvillo:

I write on behalf of Pallet PBC to correct any misimpression stemming from mistaken comments made by HSH Representative Emily Cohen during the above referenced public hearing. Please ensure that a copy of this letter is included in the public record.

Despite the passage of a Place for All legislation, the City of San Francisco has been unable to provision the adequate number of shelter beds needed to transition residents from the streets to permanent housing. Pallet can help fill this need as a provider of rapid-response private, dignified transitional non-congregate shelter. The City has complicated this opportunity by limiting its vendor options through the sole-sourcing of its interim shelter provider of choice for the first and second cabin communities, designing the RFP in a way that bars other vendors from eligibility. A fair and efficient procurement process always delivers the best options available. Additionally, this process has focused solely on products and vendors that are made internationally, removing local job opportunities, significantly and unnecessarily increasing cost, and delaying delivery schedules for life saving shelter that cannot wait.

Additionally, the City has overspent on unnecessary expenses for site preparation and infrastructure costs for these emergency, temporary sites, as recent media coverage has pointed out. *See, eg, <https://www.sfchronicle.com/sf/article/sf-tiny-cabins-homeless-mission-district-opens-19405930.php>.*

To flesh out this second point, consider that the City has brought two tiny home communities online so far, producing a total of 130 cabins. Both sites have come with a severely bloated price tag after significant delays. The first, at 33 Gough Street, rounded out at a cost of over \$100k per cabin. (News outlets have reported \$33k because they were unaware of the vast philanthropic dollars contributed to get the site up and running.) The second, at 1979 Mission Street, rounded out at a cost of over \$113k per cabin. In Pallet's experience bringing over 125 shelter communities online across the US and Canada, the average cost per shelter should be much closer to \$20 to \$60k, including the cost of the shelter, site prep, and infrastructure to the site.

Clearly, there are more cost-effective alternatives available for the City's consideration.

Across Pallet's 125 sites throughout North America, many of these communities have been actively deployed and constantly in use for 3-7 years in perpetuity. Thousands of people have been successfully sheltered, introduced to wraparound services, and transitioned to permanent housing. With the longest running offering of products and services in the industry, and Pallet's wide acceptance across numerous states, the misperception that quality and safety are an issue are unproven and unjustified.

At the March 28, 2024, hearing, the Board of Supervisors correctly asked HSH about the possibility of working with other tiny home vendors, including, specifically, Pallet. HSH Representative Emily Cohen responded: “We used a different company with a similar product – BossCubez. There are several companies that now manufacture this type of pre-fab shelters. I would really defer to Public Works and DBI on why some are more palatable, or of interest, than others – *but I think you know, the fire rating, and there are a number of concerns that they meet building code.*” (emphasis supplied)

The plain implication of this statement is that the City’s preferred vendor, BossCubez, *did* meet City building code requirements for fire ratings. That is objectively false. In reality, San Francisco Department of Public Works (DPW) has confirmed that BossCubez did not meet the City’s 1-hour fire rating requirements. Rather, the City granted BossCubez an exception in order to utilize its product and allowed in-field modification to install drywall on interior shelter walls to get the 1-hour fire rating. Such modifications could easily be extended to other products, like Pallet shelters, as well.

Specifically, in response to an inquiry as to how BossCubez achieved their 1-hour fire rating approval, DPW wrote:

“... The Boss Cubez interior wall panels that were used for the 33 Gough and 1979 Mission Street tiny cabins projects ***do not meet the CBC 703.2.2 definition of one-hour fire rating***, which requires ASTM E119 or UL 263 certification. Instead, Boss Cubez provided FM testing documentation that the plan reviewers found acceptable per CBC 703.2.2.5, which allows “Fire-resistive designs certified by an approved agency,” so long as additional site conditions are met including 24-hour fire watch and providing portable fire extinguishers.

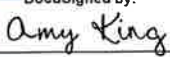
However, after the Mission Street project was approved, the plan reviewers (the SF Fire Department and the Department of Building Inspection) indicated their desire to standardize the approval criteria for tiny cabins projects going forward. I don’t know whether they would still accept cabin models that lack a formal 1-hour rating. ...”

In summary, it is evident that less expensive, more experienced alternatives like Pallet are available and ready to serve as a solution. There is no reason based in code to preclude Pallet as an option. The City just needs to treat Pallet and other providers under the same rules and allow a procurement system that diversifies, not monopolizes, opportunities and the same code exceptions granted to BossCubez.

Additionally, we would like the record to show that Pallet products have equivalent fire ratings to BossCubez and other like products available on the market today. In-field modifications made to Boss products to achieve a higher rating can also be applied to Pallet products to achieve the same outcomes, and misperceptions regarding the safety of BossCubez products were the result of an exemption granted to them that was not offered to other like vendors.

We would welcome an opportunity to further discuss these matters in any forum and appreciate you making the effort to correct the record and correct the misinformation previously shared.

In Partnership,

DocuSigned by:

40CCCD74B0A7428...

Amy King, President & CEO



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: SFUSD's Resource Alignment Initiative - misalignment with Planning
Date: Monday, August 5, 2024 2:43:29 PM
Attachments: [REP-SF re SFUSD School Closures 5Aug2024.pdf](#)

Dear Supervisors,

Please see below and attached regarding proposed school closures by the San Francisco Unified School District.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Joseph Smooke <joseph@peoplepowermedia.org>
Sent: Monday, August 5, 2024 12:09 PM
To: Hillis, Rich (CPC) <rich.hillis@sfgov.org>; Tanner, Rachael (CPC) <rachael.tanner@sfgov.org>
Cc: lisaweissman-ward@sfusd.edu; marksanchez@sfusd.edu; jennylam@sfusd.edu; alidafisher@sfusd.edu; kevineboggess@sfusd.edu; mattalexander@sfusd.edu; lainiemotamedi@sfusd.edu; Chion, Miriam (CPC) <miriam.chion@sfgov.org>; Chen, Lisa (CPC) <lisa.chen@sfgov.org>; Ionin, Jonas (CPC) <jonas.ionin@sfgov.org>; Diamond, Sue (CPC) <sue.diamond@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Braun, Derek (CPC) <derek.braun@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>; So, Lydia (CPC) <lydia.so@sfgov.org>; Williams, Gilbert A (CPC) <gilbert.a.williams@sfgov.org>; kimp2@sfusd.edu; Zisser, David@HCD <David.Zisser@hcd.ca.gov>; Ashley Pocasangre <apocasangre@colemanadvocates.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; BOS-

Legislative Aides <bos-legislative_aides@sfgov.org>

Subject: SFUSD's Resource Alignment Initiative - misalignment with Planning

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

Dear Rich and Rachael

Please see the attached letter from the REP-SF coalition regarding the misalignment of SFUSD's proposed school closures and Planning's citywide planning efforts.

We look forward to hearing back from you as soon as possible regarding this important and urgent matter.

--joseph smooke for REP-SF

co-founder of [People Power Media](#)

[Creators of PRICED OUT](#)

[See the animation that will change the way you think about housing!](#)



5 August 2024

Rich Hillis
Director, SF Planning
Rich.Hillis@sfgov.org

Rachael Tanner
Director of Citywide Planning, SF Planning
Rachael.Tanner@sfgov.org

Re: SFUSD Resource Alignment Initiative

Dear Planning Director Hillis and Director of Citywide Planning Tanner:

The Race & Equity in all Planning Coalition (REP-SF) is compelled to bring to your attention discussions taking place at the SF Unified School District (SFUSD) to close some of our public schools. SFUSD calls this their "Resource Alignment Initiative" or RAI. The RAI is SFUSD's plan to close schools, which is a problem because it will especially harm historically marginalized communities. In addition to the fact that this plan will cause inequitable harms, it will also not result in any financial benefit¹ for the District. REP-SF is bringing this issue to your attention because SFUSD's RAI also fails to take into account the Planning Department's plan to dramatically increase the city's population over the next seven years.

Enrollment in our public schools, and decisions about the future of our public schools sites are not isolated matters solely of our School District. Decisions made by the SFUSD have a significant impact on the future viability of San Francisco as a growing and equitable city, and must be coordinated with Citywide and long range Planning.

According to the SF Chronicle in an article titled "SF to take first big steps in school closures. Here's how it might pick which ones to shut", Sam Whiting reports, "Officials estimate SFUSD could lose an additional 4,600 students by 2032."²

¹ <https://missionlocal.org/2024/07/will-sf-public-school-closures-save-money-not-much-and-not-quickly/>

²

https://www.sfchronicle.com/bayarea/article/s-f-to-take-first-big-steps-in-school-closures-19518491.php?utm_content=cta&sid=5476ccfd3b35d0d75490416e&ss=A&st_rid=610a6137-ef9d-4284-81f5-b19739aaa074&utm_source=newsletter&utm_medium=email&utm_term=headlines&utm_campaign=sfc_morningfix

This 2032 timeframe is noteworthy because it closely aligns with the current Regional Housing Needs Allocation (RHNA) and Housing Element cycle which calls on San Francisco to add roughly 82,000 new housing units by 2031.

The School District is rushing ahead with its Resource Alignment Initiative (RAI) apparently unaware that the Planning Department is under a mandate from the State to add more than 150,000 new residents in the next seven years. Teachers, administrators, students and advocates are expressing concern about the disparate impacts the proposed school closures would have on communities of color especially in the southeast part of the city.

The School District says that there has been a long term trend of decreasing enrollment in our public schools, and since State funding is allocated on a per student basis, declining enrollment leads to decreasing funding. There have been ideas from public school constituents³ to increase enrollment, but SFUSD has not taken these recommendations seriously.

REP-SF is concerned that the record of school closures has been inequitable and has harmed many of the same communities that have been harmed by other city actions. School closures in general harm communities⁴. Additionally, past research has found that student outcomes have suffered as a result of school closures⁵. These impacts work against Planning's stated goals of equitable outcomes for historically marginalized communities, increased school capacity, and improved student outcomes⁶ with schools being one of the top priorities relating to new housing development.

The track record for disparate impacts on low income communities and communities isn't good. Across the State, school districts have a record of closing schools in communities of color more than schools in other communities⁷. This was even true directly across the Bay. The California Attorney General warned the Oakland USD that its plan to close schools violated CA law. In its warning the Attorney General explained that the Oakland USD's plans to close schools based on racially discriminatory metrics like "utilization" and "academic performance" risk violating civil rights of students of color, English Learner students, and students with disabilities. Similar recommendations are being considered for San Francisco with RAI recommendations due to the District Advisory Committee in September. If enacted, impacts would be to the same classes protected by AB 686 and the State's and our City's legal requirements to effectuate the federal ruling to Affirmatively Further Fair Housing, a component of Civil Rights law.

As REP-SF has commented previously on Planning's draft upzoning; our Planners should be planning for families to be able to live in San Francisco in family-sized, affordable, units, not just

³ <https://sf.gazetteer.co/disgruntled-parents-criticize-sfusds-broken-process-for-choosing-which-schools-to-close>

⁴ <https://journals.sagepub.com/doi/10.1177/1478210320951063>;
<https://www.academia.edu/3095217/ResearchBriefonSchoolClosuresbyCReATE>

⁵ https://credo.stanford.edu/wp-content/uploads/2021/08/closure_final_volume_i.pdf;

⁶ <https://edworkingpapers.com/sites/default/files/ai24-963.pdf>

⁶

https://sfplanning.org/sites/default/files/documents/citywide/housing-choice/housingchoice_community_engagement_summary.pdf

⁷ <https://edpolicyinca.org/publications/examining-racial-inequity-school-closure-patterns-california>

one and two person households in tiny units such as has been proposed with the proliferation of "density decontrol" across most of the city. To achieve equity, Planning must create a plan to house people in a culturally relevant way to how communities of color choose to live. This means encouraging and supporting housing options to accommodate multigenerational living conditions, and larger families.

As well, Planning should coordinate its unprecedented growth mandates and projections with SFUSD so SFUSD can be working with numbers that more accurately reflect the changes that Planning and the State of California are imposing on San Francisco. REP-SF sees enrollment, and decisions about the future of our public schools not just as an isolated matter of the School District, but a major decision that has a significant impact on the future viability of San Francisco as a growing and equitable city.

Although SFUSD has expressed concerns about losing revenue due to declining student enrollment, SFUSD is not forecasting that closing schools will provide much financial benefit to the District. Therefore, there is a mismatch not just between SFUSD's proposal to close schools and Planning's push to increase the city's population, but there is also a mismatch between the financial problem of declining funding and the proposed action which will not decrease the demand for funding. The RAI additionally will cause a large short term financial cost⁸ to the District, and will exacerbate long term financial costs^{9 10}

As REP-SF has written to Planning previously, planning means more than just counting housing units. And equity means more than just figuring out how to spread those units more evenly among different parts of the city. Equity means access to high quality public schools close to home, in our neighborhoods and communities. Any plans to make historically marginalized students and families travel farther to school to access high quality public schools are inherently inequitable.

As parents, teachers, students and administrators in the SFUSD ecosystem have been expressing, and as you have seen through the community feedback to your own "Expanding Housing Choice" program, equity in our communities means equity in our schools. Increasing housing means increasing (not decreasing) our public school resources. Planning has a responsibility to coordinate its work with SFUSD to ensure that we are planning an equitable future for San Francisco through coordinated, holistic planning that puts historically marginalized communities first.

8

<https://www.researchforaction.org/wp-content/uploads/2024/06/revisiting-research-on-school-closings-key-learning-for-district-and-community-leaders.pdf>

9

<https://www.researchforaction.org/wp-content/uploads/2024/06/revisiting-research-on-school-closings-key-learning-for-district-and-community-leaders.pdf>

10

<https://www.tpr.org/education/2024-03-20/10-of-students-impacted-by-san-antonio-isds-school-closures-are-leaving-the-district>

Respectfully submitted,

Race & Equity in all Planning Coalition, San Francisco (REP-SF)

**cc Planning Director, Rich Hillis
 Planning Equity Director, Miriam Chion
 Principal Planner, Citywide Planning Division, Lisa Chen
 Planning Commissioners
 Planning Commission Clerk, Jonas Ionin
 SFUSD Board Members
 SFUSD Superintendent, Dr Matt Wayne
 Board of Supervisors
 Board of Supervisors, Legislative Aides
 HCD Assistant Deputy Director, David Zisser
 Coleman Advocates for Children and Youth**

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Mt. Davidson Trees
Date: Wednesday, August 7, 2024 9:12:24 AM
Attachments: [Melgar Letter.pdf](#)

Dear Supervisors,

Please see below and attached regarding tree conditions in the Mt. Davidson area.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: JOHN POPESCU <jcpopescu@att.net>
Sent: Tuesday, August 6, 2024 6:05 PM
To: JOHN POPESCU <jcpopescu@att.net>
Subject: Mt. Davidson Trees

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

6 August, 2024

Dear Supervisors and specifically Supervisor Myrna Melgar.

I am writing to follow up my correspondence concerning the problem trees in Mt. Davidson Park across the street from the homes in the 10 and 100 Blocks

of Dalewood Way.

On February 21, 2024 the attached file "Melgar Letter" was received by Supervisor Melgar's office. It was sent via USPS certified mail return receipt requested.

I have attached a photo of the February 21 2024 incident subject of this message. Please find the file "Tree In House Feb 2024".

It is now August 2024. Nothing has been done on Dalewood Way regarding the problem trees.

Perhaps I did not make myself clear in my first message:

The most recent incident of February 2024 had a large tree on Mt. Davidson fall into 161 Dalewood resulting in damage to the home .

There are many more larger trees on Mt. Davidson that are many decades old, nearing or at end of life, are rotted at the core, and are rooted in soil insufficient in depth to support them.

This is an issue of public safety and liability to the City and County of San Francisco. Doing nothing is by no means an acceptable solution .

My questions are:

What actions are being taken to remove the trees on Mt. Davidson across the street from homes in the 10 and 100 Blocks of Dalewood Way ?

Do you think this is a public safety issue demanding same response and level of attention as was the recent proposal to ban cars from West Portal Avenue ?

20 February, 2024

John C. Popescu
169 Dalewood Way
San Francisco, CA, 94127
415 661 5288 voice message
jcpopescu@att.net

Supervisor Myrna Melgar
City Hall, Room 244
1 Dr. Carlton B. Goodlet Place
San Francisco, CA, 94102-4689

Dear Supervisor Myrna Melgar,

This letter is to inform and request action regarding
problem trees on Mt. Davidson Park.

Across the street from the 10 and 100 blocks of Dalewood Way is
Mt. Davidson park. This public park has a long running problem of
trees rooted in shallow soil falling across Dalewood Way causing
property damage. Recently almost loss of life and a home.

On Sunday February 4th a large tree in Mt. Davidson fell across Dalewood
Way landing on 161 Dalewood damaging the home.

Had the utility pole and wires not slowed the tree falling the
occupants of 161 Dalewood would have been killed and the house
completely destroyed.

I have lived across the street from Mt. Davidson park on Dalewood Way
for 60 Years.

For forty of those years in the aftermath of trees causing damage to homes
or vehicles parked on Dalewood Way I have requested the City and County
of San Francisco cut back the trees on Mt. Davidson across the
street from the 10 and 100 blocks of Dalewood Way.

Such requests have been answered with excuse making, incomplete responses,
nonsense, and rudeness from crews from Rec Parks, DPW, or both.

The solution is if the trees on Mt. Davidson across from the 10 and 100
blocks of Dalewood Way are tall enough to fall into a home: Remove the trees.

You have been informed of the situation and gravity of it.

Now please take action to remedy the problem.

Thank You.



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Outside Lands Complaint
Date: Monday, August 12, 2024 9:14:15 AM
Importance: High

Dear Supervisors,

Please see below regarding the Outside Lands event in Golden Gate Park.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
richard.lagunte@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Veitch, Patricia <Pat.Veitch@ucsf.edu>
Sent: Saturday, August 10, 2024 6:27 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Outside Lands Complaint
Importance: High

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

Dear San Francisco Supervisors,

I'm writing to lodge the strongest possible complaint about the decibel levels during Outside Lands. I live in the Inner Sunset, District 7.

I am furious that the city is held hostage for 48 hours each year by the unacceptable noise levels

caused by Outside Lands.

I'm not against Outside Lands as an event and I don't even mind hearing some noise from it. But my home actually shakes for the entire weekend. This is too much. Aren't there laws about noise levels?! If I were holding a party and the noise was like this, the police would come and shut it down. But we are expected to endure this for 2+ days.

What about the citizens of this city who are older, or ill, or struggling? Or what about those who are in UCSF Parnassus hospital this weekend?

Or what about just the average citizen? Are we expected to just live with the earth-shattering noise until Sunday night at 10pm?

Don't we have a right to some peace where the noise levels are within acceptable levels?

I am requesting that someone go down the the event TODAY and tell them to turn the noise DOWN!!

And I am requesting the supervisors to find another venue for this absolutely hellish annual 48 hours for the residents of this city.

Thank you.

Patricia Veitch

UCSF Weill Institute for Neurosciences
Neuroscience Graduate Program

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [BOS-Operations](#)
Subject: FW: This is very troubling
Date: Thursday, August 29, 2024 1:08:09 PM
Attachments: [image001.png](#)
[image002.emz](#)
[image003.png](#)

Dear Supervisors,

Please see below from Margaret Wrench regarding concerts at Golden Gate Park.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: mwrench <mwrench@yahoo.com>
Sent: Friday, August 16, 2024 5:03 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>; Joel Engardio <jengardio@gmail.com>
Subject: This is very troubling

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

It is very troubling that having just finished the **massive inconvenience of Outside Lands** for those of on the West Side (which is allowed by our city government to be so loud that I have to leave town), to now see that what was supposed to be a mild mannered additional couple of concerts by another planet, they are advertising, as a MASSIVE SUMMER CONCERT.

Golden Gate Park is supposed to be accessible to everyone, not just to those who can afford to pay the ridiculous prices of these AP concerts. No other concert organizer that I'm aware of creates such excessively LOUD and abusive music.

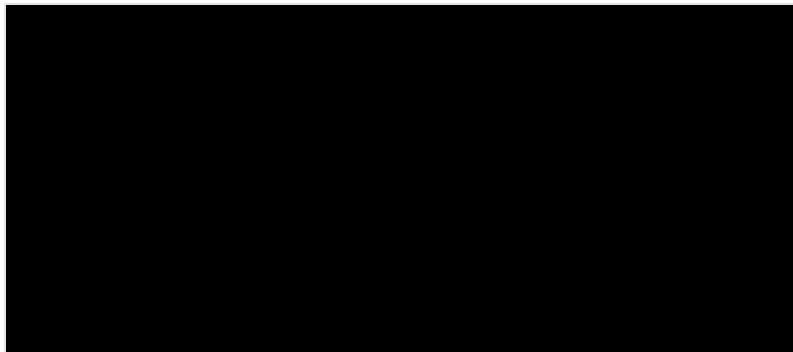
Most of those of us who live on the west side, generally prefer quiet it is. This music will be blaring until 10pm!!!

This concert isn't until tomorrow, but I'm already being blasted by some other concert this evening or their testing the sound systems for tomorrow? Where is that coming from on what should be a relaxing Friday evening? Supervisor Engardio previously assured me that these concerts would not exceed allowable noise levels, but I'm already hearing whatever this evening's concert is.

This is beyond OUTRAGEOUS and a real slap in the face to those living on the West Side!! If you want concerts downtown, why don't you sell tickets for concerts downtown (if these bands are any good, people would pay for them, wouldn't they?) rather than terrorizing those of us out on the avenues.

Sincerely,
Margaret Wensch
Pacheco and 17th Ave
50 year SF home owner

[System of a Down & Deftones: Massive Summer Concert at SF's Golden Gate Park](#)



System of a Down & Deftones: Massive Summer
Concert at SF's Golden Gate ...

Website Contributor

Introducing the inaugural Golden Gate Park Concerts, coming to the Polo Field in San Francisco's historic Golden...

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: SF Marina Harbor Budget
Date: Tuesday, August 20, 2024 4:01:00 PM

Hello,

Please see below for communication from the SF Marina Harbor Association regarding Marina harbor rate increases.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Bruce Stone <bruce@brucestone.com>
Sent: Tuesday, August 20, 2024 8:12 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>
Subject: SF Marina Harbor Budget

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

Dear Board of Supervisors – as you are aware, we have great concern that significant SF Marina Harbor rate increases are being proposed to cover shortfalls in planning and execution of East Harbor. There is already a lot of vacancy in West Harbor, and this will be a bad business decision to raise these rates again so soon after the 21% dredging surcharge. The proposed increase will result in further loss of occupancy as this harbor will be occupied only by the wealthy.

Can you please provide us with some insights here, and the date of the hearing that will address this?

Rec and Park explained that this increase is needed because of the City no longer subsidizing the Harbor Fund through the General Fund, but we believe it is the reverse – boat owners pay paid over \$620,000 into the General Fund in 2022/23 through property taxes on their boats and Possessory Interest tax on the berth. Also, the City collects permit fees and other benefits from hosting events on Marina Green, not all of which are credited to the Harbor Fund. If this was tightened up, there would be no need for a further rent increase beyond the annual 3%

Bruce J. Stone
President, SF Marina Harbor Association
bruce@brucestone.com
917-822-4060

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Trash problems in North Beach
Date: Thursday, August 22, 2024 11:39:00 AM
Attachments: [North Beach Trash concerns.pdf](#)

Hello,

Please see below and attached for communication from Micki Jones regarding trash in North Beach.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: MICKI JONES <mjones4613@aol.com>
Sent: Wednesday, August 21, 2024 1:54 PM
To: Kevin Flanagan, Gen. Mgr. <KFlanagan@Recology.com>
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Trash problems in North Beach

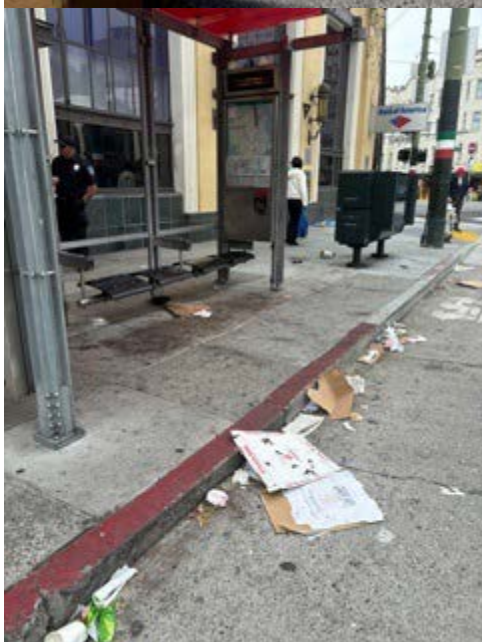
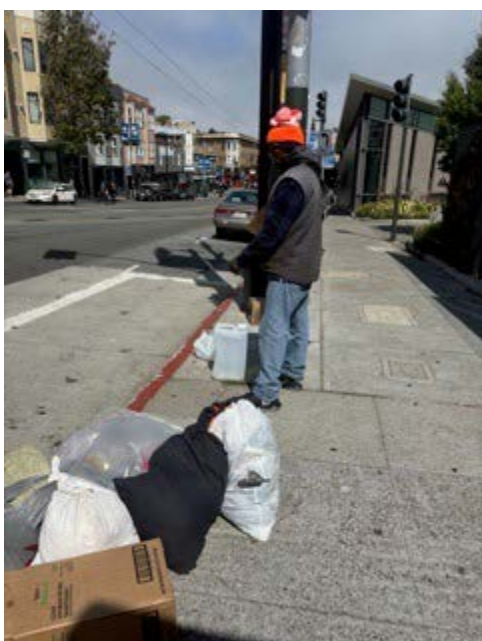
This message is from outside the City email system. Do not open links or attachments from untrusted sources.

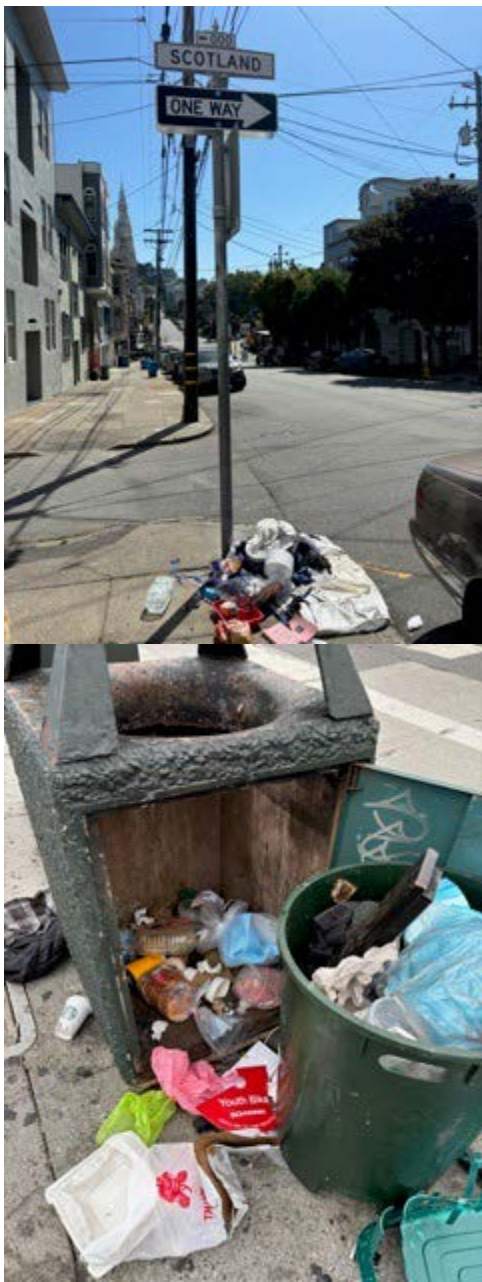
Mr. Flanagan,

Attached is a letter describing the trash problems in North Beach with suggestions for helping improve the situation. I have forwarded this to the SF Board of Supervisors as the entire City may benefit. Hoping to help make San Francisco appear a cleaner, safer, and more welcoming City for everyone.

Micki Jones
North Beach











From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [BOS-Operations](#)
Subject: FW: Candlestick Development
Date: Thursday, August 22, 2024 4:04:00 PM

Hello,

Please see below for communication from Ericka Scott regarding the Candlestick Point redevelopment project.

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

From: Ericka Scott <erickascott90@gmail.com>
Sent: Thursday, August 22, 2024 12:17 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: RE: Candlestick Development

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

August 22, 2024

SF Board of Supervisors
 1 Dr. Carlton B. Goodlett Place,
 City Hall, Room 244,
 Francisco, CA 94102-4689
Board.of.Supervisors@sfgov.org

RE: Candlestick Development

As a long-time advocate of Bayview Hunters Point, I strongly support the Candlestick Point project. This development promises significant benefits for our neighborhood and San Francisco as a whole.

I recently attended a community workshop hosted by FivePoint and learned about their updated project plans for Candlestick. Responding to changes in the retail landscape, and concerns from the community, the project now aims to attract more research and development businesses while still providing the housing and other amenities that the community and its

residents are currently living without.

During the workshop, it was mentioned that there will be over 3000 jobs in this next phase of development, and nearly 700 homes. District 10 desperately needs more housing options, and there is always a need for more employment. We also need the parks and opportunities for new business that are being promised as well.

I and other residents are happy that the project is finally restarting. The community has been living with the empty space while other projects in the city move forward. My fear is not that a few residents who are in opposition will have a greater say-so than the majority of the community who want the benefits the project will bring. It would be terrible if Candlestick will not someday turn into the homes and businesses for D10 residents.

I implore you and other City departments treat this project with the same urgency as other projects and move it forward. This project can add to our neighborhood, stimulate economic growth, and enhance residents' quality of life. However, timely action is essential to prevent further delays and ensure we seize this vital opportunity for the Bayview.

Sincerely,

Ericka Scott

415-699-6555

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Window Replacement Standards
Date: Tuesday, August 27, 2024 1:39:11 PM
Attachments: [Window Replacement Standards.pdf](#)

Dear Supervisors,

Please see the attached 4 letters from members of the public, regarding window replacement standards for homes.

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: [Tiffany Young](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Friday, July 26, 2024 1:00:55 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of "neighborhood character".

****Costlier for Homeowners:** The standards increase the cost of replacing street-facing windows by 50-100%. 70% of San Francisco's occupied 350,000 homes were built in the 1960s or before.

****Costlier for Renters:** Costlier window replacements are passed on in the form of higher rent. More likely, exorbitant costs means tenants are stuck with draftier interiors, and higher heating bills and carbon emissions. Over half of San Francisco's renters live in housing units built before 1970 in SF.

****Bad for the Climate:** Residents burn more fossil fuels to heat their homes as older windows are more likely to be poorly sealed, leaky, and uninsulated single pane glass. 56% of occupied homes in San Francisco are heated with fossil fuels, mostly with natural gas.

****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,

Tiffany Young
thwyong@gmail.com

San Francisco, California 94110

From: [Jordan Vlieg](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Friday, July 26, 2024 11:05:21 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

I am a renter and I spend hundreds of dollars every winter inefficiently heating my small apartment, because SO much heat is lost to the outside world. Our highest priority in window requirements should be energy efficiency, NOT aesthetic.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of "neighborhood character".

****Costlier for Homeowners:** The standards increase the cost of replacing street-facing windows by 50-100%. 70% of San Francisco's occupied 350,000 homes were built in the 1960s or before.

****Costlier for Renters:** Costlier window replacements are passed on in the form of higher rent. More likely, exorbitant costs means tenants are stuck with draftier interiors, and higher heating bills and carbon emissions. Over half of San Francisco's renters live in housing units built before 1970 in SF.

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****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,

-Jordan Vlieg

Jordan Vlieg

jordanvlieg@gmail.com

San Francisco, California 94117

From: [Cecilia Dalle Ore](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Saturday, July 27, 2024 8:42:21 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

As a renter, I live in an apartment with extremely drafty windows that require me to blast the heat in order to maintain our interior space at a livable temperature, especially during cold and foggy months. This has translated into extremely high energy bills on colder months. San Francisco's policies surrounding window replacement mean that replacing windows in the older buildings often most in need of upgrading to modern, efficient windows is extremely cost prohibitive.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of "neighborhood character".

****Costlier for Homeowners:** The standards increase the cost of replacing street-facing windows by 50-100%. 70% of San Francisco's occupied 350,000 homes were built in the 1960s or before.

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****Bad for the Climate:** Residents burn more fossil fuels to heat their homes as older windows are more likely to be poorly sealed, leaky, and uninsulated single pane glass. 56% of occupied homes in San Francisco are heated with fossil fuels, mostly with natural gas.

****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,

Cecilia Dalle Ore
cecilia.dalle.ore@gmail.com

San Francisco, California 94107

From: [Zachary Rausnitz](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Wednesday, August 7, 2024 7:04:10 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

I'm a renter living in San Francisco with my wife and our 2-year-old daughter.

Like so many rental units in our city, the apartment we live in has ancient, drafty windows covered with lead paint. I'm sure next time there's wildfire smoke in SF, the air quality going to be an issue for us inside. As the parent of a toddler, I worry about these issues.

It's so hard to find an apartment with modern windows. I'd love to be able to find a place with modern windows next time we move, and it's frustrating that the city's rules make that so unlikely. It doesn't have to be this way, and this isn't a problem in other places.

Even just thinking about aesthetics, when I walk around my neighborhood (Richmond District), it's hard to see why the city prefers decrepit windows with peeling paint to modern windows, just because the modern windows aren't wooden.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of “neighborhood character”.

****Costlier for Homeowners:** The standards increase the cost of replacing street-facing windows by 50-100%. 70% of San Francisco's occupied 350,000 homes were built in the 1960s or before.

****Costlier for Renters:** Costlier window replacements are passed on in the form of higher rent. More likely, exorbitant costs means tenants are stuck with draftier interiors, and higher heating bills and carbon emissions. Over half of San Francisco's renters live in housing units built before 1970 in SF.

****Bad for the Climate:** Residents burn more fossil fuels to heat their homes as older windows

are more likely to be poorly sealed, leaky, and uninsulated single pane glass. 56% of occupied homes in San Francisco are heated with fossil fuels, mostly with natural gas.

****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,
Zachary Rausnitz

Zachary Rausnitz
zjraus@gmail.com

San Francisco, California 94118

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: File No. 240706 Great Highway - 28 Letters
Date: Friday, August 30, 2024 2:21:15 PM
Attachments: [Great Highway 28 Letters.pdf](#)

Dear Supervisors,

Please see the attached 28 letters from members of the public regarding:

File No. 240706 - Hearing to consider the proposed Initiative Ordinance submitted by four or more Supervisors to the voters for the November 5, 2024, Election, entitled "Ordinance amending the Park Code to establish new recreation and open space by restricting private vehicles at all times on the Upper Great Highway between Lincoln Way and Sloat Boulevard, subject to the City obtaining certain required approvals; making associated findings under the California Vehicle Code; and reaffirming the existing restriction of private vehicles on the Great Highway Extension."

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-7709 | Fax (415) 554-5163

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

From: [kaaren alvarado](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Thursday, July 25, 2024 3:56:45 PM

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

Message to the Board of Supervisors and Mayor

From your constituent kaaren alvarado

Email kaaren25@att.net

I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message:

Dear Honorable Board of Supervisors & Mayor London Breed,

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

If the Great Highway immediately closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections. The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

*The Proposed Initiative was written and filed on the last day possible without ANY Notice or INPUT from the IMPACTED COMMUNITY, blindsiding us and refusing to recognize a large majority of negatively impacted constituents;

*There is no plan/design for a park, financing,

Environmental Review on emissions or other impacts to the sand dunes and the protected habitat for the endangered Snowy Plovers, capital expenditure projections for upgrades or to maintain the area;

*Removes the existing Pilot Project more than one year ahead of schedule;

*Denies the possibility of continuing to share the Great Highway with weekday vehicles permitted and closed to traffic on weekends and holidays.
Removing the COMPROMISE pits neighbors against neighbors after impacted users are accepting it as something that everyone can tolerate.

Vehicles are for people who drive children to schools/day care, commute to work or to medical appointments, transport seniors to needed services, take construction supplies to build housing and help small businesses.

Respectfully,

From: [Kristap Baltin](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Thursday, July 25, 2024 9:40:52 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Kristap Baltin

Email kbaltin@yahoo.com

I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message:

Dear Honorable Board of Supervisors & Mayor London Breed,

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

If the Great Highway immediately closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections. The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

*The Proposed Initiative was written and filed on the last day possible without ANY Notice or INPUT from the IMPACTED COMMUNITY, blindsiding us and refusing to recognize a large majority of negatively impacted constituents;

*There is no plan/design for a park, financing,

Environmental Review on emissions or other impacts to the sand dunes and the protected habitat for the endangered Snowy Plovers, capital expenditure projections for upgrades or to maintain the area;

*Removes the existing Pilot Project more than one year ahead of schedule;

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Removing the COMPROMISE pits neighbors against neighbors after impacted users are accepting it as something that everyone can tolerate.

Vehicles are for people who drive children to schools/day care, commute to work or to medical appointments, transport seniors to needed services, take construction supplies to build housing and help small businesses.

Respectfully,

From: [Maureen Perry](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Thursday, July 25, 2024 10:34:17 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Maureen Perry
Email mjpgmab@yahoo.com
I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message:

Dear Honorable Board of Supervisors & Mayor London Breed,

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

If the Great Highway immediately closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections. The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

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Vehicles are for people who drive children to schools/day care, commute to work or to medical appointments, transport seniors to needed services, take construction supplies to build housing and help small businesses.

Respectfully,

Add me to the list for updates on this issue.

From: [Peter Mandell](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Rush to judgement on Great Hwy closure
Date: Thursday, July 25, 2024 11:16:09 PM

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

It's clear that not only were the city approved projects guidelines and studies and virtually none of the community outreach and required public input was blatantly short circuited and terminated in violation of approved and agreed on guidelines. Supervisors Engardio and the others need to publicly address the rush to judgement and immediately answer why they should not be legally required to withdraw the ballot initiative or be held accountable for violation of legally passed required actions.

Barring their immediate action to pull the ballot, we should act immediately to prematurely demand their recall prior to term of office expiration since it's clear agreed on dates and cited requirements are meaningless when City Hall decides to make their own rules. I for sure will never be voting for Sup Engardi again, even despite his own admission that the ballot issue was not addressed properly, he's showing no inclination to do the right thing.

Promised studies were not completed, reports of those studies, even incomplete, were never made public, hearings and public input promised in City legislation never occurred. The entire issue is a true city screw up, regardless the desires of the supervisors and Mayor to get a vote based on incomplete and rigged information and wash their hands of being required to do the hard work.

Peter Mandell
1345 20th Ave #11
San Francisco, 94122

From: [Nancy Bieri](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Friday, July 26, 2024 2:20:11 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Nancy Bieri
Email nancyd10@att.net
I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message:

Dear Honorable Board of Supervisors & Mayor
London Breed,
Open the great Highway.24/7, 365!

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

Respectfully,
Nancy Bieri

Add me to the list for updates on this issue.

From: [Patricia Arack](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: KEEP THE UGH OPEN ON WEEKENDS
Date: Friday, July 26, 2024 10:21:53 PM

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

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Dear Board of Supervisors

I respectfully request that Supervisor Joel Engardio and other co-signers WITHDRAW the Proposed Ballot Initiative to create a Full Time Park on the Great Highway immediately.

If the Great Highway closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections.

The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

*The Proposed Initiative was written and filed on the last day possible without ANY Notice or INPUT from the IMPACTED COMMUNITY, blindsiding us and refusing to recognize a large majority of negatively impacted constituents;

*There is no plan/design for a park, financing, Environmental Review on emissions or other impacts to the sand dunes and the protected habitat for the endangered Snowy Plovers, capital expenditure projections for upgrades or to maintain the area;

*Removes the existing Pilot Project more than one year ahead of schedule;

*Denies the possibility of continuing to share the Great Highway on weekday with vehicles permitted and closed to traffic on weekends and holidays. Removing the COMPROMISE pits neighbors against neighbors after impacted users are accepting it as something that everyone can tolerate.

*Vehicles are for people who drive children to schools/day care, commute to work or

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Dear Honorable Board of Supervisors and Mayor London Breed,

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Dear Honorable Board of Supervisors and Mayor London Breed,

I respectfully request that Supervisor Joel Engardio and other co-signers WITHDRAW

the Proposed Ballot Initiative to create a Full Time Park on the Great Highway

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If the Great Highway closes, vehicular traffic will devastate the Outer Sunset and

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The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

Patricia Arack

From: [Chris Miller](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Friday, July 26, 2024 11:23:33 PM

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Message to the Board of Supervisors and Mayor

From your constituent Chris Miller

Email chrisdavidmiller@gmail.com

I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message: Dear Honorable Board of Supervisors & Mayor
London Breed,

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

If the Great Highway immediately closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections. The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

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Vehicles are for people who drive children to schools/day care, commute to work or to medical appointments, transport seniors to needed services, take construction supplies to build housing and help small businesses.

Respectfully,

Add me to the list for updates on this issue.

From: [Alan Wong](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Saturday, July 27, 2024 2:59:18 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Alan Wong
Email wongfamily651@hotmail.com
I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message: Dear Honorable Board of Supervisors & Mayor London Breed,

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

If the Great Highway immediately closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections. The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

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Respectfully,

Add me to the list for updates on this issue.

From: [Patricia Arack](#)
To: [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#)
Subject: CRS: Homeless tent and garbage on the street at 1900 block of the Lower Great Highway.
Date: Wednesday, July 31, 2024 7:11:39 PM

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

Dear Joel Engardio:

Pictured above is a homeless tent that was just set up today sat 1916 Lower Great Highway. This is exactly what I have warned you about. And once the highway is closed, this will be times 100 + up and down the Lower Great Highway. There is no police enforcement out here to deal with this.

You have ignored the negatives about full closure. You and others believe in a fantasy that this will be a wonderful park. It will not. It will continue to be cold, windy, cloudy, foggy, and damp. It will be a haven for a tent city of homeless people, bad actors, violence, and assaults, and human excrement. How do I know? That's what happened back in 2020-2021 when highway was closed 24/7. There was no police enforcement then, and there is none now.

.Are you prepared now to deal with this? Can you stop talking about "joy" long enough to deal with a real life situation here? What are you, a supervisor for ALL of your constituents, going to do about this.? Is this a joyful scene for the residents on the LGH? Does this make us safer? Now there is one tent. How many tomorrow?

You have ignored us and the reality of what this closure will bring to the quality of our lives, our safety, and our health. It's time you start being a supervisor for ALL the people who voted for you, not just the Great Highway Park faction and the Bike Coalition. You need to act now to stop this. Get rid of this tent and the garbage this person has left on the street. We are all watching how you handle this.

Patricia Arack
Concerned Residents of the Sunset

From: [CJ Faulkner](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Homeless tent on lower great Highway
Date: Wednesday, July 31, 2024 7:35:10 PM

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

Please address this issue. No one gets to live rent free and this is not a KOA campground. Get this person removed immediately as to not encourage even more. I am born and raised in the sunset and this is not acceptable behavior. Shelters are there for exactly this reason .

From: [Paul Roscelli](#)
To: [Engardio, Joel \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#)
Subject: Nice job guys. This is exactly what's gonna happen when you close the great highway
Date: Wednesday, July 31, 2024 7:59:34 PM

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

There's a homeless person camping out here at the great highway oh I should call at the great Parkway and that's why he's out here

hey who can blame this homeless person for having a tent out on the beach. Ocean view? No rent? Sweet deal. This is exactly what everyone told you would happen as soon as you close off the great highway to cars. Be careful what you wish for one more reason to vote against all of you. I don't care if they replace you with the same people that wanna vote for this. I'm just gonna vote you out anyway. don't care.

Sent from my phone. Remember: Jesus said to "love your enemies"... He didn't say not to have any. PJ O'Rourke

From: [Annemarie Bernardone](#)
To: [Mayor London Breed](#); [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); info@openthegreathighway.com; [RPDInfo, RPD \(REC\)](#)
Subject: Gordon Mar's "Great Highway" Legislation Is Wrong for San Francisco from Annemarie Bernardone
Date: Thursday, August 1, 2024 8:21:22 PM

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



My name is **Annemarie Bernardone**
My email address is **Abernardone@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Annemarie Bernardone

[Open the Great Highway Petition \(over 16,000+ signatures\)](#)

From: [Annemarie Bernardone](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Thursday, August 1, 2024 8:24:23 PM

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

My name is Annemarie Bernardone
My email address is Abernardone@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Annemarie Bernardone

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Joel Armstrong-Muntner](#)
To: [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Mayor London Breed](#); [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Disappointed with Engardio's Decision to Close the Great Highway
Date: Monday, August 5, 2024 2:12:28 AM

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

My name is **Joel Armstrong-Muntner**
My email address is **jarmstrongmuntner@me.com**

My family and I just bought our dream home on 47th by Rivera. There is already almost no parking available for blocks around on weekdays. A new, high profile park a block away on the Great Highway will require several or many parking towers nearby to accommodate actual vehicles of a fair number of the expected thousands of visitors per day, and/or require something like Muir Woods' daily limits. I do not want a parking lot across the street from my new home. So I propose we let SF residents who vote for this fiasco, to each volunteer one parking space outside Their home, anywhere in the city, to be used for electric Waymo pickup to and fro -from their location out to the GH Park. -A distributed parking plan, (I'm an engineer).

You can offer each participant something like a pair of tickets to enter the GH Park with up to two guests, free of charge, and on any day they like, twice a year. All others pay Waymo and split that with the City.

Sincerely,
Joel Armstrong-Muntner

From: [Amy Mc Manus](#)
To: [Mayor London Breed](#); [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); info@openthegreathighway.com; [RPDInfo, RPD \(REC\)](#)
Subject: Gordon Mar's "Great Highway" Legislation Is Wrong for San Francisco from Amy Mc Manus
Date: Thursday, August 8, 2024 1:37:54 AM

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



My name is **Amy Mc Manus**
My email address is **asmtoyou@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Amy Mc Manus

[Open the Great Highway Petition \(over 16,000+ signatures\)](#)

From: [constance kobayashi](#)
To: [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Mayor London Breed](#); [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Disappointed with Engardio's Decision to Close the Great Highway
Date: Friday, August 9, 2024 9:29:48 AM

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

My name is **constance kobayashi**
My email address is **finite.galaxy@gmail.com**

We are writing to express our profound disappointment in your final decision to close the Great Highway to residents, neighboring commuters, and those who drive children to school or themselves or others to appointments and other activities. This decision will severely impact our community in ways that appear to have yet to be fully considered, demonstrating a troubling disconnect between your actions and the interests of the residents you are elected to represent.

The resulting increased traffic congestion and compromised safety indicate how our concerns and needs were overlooked in your decision-making process. This oversight, which has led to a situation with which we are deeply dissatisfied, is wholly unacceptable.

Your failure to adequately represent our community in this matter is disheartening. You must recognize the deep sense of alienation and frustration this decision has caused among your constituents. We will work diligently to oppose your measure and ensure our voices are heard and considered in future decisions.

Sincerely,
constance kobayashi

From: [Amy Molinelli](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [info@openthegreathighway.com](#)
Subject: Re: Great Highway: A Temporary Success Story -
Date: Monday, August 12, 2024 11:27:21 AM

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

My name is Amy Molinelli
My email address is molinelli@rocketmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

I am writing in response to Mayor London Breed's recent decision to reopen the Upper Great Highway.

I am a musician and educator who personally lives in San Francisco because of my multi-generational SF immigrant roots. I could not live here if I did not have a family home. I drive because I bring music to schools in SFUSD and bring my equipment and am a small business owner here. I also serve hard to serve schools in South San Francisco and Daly City and use this corridor as my elderly parents do because they prefer this to freeway driving. There are many folks who use this corridor.

In addition, San Francisco is unique because of the access to places like Ocean Beach for people who come from other areas. I don't see the transparency of data from both sides of this argument of who is using this corridor and it took many residents (teachers, nurses, et.c) who commute to speak up against being called "entitled" for wanting this roadway open. I'm writing for honesty and transparency and good faith. Your office has an opportunity to open more dialogue for all parties. That's what I would like to see.

Please resist those who do not want the highway shared.

I urge you to fully reopen the Upper Great Highway as soon as possible and to keep it open until the City conducts an EIR to study the impacts of any pilot project. Any change to its use should be done only after a full and fair review of all of the impacts resulting from a closure.

Thank you,
Amy Molinelli

Thank you for your time.

Sincerely,
Amy Molinelli

<https://www.openthegreathighway.com/ugh-next-steps>

From: [Terry McDevitt](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Keep the Great Highway open
Date: Monday, August 12, 2024 12:44:35 PM
Attachments: [Screenshot 2024-08-12 at 11-20-12 Facebook.png](#)

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

Hello , Attached is a photo of the Great Highway at its original width . As you can see there is plenty of room for Autos , walkways and bike paths if is maintained at the width in the photo . This just shows that deferred maintenance has narrowed the usable space . In regards to the Southern junction to Skyline Blvd . a seawall has to be built to protect the Zoo and Sewer plant so why not build a proper one that allows for a full spectrum usage , Autos , walkway and bikes ? The Great Highway is crucial for the flow of people , including those from San Mateo county , to work , school and recreation .

Thank you , Terry McDevitt

From: [Kathleen Bone](#)
To: [Mayor London Breed](#); [Breed, Mayor London \(MYR\)](#); [Sweet, Alexandra C. \(MYR\)](#); [Elsbernd, Sean \(MYR\)](#); [Board of Supervisors \(BOS\)](#); info@openthegreathighway.com; [RPDInfo, RPD \(REC\)](#)
Subject: Gordon Mar's "Great Highway" Legislation Is Wrong for San Francisco from Kathleen Bone
Date: Wednesday, August 14, 2024 5:06:31 PM

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



My name is **Kathleen Bone**

My email address is **kbonepmates@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kathleen Bone

[Open the Great Highway Petition \(over 16,000+ signatures\)](#)

From: [Aaron Goodman](#)
To: [Board of Supervisors \(BOS\)](#); [Sfmta Info](#)
Subject: Ocean Beach Park ? Where's the transit changes or density ?
Date: Thursday, August 15, 2024 2:10:09 PM

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

Seems that the yes on K ignores serious muni changes that bring people from other districts to the westside not in cars but on a public transit link/loop.

The original area circle at the zoo was shown to have an option for shifting the L taraval over to the south side of sloat and with an option to go back up to sloat or south to Daly City and Pacifica seems the lacking bi-county investment and poor planning of municipalities and muni is showcased by the road closure on the southern end.

If density is to be achieved transit must move forward.

Get out of the weeds of park planning and focus on the bigger transit issues on the westside.

A.Goodman



Sent from my iPhone

From: [William Gravitt](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Thursday, August 15, 2024 4:44:15 PM

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

My name is Wiliam Gravitt
My email address is bgbythsea@aol.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Wiliam Gravitt

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Carmen Guandique](#)
To: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [PrestonStaff \(BOS\)](#); [ChanStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Walton, Shamann \(BOS\)](#)
Subject: Open the Great Highway / Withdraw the Misleading Ballot Measure
Date: Friday, August 16, 2024 8:51:27 PM

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

Message to the Board of Supervisors and Mayor

From your constituent Carmen Guandique
Email maryjane292@yahoo.com
I live in District

Open the Great Highway / Withdraw the Misleading Ballot Measure

Message: Dear Honorable Board of Supervisors & Mayor London Breed,

I respectfully request that Supervisor Engardio and other co-signers withdraw the Proposed Ballot Initiative to either create a Full Time Park on the Great Highway or open it 24/7 as it was pre-pandemic.

If the Great Highway immediately closes, vehicular traffic will devastate the Outer Sunset and Outer Richmond with thousands of extra cars, trucks, big rigs, motorcycle groups of 100+ that will swarm the neighborhood streets in search of another safe, fast north/south route without intersections. However, they will not find one. The Great Highway is the safest, most efficient North/South route in San Francisco. San Francisco officials have only rerouted traffic to high-injury roads with traffic intersections. The following is a partial list of the reasons for Withdrawing the Proposed Ballot Initiative:

*The Proposed Initiative was written and filed on the last day possible without ANY Notice or INPUT from the IMPACTED COMMUNITY, blindsiding us and refusing to recognize a large majority of negatively impacted constituents;

*There is no plan/design for a park, financing,

Environmental Review on emissions or other impacts to the sand dunes and the protected habitat for the endangered Snowy Plovers, capital expenditure projections for upgrades or to maintain the area;

*Removes the existing Pilot Project more than one year ahead of schedule;

*Denies the possibility of continuing to share the Great Highway with weekday vehicles permitted and closed to traffic on weekends and holidays.
Removing the COMPROMISE pits neighbors against neighbors after impacted users are accepting it as something that everyone can tolerate.

Vehicles are for people who drive children to schools/day care, commute to work or to medical appointments, transport seniors to needed services, take construction supplies to build housing and help small businesses.

Respectfully,

Carmen Guandique

From: [Edward Fong](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Friday, August 23, 2024 4:48:39 PM

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

My name is Edward Fong
My email address is edwardfong0@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Edward Fong

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

Sincerely,
Ami Hodge

From: [Steve Olson](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Saturday, August 24, 2024 10:06:40 PM

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

My name is Steve Olson
My email address is solsonsf@yahoo.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

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That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Steve Olson

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Maria Casey](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Sunday, August 25, 2024 11:42:47 AM

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

My name is Maria Casey
My email address is mariascaseyrn@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

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Thank you for your time.

Sincerely,
Maria Casey

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Moraya Khan](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); [clerk@sfcta.org](#); [info@openthegreathighway.com](#)
Subject: Re: Great Highway: A Temporary Success Story -
Date: Monday, August 26, 2024 12:17:04 PM

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

My name is Moraya Khan
My email address is morkhan@comcast.net

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

I am writing in response to Mayor London Breed's recent decision to reopen the Upper Great Highway. I appreciate this first step to relieving the distress and inconvenience that many residents in the Sunset and Richmond Districts, as well as others throughout the city and beyond, have experienced since the Highway was abruptly closed sixteen months ago. This may be a good start, but it is not enough.

The Upper Great Highway will still remain closed from Friday afternoon until Monday morning and on holidays, during which time all of the impacts of diverting thousands of cars into a quiet, residential neighborhood, and traffic congestion in Golden Gate Park will continue. Cars and trucks will clog quiet streets; pedestrian and traffic safety will be at risk; greenhouse gas emissions due to drivers spending more time in their cars while they detour around the Great Highway will increase; and emergency vehicle response will be slowed, when a few seconds can mean the difference between life and death.

Additionally, there are plans to replace this temporary Emergency Order with a pilot program that could again completely close the Great Highway for two more years, continuing the problems that have plagued the Western part of San Francisco for over a year. And this pilot program will be conducted without an Environmental Impact Report as mandated by the California Environmental Quality Act.

Please resist those who do not want the highway shared, and who have proposed introducing a skatepark, food trucks, and entertainment on the Upper Great Highway in total disregard of the impacts that will be suffered by the residential community, the pristine quiet beach, and the National Wildlife Sanctuary.

I urge you to fully reopen the Upper Great Highway as soon as possible and to keep it open until the City conducts an EIR to study the impacts of any pilot project. Any change to its use should be done only after a full and fair review of all of the impacts resulting from a closure.

As the Sierra Club has written: "Evaluating environmental damage after a Pilot Project has been in place for two years - or in this case a potential total of over 3 years - is a bit like closing the barn door after the horse has escaped."

Please, stop this Highway Robbery.

Thank you for your time.

Sincerely,
Moraya Khan

<https://www.openthegreathighway.com/ugh-next-steps>

From: [Misza Cruz](#)
To: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Mar, Gordon \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [ChanStaff \(BOS\)](#); [MelgarStaff \(BOS\)](#); [MandelmanStaff \(BOS\)](#); info@openthegreathighway.com; [Commission, Recpark \(REC\)](#); [Ginsburg, Phil \(REC\)](#); clerk@sfcta.org
Subject: Re: Great Highway: Closure at Friday 12PM does not work -
Date: Wednesday, August 28, 2024 1:28:00 PM

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

My name is Misza Cruz
My email address is misza.cruz@va.gov

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple of Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

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That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Respectfully,
Misza Cruz
Employed nurse at the VA

Thank you for your time.

Sincerely,
Misza Cruz

<https://www.openthegreathighway.com/gh-friday-closure-at-12pm>

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Window Replacement Standards
Date: Tuesday, August 27, 2024 1:39:11 PM
Attachments: [Window Replacement Standards.pdf](#)

Dear Supervisors,

Please see the attached 6 letters from members of the public, regarding window replacement standards for homes.

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: [Tiffany Young](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Friday, July 26, 2024 1:00:55 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of “neighborhood character”.

****Costlier for Homeowners:** The standards increase the cost of replacing street-facing windows by 50-100%. 70% of San Francisco's occupied 350,000 homes were built in the 1960s or before.

****Costlier for Renters:** Costlier window replacements are passed on in the form of higher rent. More likely, exorbitant costs means tenants are stuck with draftier interiors, and higher heating bills and carbon emissions. Over half of San Francisco's renters live in housing units built before 1970 in SF.

****Bad for the Climate:** Residents burn more fossil fuels to heat their homes as older windows are more likely to be poorly sealed, leaky, and uninsulated single pane glass. 56% of occupied homes in San Francisco are heated with fossil fuels, mostly with natural gas.

****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,

Tiffany Young
thwyong@gmail.com

San Francisco, California 94110

From: [Jordan Vlieg](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Friday, July 26, 2024 11:05:21 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

I am a renter and I spend hundreds of dollars every winter inefficiently heating my small apartment, because SO much heat is lost to the outside world. Our highest priority in window requirements should be energy efficiency, NOT aesthetic.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of "neighborhood character".

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****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,

-Jordan Vlieg

Jordan Vlieg

jordanvlieg@gmail.com

San Francisco, California 94117

From: [Cecilia Dalle Ore](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Saturday, July 27, 2024 8:42:21 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

As a renter, I live in an apartment with extremely drafty windows that require me to blast the heat in order to maintain our interior space at a livable temperature, especially during cold and foggy months. This has translated into extremely high energy bills on colder months. San Francisco's policies surrounding window replacement mean that replacing windows in the older buildings often most in need of upgrading to modern, efficient windows is extremely cost prohibitive.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of "neighborhood character".

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****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,

Cecilia Dalle Ore
cecilia.dalle.ore@gmail.com

San Francisco, California 94107

From: [Zachary Rausnitz](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reform SF Window Replacement Standards to Improve Health, Climate, Comfort, and Lower Cost
Date: Wednesday, August 7, 2024 7:04:10 AM

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

Board of Supervisors ,

I urge you to reform San Francisco's Window Replacement Standards.

I'm a renter living in San Francisco with my wife and our 2-year-old daughter.

Like so many rental units in our city, the apartment we live in has ancient, drafty windows covered with lead paint. I'm sure next time there's wildfire smoke in SF, the air quality going to be an issue for us inside. As the parent of a toddler, I worry about these issues.

It's so hard to find an apartment with modern windows. I'd love to be able to find a place with modern windows next time we move, and it's frustrating that the city's rules make that so unlikely. It doesn't have to be this way, and this isn't a problem in other places.

Even just thinking about aesthetics, when I walk around my neighborhood (Richmond District), it's hard to see why the city prefers decrepit windows with peeling paint to modern windows, just because the modern windows aren't wooden.

Every San Francisco resident deserves windows that aren't leaky, are insulated to reduce heating bills, noise, and condensation, and reduce fossil fuel heating needs – at an affordable price.

But San Francisco's Window Replacement Standards unnecessarily raise the price to replace street facing windows in many San Francisco homes. Exorbitant costs mean less window upgrades, meaning homeowners and renters are stuck with old, leaky windows that harm health, comfort, and the climate. All for barely-noticeable aesthetics in the name of “neighborhood character”.

****Costlier for Homeowners:** The standards increase the cost of replacing street-facing windows by 50-100%. 70% of San Francisco's occupied 350,000 homes were built in the 1960s or before.

****Costlier for Renters:** Costlier window replacements are passed on in the form of higher rent. More likely, exorbitant costs means tenants are stuck with draftier interiors, and higher heating bills and carbon emissions. Over half of San Francisco's renters live in housing units built before 1970 in SF.

****Bad for the Climate:** Residents burn more fossil fuels to heat their homes as older windows

are more likely to be poorly sealed, leaky, and uninsulated single pane glass. 56% of occupied homes in San Francisco are heated with fossil fuels, mostly with natural gas.

****Bad for Health:** Older single-pane windows are more likely to condense, leading to indoor mold. They're also more likely to leak, allowing heat or air-conditioned air to escape, and polluting particulates from nearby highways inside.

****Bad for Comfort:** In addition to leaking air in-and out, older windows block less noise. This is increasingly important as San Francisco accommodates more housing.

Thank you,
Zachary Rausnitz

Zachary Rausnitz
zjraus@gmail.com

San Francisco, California 94118

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Urgent: Opposition to San Francisco Upzoning Proposal
Date: Tuesday, August 27, 2024 2:41:34 PM

Dear Supervisors,

Please see the following letter from a constituent regarding the San Francisco Planning Department's (CPC) Expanding Housing Choice, Housing Element Zoning Program.

Regards,

Richard Lagunte
 Office of the Clerk of the Board
 San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

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

From: nsaldou37@everyactioncustom.com <nsaldou37@everyactioncustom.com>
 Sent: Monday, August 12, 2024 9:58 AM
 To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
 Subject: Urgent: Opposition to San Francisco Upzoning Proposal

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

Dear Board of Supervisors,

I am writing to express my strong opposition to the proposed upzoning in San Francisco. While the intent may be to address the affordable housing shortage, the current plan compromises the unique character of our neighborhoods.

The anticipated increase in luxury condos jeopardizes the topography and well-established, often historic and iconic, features of our neighborhoods. I do not wish to 'Manhattanize' of our residential communities, especially since there are already so many tall buildings that remain empty of business in the city.

I support Neighborhoods United SF and urge you to reconsider the current upzoning proposal. Exploring alternative solutions is crucial to genuinely addressing the affordable housing shortage without compromising our communities' integrity.

Thank you for your attention to this critical matter, and I appreciate your continued dedication to the well-being of our city.

Sincerely,
Natalie Saldou
San Francisco, CA 94115

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [BOS-Operations](#); [Young, Victor \(BOS\)](#); [Calvillo, Angela \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [Entezari, Mehran \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: FW: Drug/ Cash
Date: Tuesday, August 6, 2024 10:12:57 AM

Hello,

Please see below communication regarding **File No. 240799:**

Ordinance amending the Administrative Code to authorize the Human Services Agency, in coordination with the Department of Public Health, to establish a voluntary three-year sobriety and recovery incentive treatment program, known as “Cash Not Drugs,” to provide a weekly payment of up to \$100 to eligible beneficiaries of the County Adult Assistance Programs (“CAAP”) who have been screened for a substance use disorder and referred to substance use disorder treatment as a condition of further receipt of CAAP benefits, and who test negative for illicit drugs once per week; exempting the Cash Not Drugs payments from the CAAP eligibility calculation; providing for a six-month implementation plan before the program becomes operational; and revising the Homelessness and Supportive Housing Fund to include the Cash Not Drugs program as a permitted use of funds.

Regards,

John Bullock

Office of the Clerk of the Board

San Francisco Board of Supervisor

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-5184

BOS@sfgov.org | www.sfbos.org

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copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

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

From: Amelio Schembari <Amelio@outlook.com>

Sent: Monday, July 29, 2024 8:09 PM

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

Subject: Drug/ Cash

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

Rewarding addicts with money for staying clean is Ludacris. If this is tax payer money, it is being misused.

An example of programs that work without financial rewards, you only need to review the Alcohol Anonymous program.

Stop providing money to the homeless and addicted people. It only attracts more of the same to this city exacerbating the problem.

Hopefully the city will wake up and replace the mayor and board of supervisors to bring sanity to our once great city.

FYI: I am a life long democrat and native San Franciscan

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: FILE NO. 220300 RESOLUTION NO. 122-22
Date: Thursday, August 29, 2024 9:20:22 AM

Dear Supervisors,

Please see below for a letter from a constituent regarding:

File No. 220300 - Resolution in support of Ukrainian refugees, urging the City and County of San Francisco to welcome Ukrainian refugees and declaring the City and County's support for Ukrainian refugees.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Mira Martin-Parker <tartarthistle@gmail.com>
Sent: Saturday, August 10, 2024 11:00 AM
To: tips@sfstandard.com; [tips <tips@missionlocal.com>](mailto:tips@missionlocal.com); Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; tips@sfrist.com; tips@missionlocal.com <cgraf@sfexaminer.com>; michaelshellenberger@proton.me; Tim Redmond <tim@48hills.org>; editors@sfexaminer.com; Michael Durand <Editor@richmondsunsetnews.com>; editor@sfbayview.com; rswan@sfchronicle.com; blogger@nakedcapitalism.com

Subject: FILE NO. 220300 RESOLUTION NO. 122-22

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

San Franciscans certainly got angry about the Board of Supervisors publicly expressing support for Palestine a little while back, but curiously they said nothing about the open and extremely generous support granted by the board for Ukrainian refugees, coming at a time when Gavin Newsom is personally participating in state sponsored "sweeps" treating living human beings--many of them American citizens--like cockroaches and other vermin to be systematically removed from the city and send God knows where.

Can someone please explain the resemblance of San Francisco's historically oblivious conduct with respect to modern political regimes engaging in selective elimination ever since Covid, mostly directed towards populations deemed superfluous by technology? This very much appears to have a Stanford eugenics infused racial element to it? (Did I hear someone say Azov and Francis Fukuyama?

<https://www.sfgate.com/politics/article/fukuyama-senior-fellow-stanford-far-right-group-18193614.php>)

<https://sfbos.org/sites/default/files/r0122-22.pdf>

<https://www.sfchronicle.com/bayarea/article/chabot-college-journalist-killed-ukraine-cause-19615985.php>

<https://missionlocal.org/2024/05/black-queer-man-found-dead-near-bernal-allegedly-hanging-from-tree/> (Randy also recently worked for a "non-profit" in Colombia during a very controversial political election.

<https://missionlocal.org/2024/08/sf-dogwalker-family-disgusted-with-city-response-racism-fire/> (District 5?, Cerebral Valley?)

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: I oppose the SFMTA plan to extend parking meter hours in SF!
Date: Thursday, August 29, 2024 9:30:00 AM

Dear Supervisors,

Please see the letter below from Terry McDevitt regarding:

File No. 230587 - Resolution urging the San Francisco Municipal Transportation Agency (SFMTA) to delay implementing meter hour extension until the completion of an independent economic impact report that specifically analyzes the projected impact to San Francisco small businesses, City revenues, and the City's overall economic recovery and said report is reviewed by the Board of Supervisors and the SFMTA Board.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Terry McDevitt <hello@livablesf.com>
Sent: Wednesday, July 31, 2024 3:10 PM
To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; MTABoard@sfmta.com; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: I oppose the SFMTA plan to extend parking meter hours in SF!

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

My name is **Terry McDevitt**

My email address is dismasmcd@yahoo.com

Dear Board of Supervisors,

I am writing to express my strong objection to the proposed extension of parking meter hours. As a resident of San Francisco, I believe this decision fails to consider the realities of our daily lives and the challenges we already face when it comes to finding parking.

Extending the meter hours will only add to the financial burden on residents and visitors who rely on street parking. It will disproportionately impact those who work non-traditional hours or have limited transportation options. Additionally, it could discourage people from visiting local businesses and hurt the city's economy.

Instead of imposing additional fees and restrictions, I urge the SFMTA to seek alternative solutions to address parking issues, such as improving public transportation options or expanding parking facilities.

I kindly request that you reconsider this proposal and prioritize the needs and concerns of the community when making decisions that directly impact our daily lives.

Thank you for your attention to this matter.

Sincerely,
Terry McDevitt

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Sean Monterrosa street being named in San Francisco?
Date: Thursday, August 29, 2024 9:35:29 AM

Dear Supervisors,

Please see below for a letter from a constituent regarding:

File No. 240135 - Resolution adding the Commemorative Street Name “Sean Monterrosa Boulevard” to Park Street, at the intersection of Holly Park Circle, in recognition of Sean Monterrosa’s contribution and legacy to San Francisco as a local figure.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

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From: Tiffany Lemas <tlemas15@gmail.com>
Sent: Thursday, August 8, 2024 3:31 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Fwd: Sean Monterrosa street being named in San Francisco?

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

----- Forwarded message -----

From: **Tiffany Lemas** <tlemas15@gmail.com>

Date: Mon, Jul 22, 2024 at 8:28 PM

Subject: Sean Monterrosa street being named in San Francisco?

To: <MayorLondonBreed@sfgov.org>

I would like to know how a street is being named after a criminal. Sean Monterrosa was a criminal that was unfortunately killed while committing a crime. Tragic to say the least.

My question is Why does SF decide to name a street after a person who was killed while committing a criminal act of robbing and looting a Walgreens in Vallejo Ca.

Please help me understand this decision. What would that say to others especially the young vulnerable youths growing up. This is like telling others Sean Monterrosa who was looting and robbing a business that it's okay to honor him. I thought people who did extraordinary things in the community who made a difference are honored by a gesture like a street being named after that person. I don't think criminal acts fall under this honor. It doesn't make any sense to me for this criminal to be honored with a street being named after him. That is absurd to say the least. It's a tragedy what happened to this young man and my heart goes out to his family. To name a street after this act he was committing is ridiculous and absolutely ignorant.

Who makes these decisions and tell me how he qualifies for a street to be named in his honor. Please confirm.

Thank you

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Gibson, Alistair \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Crayton, Monique \(BOS\)](#)
Subject: FW: Letter of Opposition to File #240333: Police Code - Notice of Supermarket Closure
Date: Wednesday, August 28, 2024 9:17:36 AM
Attachments: [Outlook-A blue sig.png](#)
[RE: File #240333: Police Code - Notice of Supermarket Closure \(1\).pdf](#)

Dear Supervisors,

Please see below and attached from the San Francisco Chamber of Commerce regarding:

File No. 240333 - Ordinance amending the Police Code to require large supermarkets to provide six months notice to their customers and the City before permanently closing, and to explore ways to allow for the continued sale of groceries at the location.

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Jackson Nutt-Beers <jnuttbeers@sfchamber.com>

Sent: Tuesday, August 27, 2024 4:10 PM

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

Subject: Letter of Opposition to File #240333: Police Code - Notice of Supermarket Closure

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

Good afternoon members of the San Francisco Board of Supervisors,

I hope this email finds you well. please find the San Francisco Chamber of Commerce's letter of suppose to File #240333: Police Code - Notice of Supermarket Closure.

Please reach out to me if you have any questions. Thank you.



Jackson Nutt-Beers, M.A. ([They/Them](#))

Public Policy Program Manager

San Francisco Chamber of Commerce

235 Montgomery St., Ste. 760, San Francisco, CA

(E) jnuttbeers@sfchamber.com | [LinkedIn](#)

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Young, Victor \(BOS\)](#)
Subject: File Nos. 240547 and 240548 Commission Streamlining Task Force 6 letters
Date: Friday, August 30, 2024 1:48:05 PM
Attachments: [240547 and 240548 6 letters.pdf](#)

Dear Supervisors,

Please see attached for letters regarding File Nos. 240547 and 240548:

File No. 240547 - Charter Amendment (First Draft) to amend the Charter of the City and County of San Francisco to establish the Commission Streamlining Task Force charged with making recommendations to the Mayor and the Board of Supervisors about ways to modify, eliminate, or combine the City's appointive boards and commissions to improve the administration of City government; require the City Attorney to prepare a Charter Amendment to implement the Task Force's recommendations relating to Charter commissions, for consideration by the Board of Supervisors; and authorize the Task Force to introduce an ordinance to effectuate its recommendations relating to appointive boards and commissions codified in the Municipal Code, which ordinance shall go into effect within 90 days unless rejected by a two-thirds vote of the Board of Supervisors; at an election to be held on November 5, 2024.

File No. 240548 - Charter Amendment (First Draft) to amend the Charter and the Municipal Code of the City and County of San Francisco to 1) establish the Commission Streamlining Task Force charged with making recommendations to the Mayor and the Board of Supervisors about ways to modify, eliminate, or combine the City's appointive boards and commissions to improve the administration of City government; 2) require the City Attorney to prepare a Charter Amendment to implement the Task Force's recommendations relating to Charter commissions, for consideration by the Board of Supervisors; 3) authorize the Task Force to introduce an ordinance to effectuate its recommendations relating to appointive boards and commissions codified in the Municipal Code, which ordinance shall go into effect within 90 days unless rejected by a two-thirds vote of the Board of Supervisors; 4) remove from the Charter certain commissions that are purely advisory and move them to the Municipal Code; and 5) eliminate the Streets and Sanitation Commission and the Our Children Our Families Council; at an election to be held on November 5, 2024.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: rgoel441@everyactioncustom.com on behalf of [Rohit Goel](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In opposition to File #240547, File #240548
Date: Thursday, July 25, 2024 2:37:03 PM

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

Dear San Francisco Board of Supervisors,

I'm writing to express my opposition to the recent "commission on commissions" charter amendment put forth by Board President Aaron Peskin, and urge you to vote against it.

Supervisor Peskin has done more than maybe any other elected official to break San Francisco's government—he can't be the one to fix it. His charter amendment doesn't guarantee any reduction in San Francisco's ~130 oversight commissions. It actually adds more bureaucracy, creating a completely unprecedented committee with a mandate to make new laws about commissions. As supervisors, I elected you to craft legislation. This is your job as a duly-elected representative for San Francisco. It would be incredibly disappointing to watch you delegate that fundamental authority to an unelected, unaccountable committee.

This charter amendment does nothing to improve city government or make it more effective. While I'm glad elected officials realize San Francisco needs reform, I hope you will vote in opposition to this hypocritical measure, and support real government reform in the future.

Sincerely,
Rohit Goel

From: kathryn.newberg@everyactioncustom.com on behalf of [KATHRYN NEWBERG](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In opposition to File #240547, File #240548
Date: Monday, July 29, 2024 5:53:59 PM

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

Dear San Francisco Board of Supervisors,

I'm writing to express my opposition to the recent "commission on commissions" charter amendment put forth by Board President Aaron Peskin, and urge you to vote against it.

Supervisor Peskin has done more than maybe any other elected official to break San Francisco's government—he can't be the one to fix it. His charter amendment doesn't guarantee any reduction in San Francisco's ~130 oversight commissions. It actually adds more bureaucracy, creating a completely unprecedented committee with a mandate to make new laws about commissions. As supervisors, I elected you to craft legislation. This is your job as a duly-elected representative for San Francisco. It would be incredibly disappointing to watch you delegate that fundamental authority to an unelected, unaccountable committee.

This charter amendment does nothing to improve city government or make it more effective. While I'm glad elected officials realize San Francisco needs reform, I hope you will vote in opposition to this hypocritical measure, and support real government reform in the future.

Sincerely,
KATHRYN NEWBERG

From: fillmoreco@everyactioncustom.com on behalf of [Regan Aponi](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In opposition to File #240547, File #240548
Date: Saturday, August 10, 2024 10:24:13 AM

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

Dear San Francisco Board of Supervisors,

I'm writing to express my opposition to the recent "commission on commissions" charter amendment put forth by Board President Aaron Peskin, and urge you to vote against it.

Supervisor Peskin has done more than maybe any other elected official to break San Francisco's government—he can't be the one to fix it. His charter amendment doesn't guarantee any reduction in San Francisco's ~130 oversight commissions. It actually adds more bureaucracy, creating a completely unprecedented committee with a mandate to make new laws about commissions. As supervisors, I elected you to craft legislation. This is your job as a duly-elected representative for San Francisco. It would be incredibly disappointing to watch you delegate that fundamental authority to an unelected, unaccountable committee.

This charter amendment does nothing to improve city government or make it more effective. While I'm glad elected officials realize San Francisco needs reform, I hope you will vote in opposition to this hypocritical measure, and support real government reform in the future.

Sincerely,
Regan Aponi

From: lanier_coles@everyactioncustom.com on behalf of [Lanier Coles](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In opposition to File #240547, File #240548
Date: Friday, August 16, 2024 3:52:00 PM

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

Dear San Francisco Board of Supervisors,

I'm writing to express my opposition to the recent "commission on commissions" charter amendment put forth by Board President Aaron Peskin, and urge you to vote against it.

Supervisor Peskin has done more than maybe any other elected official to break San Francisco's government—he can't be the one to fix it. His charter amendment doesn't guarantee any reduction in San Francisco's ~130 oversight commissions. It actually adds more bureaucracy, creating a completely unprecedented committee with a mandate to make new laws about commissions. As supervisors, I elected you to craft legislation. This is your job as a duly-elected representative for San Francisco. It would be incredibly disappointing to watch you delegate that fundamental authority to an unelected, unaccountable committee.

This charter amendment does nothing to improve city government or make it more effective. While I'm glad elected officials realize San Francisco needs reform, I hope you will vote in opposition to this hypocritical measure, and support real government reform in the future.

Sincerely,
Lanier Coles

From: hubstack3469@everyactioncustom.com on behalf of [Herbert Stackhouse](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: In opposition to File #240547, File #240548
Date: Wednesday, August 28, 2024 11:36:24 AM

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

Dear San Francisco Board of Supervisors,

I'm writing to express my opposition to the recent "commission on commissions" charter amendment put forth by Board President Aaron Peskin, and urge you to vote against it.

Supervisor Peskin has done more than maybe any other elected official to break San Francisco's government—he can't be the one to fix it. His charter amendment doesn't guarantee any reduction in San Francisco's ~130 oversight commissions. It actually adds more bureaucracy, creating a completely unprecedented committee with a mandate to make new laws about commissions. As supervisors, I elected you to craft legislation. This is your job as a duly-elected representative for San Francisco. It would be incredibly disappointing to watch you delegate that fundamental authority to an unelected, unaccountable committee.

This charter amendment does nothing to improve city government or make it more effective. While I'm glad elected officials realize San Francisco needs reform, I hope you will vote in opposition to this hypocritical measure, and support real government reform in the future.

Sincerely,
Herbert Stackhouse

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: Attachment to the Official Record for File no. 240766 and 240796
Date: Thursday, August 29, 2024 2:22:13 PM
Attachments: [2024.08.20 Letter from RealPage, Inc. to American Economic Liberties Project.pdf](#)

Dear Supervisors

Please see below and attached for a letter from Gibson, Dunn & Crutcher LLP, on behalf of RealPage, Inc., regarding:

File No. 240766 - Ordinance amending the Administrative Code to prohibit the sale or use of algorithmic devices to set rents or manage occupancy levels for residential dwelling units located in San Francisco.

File No. 240796 - Ordinance amending the Administrative Code to prohibit the sale or use of algorithmic devices to set rents or manage occupancy levels for residential dwelling units located in San Francisco, and to authorize enforcement by tenants' rights organizations.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Johnston, Gabriella <GJohnston@gibsondunn.com>
Sent: Thursday, August 29, 2024 1:25 PM

To: Carroll, John (BOS) <john.carroll@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Cc: Weissman, Stephen <SWeissman@gibsondunn.com>
Subject: Attachment to the Official Record for File no. 240766 and 240796

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Dear Mr. Carroll,

We would like to add the attachment to the official record for File no. 240766 and 240796.

This should be reflected in both the upcoming full Board of Supervisors meeting and the 9/9 Land-use and transportation committee meeting.

Sincerely,
Gabriella

Gabriella Johnston
Associate Attorney

T: +1 332.253.7641 | M: +1 347.503.5117
GJohnston@gibsondunn.com

GIBSON DUNN
Gibson, Dunn & Crutcher LLP
200 Park Avenue, New York, NY 10166-0193

This message may contain confidential and privileged information for the sole use of the intended recipient. Any review, disclosure, distribution by others or forwarding without express permission is strictly prohibited. If it has been sent to you in error, please reply to advise the sender of the error and then immediately delete this message.

Please see our website at
https://url.avanan.click/v2/https://www.gibsondunn.com/.YXAzOnNmZHQyOmE6bz_o3MDQ0MTRmYzBIMDU2NWYyYTRkM2QyNjNkMzhiZGNjNDo2OjNhOWE6MmM2ZTQ2YzM4NDQ4M2UzODI2OTc5ZmQwYTUzZThlNTcyMjlkZGRhY2YzNGJmZTIxMzVmOWI4MDJmODY3NzEyZDp0OkY6Tg for information regarding the firm and/or our privacy policy.

August 20, 2024

Lee Hepner
Senior Legal Counsel
American Economic Liberties Project
lhepner@economicliberties.us

Re: False and Misleading Statements Regarding RealPage, Inc.

Dear Mr. Hepner:

We write regarding false and misleading statements that you and your organization, American Economic Liberties Project, have made regarding revenue management software (“RMS”) sold by our client RealPage, Inc. (“RealPage”). For example, in a recent presentation to the San Francisco City Council, you falsely characterized RealPage’s RMS as an “automated rent setting” tool, you presented unsupported allegations from complaints in pending lawsuits as if they were facts, and you knowingly, or at least recklessly, presented false information about RealPage’s RMS market penetration, including in San Francisco. At best, these misrepresentations and false statements reflect a worrying lack of due diligence on your part. There is extensive publicly available information, including on RealPage’s website,¹ that describes, in detail, how RealPage’s RMS works and why the assertions by you and your organization perpetuate a false narrative about RealPage and its RMS products.

In the presentation you submitted to the San Francisco City Council, you begin, on page 2, by defining “‘automated rent setting’ or ‘AI revenue management.’” On this slide you claim, in three bullet points, that this process involves: (1) landlords delegating pricing and supply decisions to a common decisionmaker, (2) landlords sharing data with a common decisionmaker who have oversight of daily pricing decisions, and (3) landlords making collective decisions about the pricing and supply of multifamily apartments. But this is not how RealPage’s RMS products work and even minimal diligence on your part would have revealed as much. Users of RealPage products, including AI Revenue Management, do not “delegate their rental price and supply decisions to a common decisionmaker.” To the contrary, RealPage’s RMS makes pricing *recommendations*, that users then decide to accept or reject. And RealPage has published data on its website that shows this allegation is demonstrably false: on average, landlords using RealPage’s RMS accept the software’s recommendations *less than 50% of the time*.²

Throughout your presentation to the San Francisco City Council, you also referred to allegations in currently pending lawsuits against RealPage, including the private multi-district class action litigation in Nashville (the “MDL”) and the lawsuit by the Arizona Attorney General’s Office (the

¹ See <https://www.realpagepublicpolicy.com/>.

² See <https://www.realpagepublicpolicy.com/realpagestatement> at 3.

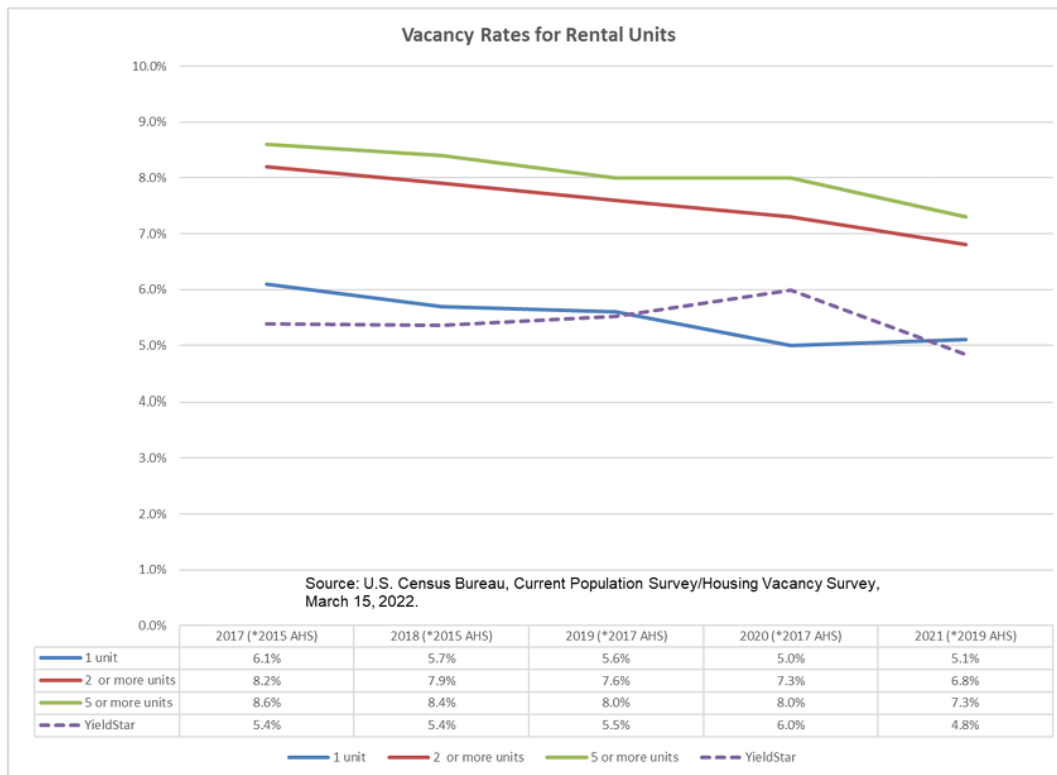
“AZAG lawsuit”). The allegations you reference in both complaints are just that—allegations. You know full well that, at the pleadings stage, courts are required to treat these allegations as true. But they have never been proven and will not be; to the contrary, RealPage has explained publicly—citing to irrefutable evidence—why they are false. Yet, you misleadingly present these allegations as established facts. For example, on page 8 of your presentation to the San Francisco City Council, you cite to an allegation in the MDL complaint that “Lessors are able to increase rents ‘year over year, between 5% and 12% in every market’” *as if it were a fact*, without clarifying that this statement is an unsupported allegation in a pending lawsuit. Documents that you reference in your presentation contradict your assertion that RealPage’s RMS was designed to increase rents. For example, the excerpt from RealPage’s website—with information on how YieldStar can help customers—referenced on page 7 expressly notes that “YieldStar does more than rent pricing.” This snapshot references RealPage’s lease expiration management and move-in day optimization features, both of which help customers to better align supply and demand so units are not sitting vacant. In other words, these features help customers to increase revenue by increasing *occupancy* (not rents).

Despite acknowledging features of RealPage’s RMS designed to *increase* occupancy, later in your presentation, on page 11, you include a slide that purports to show a shift over time from a negative to positive relationship between rents and vacancy rates (i.e., a shift to both vacancy rates and rents increasing in parallel) beginning in late 2015. You attribute this shift to “the advent of RealPage” and assert that “there’s no reason in a healthy market why vacancies should be increasing and causing an increase in rent.”³ Notably, this chart does not include *any* specific data about properties using RealPage’s RMS and does not differentiate between the vacancy rates for properties using RealPage’s RMS versus those that do not. In fact, RealPage’s own data shows that properties using RealPage’s RMS have *lower* vacancy rates than the national average (see Fig. 1).⁴ And a shift in late 2015 (even if one occurred) could not be attributed to “the advent of RealPage” when RealPage’s RMS has been commercially available since 2005.

³ San Francisco Board of Supervisors Land Use and Transportation Committee Regular Meeting (July 29, 2024) at 21.

⁴ See <https://www.realpage.com/storage/files/pages/faqs/pdfs/2023/03/realpage-response-to-senators-warren-smith-sanders-markey.pdf> at 12.

FIGURE 1



In many cases, the allegations that you reference in your presentation do not even support your assertions. For example, on pages 12 and 13 of your presentation, you assert that “[p]rice setting algorithms increase eviction rates.” In support of this claim, you cite to two allegations: a statement from the Arizona Attorney General’s complaint alleging that RealPage’s RMS “increased turnover rates by 15 percentage points” and a statement in the MDL complaint alleging that a lessor defendant’s “turnover rates increased around 15 percentage points in 2006 after implementing YieldStar.” Not only are these statements unproven allegations in pending lawsuits (which you again failed to clarify during your presentation), these statements say nothing about eviction rates. Turnover rate in the multifamily residential rental industry is the number of residents that decide to move out when their lease is over versus those that choose to renew their lease. There is simply no basis to assert—and no plaintiff in the suits you rely on has even *alleged*—that RealPage RMS (or RMS generally) increases eviction rates.

Your presentation also falsely overstates the market penetration of RealPage’s RMS in San Francisco. To show RealPage’s “market penetration,” on slides 14 to 16 you include snapshots

from RealPage’s webpage called “RealPage Explore.” RealPage Explore is a publicly available webpage through which RealPage provides regularly updated market and property data collected from public sources. RealPage Explore and the associated data has been available to the public since May 2018. When a user accesses RealPage Explore, the first thing they see is a disclaimer that states:

RealPage Explore provides publicly available property specific information *without regard to whether the properties are RealPage customers*. RealPage Explore does not provide a listing of properties that use RealPage revenue management products. Properties found on Explore may or may not use any RealPage products, including revenue management.”⁵

To access the snippets from RealPage Explore that you included in your presentation, you necessarily would have been taken to the page that includes the disclaimer cited above. Despite this disclaimer—which, again, you either did not bother to review or deliberately ignored—you falsely claimed during your presentation to the San Francisco City Council that these slides with information from RealPage Explore represent “a visual about [RealPage’s] market penetration in the San Francisco bay area.”⁶ They do not; the reality is that the market penetration of RealPage RMS in the San Francisco MSA is very low—approximately 6.1% for AIRM and YieldStar (combined) and 4% for LRO.

In sum, your assertions about RealPage’s RMS are false, misleading, and easily disproven by publicly accessible data and other resources. They are also inflammatory and prejudicial in that you are knowingly contributing to the widespread misinformation about RMS at a time when legislative bodies and courts are considering these issues. We demand that you immediately cease and desist from perpetuating your false assertions about RealPage and correct the record.

Sincerely,

GIBSON, DUNN & CRUTCHER LLP

/s/ Stephen Weissman

Stephen Weissman

⁵ See <https://www.realpage.com/explore/main> (emphasis added).

⁶ San Francisco Board of Supervisors Land Use and Transportation Committee Regular Meeting (July 29, 2024) at 21.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Carroll, John \(BOS\)](#)
Subject: FW: Banning rent fixing! Cancel real page (File Nos. 240766 & 240796)
Date: Thursday, August 29, 2024 11:51:50 AM
Attachments: [Screenshot_20240801-142846.png](#)

Dear Supervisors,

Please see below for a letter from a member of the public regarding:

File No. 240766 - Ordinance amending the Administrative Code to prohibit the sale or use of algorithmic devices to set rents or manage occupancy levels for residential dwelling units located in San Francisco.

File No. 240796 - Ordinance amending the Administrative Code to prohibit the sale or use of algorithmic devices to set rents or manage occupancy levels for residential dwelling units located in San Francisco, and to authorize enforcement by tenants' rights organizations.

Regards.

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Aaron Cravens <aaron@revelpharmaceuticals.com>
Sent: Thursday, August 1, 2024 2:30 PM

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

Subject: Banning rent fixing! Cancel real page

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

I'm thrilled to see the recent news article highlighting the board of supervisors pursued and hopeful banning of the real page price fixing system.

I know many people in my Mission Bay neighborhood who have been abused by this technology.

Thank you for your efforts!!!

Aaron

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: A. Goodman various subjects
Date: Thursday, August 29, 2024 12:11:09 PM
Attachments: [Aaron Goodman various subjects 3 letters.pdf](#)

Dear Supervisors,

Please see attached from Aaron Goodman, 3 letters of various subjects.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: [Aaron Goodman](#)
To: [Stina Juto; Board of Supervisors \(BOS\); shaman.walton@sfgov.org](#)
Subject: Screenshot 2024-07-29 at 7:09:08 AM
Date: Monday, July 29, 2024 7:13:50 AM

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Next bud predictions are way off daily and service to Bayview daily is sporadic and sometimes piss poor!

Was waiting for train 15 min shows bus express in 11 min while hoofing it over to the bus express stop from mission rock the express bus 8858 whizzed by off schedule, get to chase center and it's showing 8 min for train and 4 min for bus than bus is 5 than 7 min than 8 min figuring its a delay I shift to muni T line only to see the bus turn the corner at mission rock and the train same time. Bus of course speeds up faster than train and therefore it's too late to get back over from platform to the bus.

Train runs sporadic in mornings and non existent on Saturday mornings.

How does muni propose to solve transit and housing and traffic issues when next bus predictions and service literally SUCKS!

Ag mission bay

7:09

5G

Nearby



T Third

→ Sunnydale

■ UCSF / Chase Center (16th Street)

San Francisco Muni CIS

11_{min}

25_{min}

35_{min}

T Third

→ Chinatown

■ UCSF / Chase Center (16th St)

San Francisco Muni CIS

8_{min}

17_{min}

25_{min}

15 Bayview Hunters Point Express

→ Palou & 3rd St

■ 3rd St & Gene Friend Way

San Francisco Muni CIS

14_{min}

26_{min}

39_{min}

From: [Aaron Goodman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: New idea for muni sunset Blvd / sf zoo tram 2 up to presidio geary and Daly City.... Around to BVHP candlestick and pier 70 run a line
Date: Wednesday, July 31, 2024 4:56:41 PM

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<https://www.facebook.com/marketplace/item/986066516135625/?mibextid=HHaHfI>

Sent from my iPhone

From: [Aaron Goodman](#)
To: [Board of Supervisors \(BOS\)](#); [Sfmta Info](#)
Subject: Transit on sunset Blvd ?
Date: Thursday, August 15, 2024 2:12:24 PM

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

Maybe it's time to reopen the books on lines loops and systems of transit on the westside and ramp up the planning for 19th sunset and the future of sf ?

Ag



San Francisco Remembered · [Join](#) ...



Gerald Champ Love · 5d · 🌐

Mass Transit on Market Street in the 1940s when cable cars, electrified streetcars were seen as major transportation for our bustling city. @sfcityguides



Sent from my iPhone

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: No Burning Bliss Nude In Union Square Please
Date: Thursday, August 29, 2024 12:23:08 PM

Dear Supervisors,

Please see below from Mary Miller regarding the proposed installation of a sculpture at Union Square Plaza.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Mary M <mmiller108@gmail.com>
Sent: Tuesday, August 27, 2024 10:17 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: No Burning Bliss Nude In Union Square Please

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

I saw the news that you are contemplating installing the

giant nude Burning Man female statue R-Evolution in Union Square.

<https://sfist.com/2024/08/27/giant-nude-female-figure-to-be-installed/>

It's bad enough that the woman is a cliché "perfect specimen" and that we can see right up her crotch. Worse, the figure is static and far too large for the location. Not to mention that Burning Man has long since lost any connection to its roots here in SF.

Instead, Mr. Cochrane claims that it will "challenge the viewer to see past the sexual charge that has developed around the female body... to inspire men and women to take action to end violence against women, making room for women's voices."

I see zero evidence that it accomplishes any of that. The tourists and homeless people will have a great time gazing up her behind. Just do us a favor and don't keep it permanently. Send it down to Las Vegas, please.

Mary Miller

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: CANDLESTICK DEVELOPMENT
Date: Thursday, August 29, 2024 12:26:32 PM
Attachments: [Candlestick Development Support Letter.SFBOS.082624.docx](#)

Dear Supervisors,

Please see below from Veronica Shepard regarding development at Candlestick Point.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

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From: Veronica Shepard <freespiritluves@gmail.com>
Sent: Monday, August 26, 2024 6:08 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: CANDLESTICK DEVELOPMENT

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

Dear S.F. Board of Supervisors,

Attached is my letter of support regarding the Candlestick Development that will bring so much growth to our neighborhood. Looking forward to your timely response.

In Community,
Veronica Shepard
Long-time resident of the Bayview

Veronica Shepard
1586A Thomas Ave
San Francisco, CA 94124

August 26, 2024

SF Board of Supervisors

1 Dr. Carlton B. Goodlett Place,
City Hall, Room 244,
Francisco, CA 94102-4689
Board.of.Supervisors@sfgov.org

RE: Candlestick Development

As a long-time resident of Bayview Hunters Point, I strongly support the Candlestick Point project. This development promises significant benefits for our neighborhood and San Francisco as a whole.

I recently attended a community workshop hosted by FivePoint and learned about their updated project plans for Candlestick. Responding to changes in the retail landscape, and concerns from the community, the project now aims to attract more research and development businesses while still providing the housing and other amenities that the community and its residents are currently living without.

During the workshop, it was mentioned that there will be over 3000 jobs in this next phase of development, and nearly 700 homes. District 10 desperately needs more housing options, and there is always a need for more employment. We also need the parks and opportunities for new business that are being promised as well.

I and other residents are happy that the project is finally restarting. We have been living with the empty space while other projects in the city move forward. My fear is not that a few residents who are in opposition will have a greater say-so than the majority of the community who want the benefits the project will bring. It would be terrible if Candlestick will not someday turn into the homes and businesses for D10 residents.

I implore you and other City departments treat this project with the same urgency as other projects and move it forward. This project can add to our neighborhood, stimulate economic growth, and enhance residents' quality of life. However, timely action is essential to prevent further delays and ensure we seize this vital opportunity for the Bayview.

Sincerely,

Veronica Shepard
Bayview Resident

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: e-bike purchase/lease incentive program - 125 letters
Date: Thursday, August 29, 2024 12:39:52 PM
Attachments: [ebikes 125 letters.pdf](#)

Dear Supervisors,

Please see the attached 125 letters from members of the public regarding a proposed e-bike purchase/lease incentive program.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: [Kaly Trezos](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Tuesday, August 27, 2024 2:43:13 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzoyMGVIMGVhMjYwMDE2MjFhZGY0YjJmZjMGE3M2QyZTo2Oj11ZTI6ZTYzYzESZTliZm11MWVhZTAzNzAwNTUxMzhmNjZlOGZkZTAxOTRlbnFjNjI0NGFnZTU3YzkyYjE5YjNmZTdhNjB0OIQ6Tg.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Kaly Trezos
ktrezos@gmail.com
27 Starview way
San Francisco , California 94131

From: [Joshua Bingham](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 3, 2024 10:20:38 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Joshua Bingham
jabingham@gmail.com
150 Franklin St
San Francisco, California 94102

From: [Colin Downe-Razouk](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 3, 2024 10:51:48 PM

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The Board of Supervisors,

My family has an ebike, and we often use it instead of driving, because it reduces the stress of driving and finding parking, and it's much cheaper than owning a second car.

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Colin Downe-Razouk
colin@razouk.com
1363 34th Ave
San Francisco, California 94122

From: [Thomas Christianson](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 12:27:02 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Thomas Christianson
izaaze@gmail.com
860 Haight St., Apt 2
San Francisco, California 94117

From: [Cody Vaughn](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 2:01:56 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Cody Vaughn
vaughnburgerd1@gmail.com
1451 Guerrero St., Apt. 3
San Francisco, California 94110

From: [Bird Sellergren](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 5:38:31 AM

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/Y2l_____https://eBikeSF.org____YXAzOnNmZHQyOmE6bzpiODAsZjQ3ZDkwZjlyMmUjMDQ3YzQ5MDA1ZGE4ZmMwMDo2OmU2NTY6Y2FkN2JkZDY1MzA2NzNkYTU4ODFjN2QwZGQ2N2E0MwNmYmEzM2YxZTA0Y2JjYjZlYW44ZjhmMDc4MjhmM2Y3ZTp0OIQ6TGg

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Thank you.

Bird Sellergren
katiesellergren@gmail.com
1326 31st Ave, San Francisco, CA,
San Francisco, California 94122

From: Carol Brownson
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 5:56:52 AM

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The Board of Supervisors,

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Thank you.

Carol Brownson
cbbrownson@gmail.com
2300 California Street
San Francisco, California 94115

From: [Matthew Rutherford](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 7:01:09 AM

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Thank you.

Matthew Rutherford
mdsrutherford@gmail.com
1980 Washing St
San Francisco, California 94109

From: [Victor Cee](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 8:13:15 AM

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The Board of Supervisors,

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Thank you.

Victor Cee
vic.cee@gmail.com
721 live oak Ave number 8
Menlo Park, California 94025

From:

To:

Subject:

Date:

[Wilton Gorske](#)

[Board of Supervisors \(BOSS\)](#)

* Support the e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increasing public s...

Sunday, August 4, 2024 8:44:24 AM

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

The Board of Supervisors,

As a homeowner in SF, I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHqYOmE6bzpYVWY4ZWZhMWRjZQzNzJkNDNMDO3ODU0MzY4NDVhbnJpZDZjU3MmQ6NmZMZNiYyYyE2MTc0NDk3ZDA1MzI2YWVM4OWE4MDhZTkyMDkwOGQyNDhmNjVhMDc2YTFkNGYzNDFlYzdkODVMMDp0OIQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Wilton Gorske
wiltongorske@gmail.com
386 Noe St
San Francisco, California 94114

From: Mariana P
To: Board of Supervisors (BOSS)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 9:19:29 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Mariana P
marprutton@gmail.com

San Francisco, California 94122

From: [Marc Haumann](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 9:39:27 AM

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The Board of Supervisors,

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Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzo1NjU2Mzg0NTFmZDAxODMwYTllMzE1ZDUzOTg5ZGFYTzQ0MmMwNmU6MWVjNWVjOWU5ZWQ3OTI3M2E0YTU3NjBjODBiMjFkMWY4M2FhMjY2FkNjM4ZGFmZDA0YzYzM2MjQzMzAxNGQyZjZpOUI0G6Tg.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you,
Marc Haumann

Marc Haumann
marchaumann@gmail.com
439 Dolores St
San Francisco, California 94110

From: [Neville Hemming](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 10:29:00 AM

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

The Board of Supervisors,

I myself recently became an E-bike owner and it is life changing. We almost are never in a private car in the city (including rideshare). If our family expands, we do not want to buy a car but a cargo bike. Almost all of the money we save by not owning and operating a car we spend in our community.

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

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Thank you.

Neville Hemming
nevillehemming@gmail.com
811 14th Street
San Francisco, California 94114

From: Michael Sacks
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 12:19:58 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Michael Sacks
michaelsacks@gmail.com
2859 Sacramento St
SF , California 94115

From: [Craig Orbellan](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 1:19:40 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Craig Orbellan
craigorbellan@gmail.com
608 48th Ave.
San Francisco, California 94121

From: [Clare Grady](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 1:30:29 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Clare Grady
clare.eiluned@gmail.com
1852 Divisadero St
San Francisco, California 94115-2517

From: [George Orbellan](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 1:53:19 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, while reducing car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

George Orbellan
gorbellan@infoasis.com
608 48th Avenue
San Francisco, California 94121

From: [Kylie Stoneking](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 2:59:22 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.
Kylie Stoneking
Kylie Stoneking
kbs3791@gmail.com
San Francisco, California 94114

From: [Bill Gallagher](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 3:05:54 PM

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The Board of Supervisors,

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Thank you.

Bill Gallagher
william.p.gallagher@gmail.com
550 27th St
, California 94131

From: [Sasha Maldonado](#)
To: [Board of Supervisors \(BOG\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 3:34:40 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Sasha Maldonado
smaldonado@alumni.stanford.edu

San Francisco, California 94110

From: [Ian Hewitt](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 3:54:00 PM

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Thank you.

Ian Hewitt
ianhewitt@gmail.com
238 San Carlos Street
San Francisco, California 94110

From: [Alice Townes](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 5:35:55 PM

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Thank you.

Alice Townes
green@gmail.com
1388 Haight St.
San Francisco, California 94117

From: Jon Gilbert
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 6:14:43 PM

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Thank you.

Jon Gilbert
no@null.no

San Francisco, California 94110

From: [Leticia Colnago](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 6:53:40 PM

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The Board of Supervisors,

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Thank you.

Leticia Colnago
kryptonkitty@gmail.com

San Francisco, California 94103

From: [Elliot Schwartz](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 8:22:35 PM

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Thank you.

Elliot Schwartz
elliotschwartz@gmail.com

San Francisco, California 94110

From: [Kirk Tarou](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 11:04:02 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Kirk Tarou
kgtarou@gmail.com
3474 16th St
San Francisco, California 94114

From: [David Robertson](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 5, 2024 1:57:54 AM

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The Board of Supervisors,

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Thank you.

David Robertson
lego@sonic.net
26 Jasper Place
San Francisco, California 94133

From: Benjamin Kircher-Allen
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 5, 2024 11:55:16 AM

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

The Board of Supervisors,

I am a small business owner with a storefront martial arts studio in lower Non Hill / Tenderloin, and I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6bzo2MzdYmJkNmJlNjA4Yjc0ODdlMWJhMGMzM2VjY2RkMTQ2OjkwNTI6YjZjNmM4Y2ExZmQ2MmUwNjNmZjNlMWMxNmZhOTRlN2ZkYjA0NThjNTG2NTQ1ZmMxMDU0YTUzNGY4NjRlMzEzNTp0IQ6TGg

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Benjamin Kircher-Allen
bernal2naro@gmail.com
2020 Larkin St.
San Francisco, California 94109

From: [Charlotte Willens](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 5, 2024 3:40:36 PM

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

The Board of Supervisors,

Ebikes are the best way to get around SF, and cut congestion and emissions!

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.lavanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHOYOmE6bzpYTM4ZGEwMGFMDE3N2FiNjQyNTUyM2ZhMGlyM2MzM0d2OjEwZGY6NzdiNjAwODNlMDA0MDgxYWMyMWJZJkYTMTEwODYyMTAyMGY0NGMyYmY3Nzk1MTlmMmZlNjRlNGU4OGM2NjpsOQI06Tg.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Charlotte Willens
charwillens@yahoo.com
San Francisco, California 94118

From:

[Ellen Martin](#)

To:

[Board of Supervisors \(BOs\)](#)

Subject:

Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...

Date:

Monday, August 5, 2024 7:35:00 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzo4YzMwOTY4MGUzNWUzOTNhNjExYTMsZmQwYWZlYTc5ZTo2QjwNjA6MzFhMzYzYTQ2NTQ3OGYxZTM1YmRhMzRlYmE3ZDYxMj0ZTE4MWlyMzZMGUwYz0MGQwYTkwZWJhMjQ0N2VlODp0OIQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Ellen Martin
ermart90@gmail.com
178 Seal Rock Dr
San Francisco, California 94121

From: [Eric Mar](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while incre...
Date: Tuesday, August 6, 2024 7:47:10 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzcOnNmZHQyOmE6bz0ZnNlY2t5MWlkZmY4N2Y2ZjQ4MzQ1YWQ0YjVM2ZnZj02QjRkNGM6MzEwMzNmJUSYjRjODUxOTVjYmI3YWYyZkYzIzYmNiOTMhYmNlJmQwNGQwZGZlYj04NDA2MGUyN2RmODc0MDp0QlQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Eric Mar
emailericmar@gmail.com
825 La Playa St, #130
San Francisco, California 94121

From: [Odin Palen](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa..
Date: Tuesday, August 6, 2024 12:55:17 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bz0MZVhOTczMTUyODYwMTYyOGRiZDBmMTVmYUJlZWQyNjZMDA5NDUxNDgzMTYxNTQxMzgxNzVjN2Y4ZWQyNDA2ZjM0MTp0IQ6Tg.

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Thank you.

Odin Palen
odinpalen@gmail.com
PO Box 481
California 94914

From: William Murphy
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Thursday, August 8, 2024 11:00:10 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

William Murphy
willmurphy31@gmail.com
1006 page street
San Francisco, California 94117

From: [Jake Bass](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Thursday, August 8, 2024 11:10:19 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Jake Bass
jeb1995@gmail.com

San Francisco, California 94117

From: [Monica Cai](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Thursday, August 8, 2024 11:12:52 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Monica Cai
monicaycai@gmail.com
1713 Golden Gate Avenue
San Francisco, California 94115-4410

From: [Elizabeth Gorman](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 6:23:34 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___YXAzOnNmZHQyOmE6bzpmMzc5MTE1OGFjNzEwY2I4NjdlMU3YjUxYWUwYjAxZjo2OmY2ZjQ6MWZhNzhhYmEyNmZyZk5hZjZTNmYTQ0NTkwNjk2ZjYMGVhZDE3NjVNDcxYTc0MWYxOGFhNjRlYTM0ZTNiZDp0OIQ6Tg

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Elizabeth Gorman
elizabeth.hope.gorman@gmail.com

San Francisco, California 94110

From: Michael Erickson
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 6:29:41 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE8bzplMWY0MjYVWJNDNmOTk1ZGI2Y2FZw3YjBmMGNmMjp2OmExMDA6MTBmYTlkZDhmM2NmMnY0NjxNTA0M2NmZmJjOWZmNGNkYzhhYWU0YjJzNGEYyZlwYjYxYWExMGJlYTFhNGU2OTp0OIQ6Tg.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Michael Erickson
ericksonms2@gmail.com
210 Broderick St. Apt 2
San Francisco, California 94117

From: [Hannah Light-Olson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 6:54:11 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzozM2l2MWRlYzkyMzUzNzUxM2JlNmMwYU5MGkxZjczZTo2OjlyZDQ6MDI3ZTkyYmYyOWRlMTk3NGY4YTFmNTJhMmEyMzkwNmMzNzQ5YTMzMWQ1Y2RmMTZnNmAwZmI3MDc3ZTBjMGEwNjpoOIQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Hannah Light-Olson
hannahlightolson@gmail.com
137 Central Ave
San Francisco, California 94117

From: Rhiana Gademsky
To: Board of Supervisors (BOSS)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 7:08:29 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at [https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6b2oxNmEzMzQzMmE1MzQzMmE1MzQzMThkZTk5YmUyMjVmOWVlNDFlMDo2OjVjYzcz6NjgzYjczZGNmYzM1NzU3NWRRNTUwMTM1MjNhNDNjMGZlZTNjYmNhMzNjMDRKYTEuODVhOTA4MmNhYTMTMjMjYmYTp0OIQ6TGg](https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6b2oxNmEzMzQzMmE1MzQzMThkZTk5YmUyMjVmOWVlNDFlMDo2OjVjYzcz6NjgzYjczZGNmYzM1NzU3NWRRNTUwMTM1MjNhNDNjMGZlZTNjYmNhMzNjMDRKYTEuODVhOTA4MmNhYTMTMjMjYmYTp0OIQ6TGg)

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Thank you.

Rhiana Gademsky
rgademsky@gmail.com
1609 Fell Street, apt 201 San Francisco, CA 94117
, California 94117

From: [Namir Fawaz](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 8:15:13 AM

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The Board of Supervisors,

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Thank you.

Namir Fawaz
namirfa@gmail.com
1006 PAGE ST
San Francisco, California 94117

From: [Taylor Erickson](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 8:16:31 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Taylor Erickson
tstandf@gmail.com
210 Broderick St Apt 2
San Francisco, California 94117

From: [Gigi Grimes](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 10:04:42 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Gigi Grimes
gigi.grimes427@gmail.com
137 Central Ave
San Francisco, California 94117

From: [Dan Martin](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 9, 2024 11:01:59 AM

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Thank you.

Dan Martin
danmartin@gmail.com
1774 Golden Gate Ave apt 3
San Francisco, California 94115

From: [Marc Schreiber](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 16, 2024 9:14:00 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Marc Schreiber
marcram007@gmail.com
2017 17th St
San Francisco, California 94103

From: [Ranjit Bhanvirkar](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 10, 2024 9:45:37 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Ranjit Bhanvirkar
ranjit_rbf@yahoo.com

Berkeley, California 94709

From: [Andrew Nguyen](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 10, 2024 10:14:27 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzpmODM1N2U0YTkyNTlyOWExMjBhMTI2OTcyMzc1YTA2MDs2OmM2Yzg6ODI5ZTc2MTEwNWlMGMlwY2FkYVhZJM3NGVhOTBkY2E3YTc3ZWZmNmQyYTNlNjZk3MDNmNDRhMDQ2NTZlNDp0OIQ6TG.

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Thank you.

Andrew Nguyen
andr.vu.nn@gmail.com
1264 25th Ave
San Francisco, California 94122

From: Carol Brownson
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 10, 2024 10:24:22 PM

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Thank you.

Carol Brownson
cbbrownson@gmail.com
2309 California Street
San Francisco, California 94115

From: [Gabriel Goffman](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 10, 2024 11:04:55 PM

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Thank you.

Gabriel Goffman
ggoffman@gmail.com
273 Frederick
San Francisco, California 94117

From: [Maykel Loomans](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 10, 2024 11:51:38 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Maykel Loomans
actionnetwork@miekd.com

San Francisco, California 94107

From: Michael Sacks
To: Board of Supervisors (BOSS)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 7:22:38 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Michael Sacks
michaelsacks@gmail.com
2850 Sacramento St
SF , California 94115

From: [Kevin Utschig](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 7:45:41 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Kevin Utschig
seaway.flagged-0j@icloud.com

San Francisco, California 94117

From: [Brendan Lange](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 8:55:28 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at [eBikeSF.org](#), which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Brendan Lange
brendanlange@gmail.com
1642 48th Ave
San Francisco, California 94122

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Syed Ahmad
owaceinsf@gmail.com
65 Levant Street
San Francisco, California 94114-1409

From: [Jesse Atkinson](#)
To: [Board of Supervisors \(2024\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 10:27:14 AM

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The Board of Supervisors,

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Thank you.

Jesse Atkinson
jesse@jsatk.us
214 Putnam St
San Francisco, California 94110

From: [Erik Hansen](#)
To: [Board of Supervisors \(BOG\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 10:43:48 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzphNWVlZjQ0ZjRhNTUxMDM0MmJyMzYTI2ODQ1ODU1OTc2OjVMmE6ZjNkMmNjZGY4ODcyZTM1ZTRhNmRlZTJlZjJkOGU3YjhmOTcyOGVIMGRlZTBIYzhhYzIxYmM4ZWl2NzExN2ZlMDp0OjQ6TG.

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Thank you.

Erik Hansen
soccenik-ebikeSF@gmail.com
2121 24th St
San Francisco, California 94107

From: [Lindsay Meisel](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 2:53:54 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Lindsay Meisel
lindsay.meisel@gmail.com
1700 lawton st
San Francisco, California 94122

From:

[mark.chan](#)

To:

[Board of Supervisors \(BOSS\)](#)

Subject:

Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...

Date:

Sunday, August 11, 2024 3:02:05 PM

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

The Board of Supervisors,

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Thank you.

mark chan
zzchanmark@gmail.com
71 LUPINE AVE
San Francisco, California 94118

From: [Joshua Lewis](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 3:42:15 PM

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The Board of Supervisors,

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Thank you.

Joshua Lewis
joshglewis@me.com
774 Cayuga Avenue
San Francisco, California 94112

From: [Stacey Randecker](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 3:47:32 PM

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The Board of Supervisors,

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Thank you.

Stacey Randecker
stacey@randecker.com
481 Mississippi St
San Francisco, California 94107

From: [Vikas Kumar](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 3:58:38 PM

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The Board of Supervisors,

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Thank you.

Vikas Kumar
kr.vikas@gmail.com
3921 Gillis Dr
San Mateo, California 94403

From: [Joshua Van Zee](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 4:07:15 PM

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Thank you.

Joshua Van Zee
vz.joshua@yahoo.com
975 Bryant St, 117
San Francisco, California 94103

From: [Nikhil Agrawal](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 4:09:01 PM

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The Board of Supervisors,

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Thank you.

Nikhil Agrawal
fubobillah@gmail.com
601 Van Ness Ave
San Francisco, California 94102

From: [Davié Gossage](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 4:28:04 PM

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Thank you.

Davié Gossage
daviégossage@gmail.com
1650 Jackson St, Apt 702
San Francisco, California 94109

From: [Derrick Low](#)
To: [Board of Supervisors \(BOs\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 4:42:08 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. You can find more information about the proposed program and related grassroots campaign at https://url.lavanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHOyOmE6bzpMTJjZDA4ZDBmNTJlNTY1YzZmWODg5N2FkM2VhNThmMjc2OjZjZDA6NTk3ZWY0OTAzYWtzMWU5ZjJhYWUyNzA2NjA1YzY0NWQjOGM3YzQ5NTI5ZmUzZGNmODQwZTFhODJmNWFnNDAA2ODp0OIQ6Tg

One of the most important ways to improve road safety for cyclists is to simply increase the number of cyclists so that drivers are more aware of them. By helping people of all income levels to try out ebikes, we help increase the number of bikes on the road and improve safety.

Derrick Low
leide.causalic.0e@icloud.com
710 E 22nd St APT 105 APT 105
Oakland, California 94606

From: Alex Malkin
To: Board of Supervisors (BOG)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 4:51:45 PM

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The Board of Supervisors,

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6bzozYzksMmE4YThtMNTc0NTdlMTY5ZGQ1YTMzMmMmJUSZTo2Ojc4MGY6ZWVlMjdNzEwN2QzYjJ0NWZlZjUxZDdmNjEwN2M0ZDM1MTYwNzRlYmY0OGlxZDY1YTgxZjkyZzRmNzcwZWl5Yj0OIQ6Tg

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Alex Malkin
alex.malkin@cityofvale.com

San Francisco, California 94107

From: Jacky Cheng
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 5:03:27 PM

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Thank you.

Jacky Cheng
jcheng2@gmail.com
4124 Irving St
San Francisco, California 94122

From: [Shannon Tam](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 5:14:16 PM

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Thank you.

Shannon Tam
shntam@gmail.com
40 howth street
San Francisco, California 94112

From: [Mathias Sørensen](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 5:16:27 PM

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Thank you.

Mathias Sørensen
mathias.sorensen92@gmail.com
2142, 42nd Ave
San Francisco, California 94116

From: [Adam Bender](#)
To: [Board of Supervisors \(BOs\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 6:26:53 PM

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Thank you.
Adam Bender
adambender01@gmail.com
430 Monticello Street
San Francisco, California 94127

From: [Ryan Glenn](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 6:57:40 PM

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Thank you.

Ryan Glenn
ryanglenn415@gmail.com
1878 Page Street
San Francisco, California 94117

From: [Andrew Affler](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 9:37:03 PM

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Thank you.

Andrew Affler
afflerandrew@gmail.com
644 Lyon st
San Francisco, California 94117

From: [Nathaniel Odell](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 9:58:12 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Nathaniel Odell
naodell@gmail.com
22 Cotter St
San Francisco, California 94112

From: [David Fried](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 10:07:06 PM

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org____YXAzOnNmZHqOmE6bzoyNWltMGEzNzU5ZjpyODkzZmYzYjQ0c3YmZkMmJJMDo2OjYyZDM6YjZmMmEyOTQ2YzI1OGZhYmU5YzgzOTZlMjc0NjA1NkNmDgZ2TcwMWFhMjUyODI4OWRkMzRmMGMaxNTgyYyY4NzpoOIQ6Tg.

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Thank you.

David Fried
davidfriedsf@gmail.com
2230 Sacramento Street 5 5
San Francisco, California 94115

From: [Abe Field](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 10:41:27 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Abe Field
abefield@gmail.com
1362 Funston Ave. Apt. #1
San Francisco, California 94122

From: [Barnett Trzcinski](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 11, 2024 11:31:14 PM

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

The Board of Supervisors,

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Thank you.

Barnett Trzcinski
btzrcinski@gmail.com
2447 Franklin St
San Francisco, California 94123

From: [Emily Wonsang](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 8:11:48 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Emily Wonsang
ewonsang@hotmail.com

Oakland, California 94612

From: [Matt Hill](#)
To: [Board of Supervisors / BOS](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 8:16:27 AM

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The Board of Supervisors,

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Thank you.

Matt Hill
mattdh666@gmail.com
3059 25th St
San Francisco, California 94110

From: [Conchita Teshok](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 8:23:28 AM

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The Board of Supervisors,

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Thank you.

Conchita Teshok
conchita@gmail.com
1029 SHRADER ST
San Francisco, California 94117

From: [Allison Arieff](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 8:33:56 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you,
Allison

Allison Arieff
aja@modernhouse.com
2 Roanoke St
San Francisco, California 94131

From: [Eric Foote](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 9:02:44 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Eric Foote
mygreenbicycle@gmail.com

San Francisco, California 94110

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Jeffrey Daniel
jhdaniel@rockrivermusic.com
2586 Great Highway
San Francisco, California 94116

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

You can find more information about the proposed program and related grassroots campaign at <https://url.avanan.click/v2/> <https://eBikeSF.org> [YXAzOnNmZHQwOmE6bpbjNWYwZiAzMIM1ZDQ3NTNkNilyZTdldiNzEwYjcwZWZmZjQzOjQ5ZGU6ZmQ3NDhmdDUuODI4ZW13NzZIMTZhODAxYVYwYyZ2ZnZgZWE5YzQ3YWM0NjAxNjUjOGY3NmY0T3I0NjBhNWJkZjQ0IQ6Tg](https://www.yxazn.com)

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Jessica McPhail
3608889193j@gmail.com
1001 Polk Street
San Francisco, California 94109

From: [Dave Ingram](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 10:35:29 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6bzpIZWY4ZjY4OTJjZDc5ZGIxNTI0MzQ3NzZhMTxzOTIiZDc0OjNhMTI6YTQ5M2MyMjQzYzMyNjE1YzgzNzkyNjVmnJYwNmM3ZlU3ZGU1NzkwOWE2NGQwMjg2MjIjME5MzRkY2I0NDIwNzpzOjQ6Tg

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.
Dave Ingram
ingram.david.h@gmail.com
San Francisco, California 94110

From: [Adam Dunst](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 10:56:24 AM

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Thank you.

Adam Dunst
leehillside@gmail.com

San Francisco, California 94122

From: [Anthony Jones](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 11:02:54 AM

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Anthony Jones
xrus.brute785@gmail.com
900 Folsom Street
San Francisco, California 94107

From: [Victoria Dunst](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 12:01:35 PM

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Thank you.

Victoria Dunst
victoria.dunst@gmail.com
621 Lincoln Way, 4
San Francisco, California 94122

From: [Jon Tran](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 12:20:30 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Jon Tran
jtran9724803@gmail.com
Los Angeles, California 90025

From: [Jonathan Lassoff](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while incre...
Date: Monday, August 12, 2024 12:33:17 PM

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The Board of Supervisors,

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Thank you.

Jonathan Lassoff
jof@thejof.com
3058 25th street
San Francisco, California 94110

From: [David Goodman](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 1:04:16 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

David Goodman
gogiantsf@gmail.com
1627 18th Street
San Francisco, California 94107

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at ebikesf.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Masood Qazi
masood.qazi@gmail.com
311 Banks St
San Francisco, California 94110

From: [Adam Hitchcock](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 2:43:13 PM

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The Board of Supervisors,

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Thank you.

Adam Hitchcock
adam@northisup.com
1106 Eddy St Unit A
San Francisco, California 94109-7672

From: [Maureen Persico](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 4:25:30 PM

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE8bzozNzNINTJkYmJlYTJIN2E0MDc4YjIjI5ODZjMDk2YjJmYzo2OjQ2Njc6N2M4ZjhlMzI2NmJkZjg4YmQyNTI0MzZlODcwMDUzZjcxY2FmM2NmJQ5YTdkMmVhNDU4NDYwMjIjZGMwMTE1MjBpOQI6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Maureen Persico
sfwom1@gmail.com
4026 Folsom St
San Francisco, California 94110

From: [Pavan Yedavalli](#)
To: [Board of Supervisors \(BOGS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 9:39:26 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Pavan Yedavalli
pavyedav@gmail.com
126 Noe St.
San Francisco, California 94114

From: Michael Critch
To: Board of Supervisors (BOSS)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 10:53:05 PM

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

The Board of Supervisors,

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Thank you.

Michael Critch
Mjcrntch@gmail.com
3250 Webster St, Apt 6
San Francisco, California 94123

From: Ellen Lo
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 12, 2024 11:50:00 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Ellen Lo
classpassit@gmail.com

San Francisco, California 94109

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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<https://url.avanan.click/v2/> <https://eBikeSF.org> _YXAZoNhmZHQyOmE6bzoyfMfmTnIHmNmNiNmEwMjKMTASMRkY2YNTM5MWZkZtO2Jg1MmM6YmNmOTRnHjU2NWZkOTZlYmUyMGUXZWnkZTM2OGEnGI2OTc1YTBIIDFIzMQ10TEwNTEwZjZYTRInzhmODVhZTp0OIQ6TdG

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Sonia Gandiaga
sonia.gandiaga@gmail.com
1118 Quintara st
San Francisco, California 94116

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Brian Covington
bcov22@gmail.com

San Francisco, California 94123

From: [Clemens Buehling](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Wednesday, August 14, 2024 3:25:28 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6bzoyYmUwZDU0YjJjYWU1MTcwYmVkYzUyYjU3ZDM5ODg0MTo2OjEjYTQ6ZWVlMzFkZjJjNzJjYTlhOWU1NjcwOTIzY2M3NGE2MGE4NGFhMzgxNjBhYzlmOGZmNzhhZGFhNzhhYmNiYWwNjYzpoOIQ6Tg.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Clemens Buehling
clemens.buehling@gmail.com
4059 28th Street
San Francisco, California 94131

From: [Rafa Arms](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Wednesday, August 14, 2024 10:29:41 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Rafa Arms
mr.smiley546@gmail.com
433 Frederick St.
San Francisco, California 94117

From: [Kat Langille](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Thursday, August 15, 2024 12:06:42 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Kat Langille
kattangille1@gmail.com
3251 16th St
San Francisco, California 94103

From: Carolyn Hanrahan
To: Board of Supervisors (BOSS)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Thursday, August 15, 2024 11:31:00 PM

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The Board of Supervisors,

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Carolyn Hanrahan
carolynhanrahansf@gmail.com
San Francisco, California 94115

From: Carolyn Hanrahan
To: Board of Supervisors (BOS)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Thursday, August 15, 2024 11:31:52 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzozYWVwZThkZDZnYzAwMDY4NTNMTVNmZmExMTk0NzVINzo2OmUJZDl6ZGE1NjM0MzZk4MWRkZWE0NjY0ZDEzMzEwYjVjM2lxYWVhbnN2UjYNTZkZThhZGI5OGlyM2U5MzZkMDA1Mzd1MWM5Yjs0QkQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you!
Carolyn Hanrahan
SF, CA 94115

Carolyn Hanrahan
carolynhanrahansf@gmail.com

San Francisco, California 94115

From: [Victor Cee](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 16, 2024 3:12:05 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6azo0MTUzYTFnNGQwYzdhODY1NDU2M2UxNmY4OWZhNmRkYjo2OmVhNTY6ZTJhZGlxYzdlNTM5OWFjJmJZjNTY2ZDY0NjkYml4MmFmYTazJpwMjk0MzkyOGJmNjc3NzY0YTBJOWWQ0ZDlwMDp0OIQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Victor Cee
vic.cee@gmail.com
721 live oak ave
Menlo Park, California 94025

Hello! I am a constituent, living in the San Francisco Mission District.

The proposed e-bike purchase-incentive program – inspired by, and modeled after, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia – would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program will have net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

Thank you.

Ira Woodhead
actionnetwork@sweetpota.to
3354 20th St apt 102
San Francisco, California 94110

From: [Anna Papitto](#)
To: [Board of Supervisors \(BOSS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 16, 2024 4:39:07 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Anna Papitto
annapapitto@gmail.com
1970 15th St
San Francisco, California 94114

From: John Grogg
To: Board of Supervisors (BOG)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Friday, August 16, 2024 5:16:42 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____YXAzOnNmZHQyOmE6bzp8Njk5ZjE5MmE3NGVmM2hwMDRhZjZmZjE4ODI1YTBoODo2OjNiOWI6MzE0YmRlNjgxMDg3M2ZkMjIxOTUwMmZlOGZjNTU3YWwRNTNhNjA4ZThhOWJmYmZmOTIwN2M5YTlmMGhkNDAwYjpoOUI06Tg.https://eBikeSF.org

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Thank you.

John Grogg
john.grogg@gmail.com
1355 Pacific Ave
San Francisco, California 94109

From: [Luke Stewart](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 6:32:10 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/____https://eBikeSF.org____YXAzOnNmZHQyOmE6bzo4MzJmMzIYmI4ODEZ2ZTlwNGJjZDYxNjBhYjU4MTA1MTc2OmRmMTE6ZjhNWZjZjEjY2QxYzI5M5NzdlMGQ2YTZjM2Q5OTUwYTZOTMxNGExMDEkZjY0OTdkMzQ1NDhmZmJlNDVjN2RhNzpoOIG6Tg.

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Thank you.

Luke Stewart
lukewho@gmail.com
1943 Page Street, Apt 6
San Francisco, California 94117

From: [Rishav Rout](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 2:09:34 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Rishav Rout
rout.rishav@gmail.com
1075 Valencia St, Apt. 1
San Francisco, California 94110

From: [John Haravey](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 2:26:49 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

John Haravey
spaniel.freaky_Do@icloud.com
601 Van Ness Ave
San Francisco, California 94102

From: [David Roth](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 5:55:16 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

David Roth
dxr@dxr.org

San Francisco, California 94114

From: Amanpreet Kaur
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 6:42:59 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___YXAzOhNmZHQyOmE6bz03ZTl4Mj02ZGYwYjBIMzYwYTAyZDM2OGZlMDIINmE0YT02OmU5ZDU6ZGU0OGM4ZDk4ODE5ZmZhNzYxYjdhYmE5ZjFKYzU4MmYy1ZlU4NTUxYjK5M2FhN2Y0YWVhNjAxYzY5Nzg3NjZmYjpo0iQ6Tg.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Amanpreet Kaur
aman.khosa@gmail.com
2919 Griffith Street
San Francisco, California 94124

From: Kevin Gammon
To: Board of Supervisors (BOC)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 7:44:25 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/https://eBikeSF.org___YXAzOnNmZHQyOmE6bzozMGZlMzYzNDVhNDdhNjk3YTkwZY3OTc4ZjU1MDJjZjo2OjVjZTA6MTkyYzlwNjEZZGlyMmVmMjA5YTBMNGU2ZmE3Yzg4ZjNkYmU4YzRhOGIwZDdkYmUwYzYzNDcxYT14ZTkzMzQwYjYpO0IQ6Tg

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Thank you.

Kevin Gammon
kevin@teaksf.com
1408A Kearny St.
San Francisco, California 94133

From: Elizabeth Creely
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Saturday, August 17, 2024 7:54:00 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Elizabeth Creely
creely12@gmail.com
2784 22 St
San Francisco, California 94110

From: Nick Sousanis
To: Board of Supervisors (BOB)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 18, 2024 10:01:04 AM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org____YXAzOnNmZHQyOmE6bzpkMDhMz10ZjhkNWJlNjY4ZDQyOWJjMzU4ODA4ZTJmZDo2OmFYTU6NjxNWm3Yml0ZjA5ZGZlYmZlZWJmNTZlZTMwMDM2YmlkZmF1ZDk0GU2OGNnNGYzNzxxYmM3YTk3ZGE4MTEzM0p0OIQ6Tg.

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Thank you.

Nick Sousanis
nsousanis@gmail.com
1245 Masonic Ave
San Francisco, California 94117

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I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

<https://url.avanan.click/v2/> <https://eBikeSF.org> _YXAzOnNmZHQyOmE6bzpiMzYlYWEOmzgWMDM4ZTkzZTQwZDAzOGQxNDM0YzQ5Nzo0mlnzAJ6zmRhMDJkM2Q3NGM4YzZjZFIMDE2ZjllMGVhYmRlYWQwYzE3OWE3MGJhM2YwNGUxYjE5OTUwNFZlZDdlInE0Mjp0I0Q6Tg

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Eugenia Vázquez Gonzalez
eugenia.vazquez@gmail.com
416 Hoffman Ave
San Francisco, California 94114

From: [Marcella Johnson-Santana](#)
To: [Board of Supervisors \(2024\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while incre...
Date: Tuesday, August 20, 2024 2:52:00 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmE6bzoyYTRiZDI0ZmQzYjFkNDRJMjk2ZmliOZGQ3YTdlMDc2OjE1OTE6NmZlUxZmlyNmEzMGMZmNzVhMjJhNTQ0OTJlMDhmMTRhZTJmODczMGJhZDk3NGQ2MDY3MTUyZjYk5NDk5NjEzYjM5ZTJpOQI6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Marcella Johnson-Santana
johnsonsantana@gmail.com
840 Kansas St
San Francisco, California 94107

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

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

You can find more information about the proposed program and related grassroots campaign at
<https://url.avanan.click/v2/> <https://eBikeSF.org> YXAZoNmZHQYomE6bzovMIU5MWI0M2FImzQ3MlBmZiUjzYmRmZTEwNjc4YmYmT0zOjIyMDI6YmZkZDc3ZmM1NmRiOWE1OGZINTU5MzQ2ZDM5ZGZlNDIxNmU5NDc4ZmZhZTJmMTA2ZWl0ZDRlYzk4NGYwODJmODp0OI06Tg

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Thank you,
-- David Cairns
1936 10th Ave

David Cairns
drcairns@gmail.com
1936 10th Ave
San Francisco, California 94116

From: [Shawn Troedson](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 26, 2024 3:34:56 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Shawn Troedson
stroedson8@gmail.com
700 Illinois Street
, California

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Jonathan Tyburski
jtyburski@gmail.com
1849 Page Street
San Francisco, California 94117

From: [Lillian Archer](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 26, 2024 3:45:03 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Lillian Archer
lillian.b.archer@gmail.com
1578 8th Avenue
San Francisco, California 94122

From: Stephen Lambe
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 26, 2024 3:47:20 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify. By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___YXAzOnNmZHQyOmE6bz5NDg2YTBIOTEzMDZlMmMSNjhmODESYW1lM2lwZjM0YjZjOTMxMzRwYjQ5OGVjNTYxNjFjYjM5OWU1NDIjMTA4OTM4NmFmNjgzZTlZIMGY2ODhkYTg2Yjc2NTQ5Zjc2ZjZpOQI6TGg

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Stephen Lambe
stephenlambe@gmail.com
643 17th Avenue
San Francisco, California 94121

From: [Peter Robinett](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 26, 2024 3:51:39 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzcOnNmZHQyOmEBbzpZjWJjODM1MmRlZTM2NmY3OTRjZjUxNjM2ZTAwMDJkNTo2Ojg3Zml6MDUzMGNjYTA1NTJkMzBhODY3ZDIjYjgnNDE1OGYwYjgwZTkxZTlzZGNlNGVjNmRhMDZhZTg4NWwJOTM5NWwRlOTp0OIQ6TG.

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Thank you.

Peter Robinett
peter@robinett.us
888 Haight St
San Francisco, California 94117

From: [Timothy Green](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 26, 2024 5:38:20 PM

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The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

Timothy Green
tgreen3@gmail.com
40 Lundys Lane
, 94110

From: [AJ Cho](#)
To: [Board of Supervisors \(BOC\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Monday, August 26, 2024 10:58:58 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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Thank you.

AJ Cho
amenoartemis@gmail.com
159 Santa Teresa
San Leandro, California 94579

From: [Julio Ricardo Diaz](#)
To: [Board of Supervisors \(BOB\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Tuesday, August 27, 2024 11:57:00 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and other people shift trips to bikes, increasing safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

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In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

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Thank you.

Julio Ricardo Diaz
ricardo3333@hotmail.com
2337 mission st. F
San Francisco, California 94110

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Make Fulton Safe
Date: Thursday, August 29, 2024 12:44:49 PM

Dear Supervisors,

Please see below from Gino Fortunato regarding pedestrian safety at the intersection of Fulton Street and Arguello Boulevard.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Gino fortunato <noreply@adv.actionnetwork.org>
Sent: Tuesday, July 30, 2024 4:00 PM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Make Fulton Safe

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

Supervisor Board of Supervisors,

Dear Mayor London Breed and Board of Supervisors; Directors Jeffrey Tumlin and Carla Short, and City Traffic Engineer Ricardo Olea,

An elderly man was killed in the crosswalk in the morning of January 31 at Fulton and Arguello. We all know that both Fulton and Arguello, like the rest of San Francisco's High Injury Network, are streets that have killed and injured before and will do so again. I'm writing to urge SFMTA to immediately implement improvements at the Fulton and Arguello intersection, create a safer and slower Fulton, and proactively prioritize safety-forward measures citywide.

The Fulton Street Safety and Transit Project failed to lower speeds, or introduce significant vehicle calming measures. While the project introduced bus bulbs, the other main safety measure was painted safety zones. The planned transit bulb-out at the north-west corner of Fulton and Arguello (which very well may have helped the pedestrian in this case) has yet to be installed, nearly four years after it was approved. Paint does not protect. Concrete, slower speeds, and narrower lanes do. Therefore:

We urge the Department of Public Works and SFMTA to prioritize the completion of the transit-bulb-out on the north-west corner on Fulton and Arguello.

We know that speed kills. So let's lower the speed limit on Fulton from 30 to 25 mph between Arguello to the Great Highway. This matches the 25 mph limit east of Arguello. We know that this intersection is heavily used by cyclists and transit riders accessing stops on Fulton and Arguello. The intersection needs an automatic pedestrian cycle with a leading pedestrian interval accommodating a walking speed of 2.5 feet/second or less. Because other Fulton crossings are likewise crucial entrances to Golden Gate Park for people of all ages and abilities, let's make sure every signalized intersection on Fulton from Stanyan to the Great Highway has these same signal improvements. Lastly, please expedite the protected bike lanes project on Arguello Boulevard from Fulton to the Presidio.

These are basic safety features that will make Fulton, and access to Golden Gate Park, safer for all road users.

To our elected leaders: I also urge you to remember our neighbor who was killed as you weigh the costs and benefits of future Muni Forward, Active Community Plan, and Vision Zero Quick Build projects. For example, building a transit-only lane on Fulton would allow us to put both transit and safety first, by making the bus faster and more convenient, while discouraging dangerous speeding. And there will be other projects that arise, offering safety, transit, and economic benefits—making it easier for San Franciscans to shift more trips to sustainable modes of travel to meet our city's climate goals—at the cost of some parking. Please consider the lives that you will save as you approve these projects.

Thank you, and please take care.

Gino fortunato

yospike0@yahoo.com

233 26th Ave, Unit B

San Francisco, California 94121

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: JFK Drive 4 letters
Date: Thursday, August 29, 2024 12:49:04 PM
Attachments: [JFK Drive 4 letters.pdf](#)

Dear Supervisors,

Please see the attached 4 letters from members of the public regarding John F. Kennedy Drive.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: [Anthony Bédoussac](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reopen JFK Drive
Date: Friday, July 26, 2024 11:33:28 AM

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

Dear Board of Supervisors,

I fully support bicyclist and pedestrian safety. That's why I am asking you to reopen JFK Drive to how it was before COVID. It is closed all Sundays and half of the Saturdays every year, with ample bike lanes and pedestrian walkways each day of the week. We need to balance equity AND safety!

Regards,
Anthony Bédoussac

From: [Stanlee Gatti](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: JFK Drive
Date: Friday, August 2, 2024 11:13:57 AM

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

Dear Board of Supervisors,

The current closure of JFK Drive severely impacts people with disabilities, seniors, and communities not directly neighboring Golden Gate Park.

As we emerge from COVID, it's time to reopen JFK Drive. Golden Gate Park belongs to the people of San Francisco, not just a few.

I strongly encourage you to support JFK Drive returning to the conditions pre-COVID, with all roadways open to vehicle traffic and street closures on Sundays, holidays and Saturdays, 6 months of the year.

Regards,
Stanlee Gatti

From: [Donna Ames Heldfond](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Reopen JFK Drive
Date: Tuesday, August 13, 2024 2:18:42 AM

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

Dear Board of Supervisors,

I fully support bicyclist and pedestrian safety. That's why I am asking you to reopen JFK Drive to how it was before COVID. It is closed all Sundays and half of the Saturdays every year, with ample bike lanes and pedestrian walkways each day of the week. We need to balance equity AND safety!

Regards,
Donna Ames Heldfond

From: [Douglas DeFors](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: JFK Drive
Date: Tuesday, August 20, 2024 12:29:26 AM

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

Dear Board of Supervisors,

The current closure of JFK Drive severely impacts people with disabilities, seniors, and communities not directly neighboring Golden Gate Park.

As we emerge from COVID, it's time to reopen JFK Drive. Golden Gate Park belongs to the people of San Francisco, not just a few.

I strongly encourage you to support JFK Drive returning to the conditions pre-COVID, with all roadways open to vehicle traffic and street closures on Sundays, holidays and Saturdays, 6 months of the year.

Regards,
Douglas DeFors

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: No Turn On Red - 314 Letters File No. 231016
Date: Thursday, August 29, 2024 1:00:27 PM
Attachments: [NTOR 314 Letters.pdf](#)

Dear Supervisors,

Please see attached for 314 letters from members of the public regarding:

File No. 231016 - Resolution urging the Municipal Transportation Agency (MTA) to develop and implement a plan for No Turn On Red (NTOR) at every signalized intersection in San Francisco and approve a citywide NTOR policy.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and car blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, the Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Ron Hirsch](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Wednesday, August 28, 2024 7:18:11 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

I have wanted “No Turn on Red” even before reading about this campaign. SF has too many pedestrians, and blind intersections, to allow turns on red lights!

- ron

Ron Hirsch, homeowner in SF since 1993, resident since 1983.
714 46th Ave
San Francisco, CA 94121
415-254-8470

Please **approve a citywide No Turn on Red policy** at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and **people who walk or bike**. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://url.avanan.click/v2/___https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6LI2ca22MC8AcuiadCdcNLE/pub___YXAzOnNmZHQyOmE6bzo1MjVINzA2OGZmZmYzMDNiZGY2NzI0ZjFhZmFjYzMxZTo2OjIxNzg6MTU1NTg5YzE0ZGI2NjgyMGM2MDkxNzgyNGRkYmZiZTI2NGI0ZmZhNWQzMzFiZGIyMWY4YTEzM2M5MjBINzU1ZDp0OIQ6Tg and on the campaign page at https://url.avanan.click/v2/___https://NTORsf.com___YXAzOnNmZHQyOmE6bzo1MjVINzA2OGZmZmYzMDNiZGY2NzI0ZjFhZmFjYzMxZTo2OmlxNTQ6YTAxNGNINzU5OTM4MmI3NmI3MjEyN2MzMWI3M2QwOTI0NmViMjYyZTAzODViNWZmYmUzMzA1OTg4MDhjMzRiODp0OIQ6Tg.

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seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and **cars blocking crosswalks** by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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[illegible]

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Thank you.

From: [Curtis Mayes](#)
To: [SFBoard@sftrans.com](#)
Cc: [Sara Blumstein \(SFCTA\)](#), [Board of Supervisors \(BOS\)](#), [CAChultra.com](#), [SanTrans](#), [BSC \(BOM\)](#), [DHS Health Commission \(DHCA\)](#), [Traffic Safety \(TSAF\)](#), [Hill, William \(HNTA\)](#), [Olin, Brock \(NTA\)](#), [Subcommittee on Health and Safety](#), [Luis@sftrans.com](#), [VistaZeroSF@trans.com](#), [Luis@sftrans.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 12:41:56 PM

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Thank you.

From: [Ian Taylor](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 12:48:32 PM

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[illegible]

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Thank you.

Jacob Chuslo
chusloj@gmail.com

From: [Andrew Salazar](#)
To: [info@sfmta.com](#)
Cc: [Boris, Brian, Justin, Scott](#); [Board of Supervisors \(BOS\)](#); [CAC/Infra.com](#); [Youthcom \(BOS\)](#); [MCC \(ADOT\)](#); [DPH, Health Commission \(DPH\)](#); [Turbill, Jeffrey \(MTA\)](#); [Bliss, Victoria \(MTA\)](#); [Olga, Ricardo \(MTA\)](#); [Santisteban, Steven \(Infra.com\)](#); [Luisiki \(Santisteban\)](#); [VisionZeroSF \(Infra.com\)](#); [Luis@Borstein.com@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 1:54:11 PM

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Thank you.

From: [kaly trezos](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 27, 2024 2:42:02 PM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Kaly Trezos

kaly trezos
kalytr@yahoo.com
27 starview way

San Francisco, California 94131

From: Amy O'Hair
To: MTABoard@sfmta.com; VisionZeroSF@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [Tumlin, Jeffrey \(MTA\)](#); CAC@sfmta.com; [Olea, Ricardo \(MTA\)](#); sustainable.streets@sfmta.com; [Wise, Viktoriya \(MTA\)](#); lukebornheimer@gmail.com; [MDC \(ADM\)](#); LivableStreets@sfmta.com; [DPH, Health Commission \(DPH\)](#); [Youthcom, \(BOS\)](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 3:25:23 PM

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Thank you,

Amy O'Hair

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From: [Seth Golub](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 4:55:43 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

We've created an environment in which normal and predictable human behavior leads to dozens of fatalities and 500-600 severe injuries each year in San Francisco. We must stop pretending these outcomes are unanticipated or beyond our control and take action for real change. It's worth slight reductions in convenience to avoid inflicting these horrendous losses on families and communities.

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting.

A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6LI2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Theresa](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 4:57:23 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Sean Setterfield](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 4:59:17 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Joel Molin](mailto:Joel.Molin@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 5:24:44 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Susan Friedlander-Holm](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 7:36:41 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Susie Friedlander-Holm

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[illegible]

APCC, and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia, approving a citywide NTOF policy as a common sense and proven solution to increasing recidivism and public safety.

Approving a citywide NTOF policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOF policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to make that policy approved and implemented.

Thank you.

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Thank you.

Janet Stillman
Sent from my iPhone

From: [Odin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 6:42:07 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

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Thank you.

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Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after discussing a citywide No Turn on Red policy for all signalized intersections in the city with staff. No Turn on Red the most intuitive, effective, and compliant with policy possible, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety issue and people don't want safe crossing streets because drivers are allowed to take reds on – turn reds have direct authority to address all of these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at <https://www.sfbayarea.gov/sites/default/files/2023-06/2023-06-13%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda%20-%20Public%20Version.pdf> and on the companion page at <https://www.sfbayarea.gov/sites/default/files/2023-06/2023-06-13%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda%20-%20Public%20Version.pdf>

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Thank you

Sent from my iPhone

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[illegible]

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Thank you.

From: [Seth Rosenblatt](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 7:27:10 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

-Juliana Brodsky, Ezra Rosenblatt, and Seth Rosenblatt

From: [Isaac Kim](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 7:47:43 PM

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From: [Julia Diaz](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 8:47:01 PM

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Petition: Approve a citywide No Turn on Red policy at next Tuesday's Board meeting after signing the petition.

Resolution: Approve a citywide No Turn on Red policy at next Tuesday's Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red more intuitive, efficient, and compliant with police safety, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red – you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy on your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy implementation plan proposed by Luke Benkenbach published at <https://www.cityofsanfrancisco.gov/sites/default/files/media/images/2019-07/07NTP%20-%20Final.pdf>. <https://www.cityofsanfrancisco.gov/sites/default/files/media/images/2019-07/07NTP%20-%20Final.pdf>

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Thank you

From: [City Flasher](#)
To: [SFBoard@sftrans.com](#)
Cc: [Renee.Brown-Lewis@sftrans.com](#); [Board of Supervisors \(BOS\)](#); [CACharters.com](#); [SanFrancisco \(BOS\)](#); [BSC \(BOS\)](#); [SFPA Health Commission \(HHS\)](#); [Traffic, Safety \(SFPA\)](#); [HHS, Veterans \(SFPA\)](#); [City, Boards \(SFPA\)](#); [Sustainable, Sustainable@sftrans.com](#); [Luis@Sustainable@sftrans.com](#); [Vince@SFBoard.com](#); [Luis@Sustainable@sftrans.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 9:48:55 PM

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Thank you.

Sent from my iPhone

From: [Julie Lacap](mailto:Julie.Lacap@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 9:23:03 PM

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Thank you.
Julie Lacap

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From: [Ryan James](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; [Luke Bornheimer](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 9:58:41 PM

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Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Lyle Rife, Jr.](#)
To: [SFMTA@sfmta.com](#)
Cc: [Boris, Boris \(boris.levy@sfmta.com\)](#); [Board of Supervisors \(BOS\)](#); [C4C@sfmta.com](#); [Transportation \(BOS\)](#); [BPC \(BOS\)](#); [New Mobility Commission \(BOS\)](#); [Traffic, Safety, NTOR](#); [Bike, Urbanism, BIFTA](#); [City, Strategic, INTA](#); [Sustainable Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZero@sfmta.com](#); [VisionZero@sfmta.com](#); [LivableStreets@sfmta.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2025 10:14:13 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compelled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Benheimer published at https://url.avianum.click/v2/_https://docs.google.com/document/d/1pCaF_MQTPdqpXy51C-AqgIL2ia2ZMcKAciaaCkANLE/pub...YXAAZChN6uZHQYOnaf8hgqkZTVbMYNDUZYWH4MDEZDQVBYTMMaMaMumMfNGJMTsCOnaUnTE6ODGOfhanNqSQOWEIZDaMWMBZnaFMBJBTJnaSGV4MWJLMWFKMaf2YTAJY2lyYnaU2Y2JBDdyYU4UWEaOGNBMTPwOKY6TG and on the campaign page at [https://url.avianum.click/v2_https://NTORsfmta.com...YXAAZChN6uZHQYOnaf8hgqkZTVbMYNDUZYWH4MDEZDQVBYTMMaMaMumMfNGJMTsCOnaUnTE6ODGOfhanNqSQOWEIZDaMWMBZnaFMBJBTJnaSGV4MWJLMWFKMaf2YTAJY2lyYnaU2Y2JBDdyYU4UWEaOGNBMTPwOKY6TG](https://url.avianum.click/v2/_https://NTORsfmta.com...YXAAZChN6uZHQYOnaf8hgqkZTVbMYNDUZYWH4MDEZDQVBYTMMaMaMumMfNGJMTsCOnaUnTE6ODGOfhanNqSQOWEIZDaMWMBZnaFMBJBTJnaSGV4MWJLMWFKMaf2YTAJY2lyYnaU2Y2JBDdyYU4UWEaOGNBMTPwOKY6TG)

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [AJ Cho](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 26, 2024 10:58:49 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

AJ Cho
amenoartemis@gmail.com
159 Santa Teresa
San Leandro, California 94579

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[illegible]

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

Felix Sargent

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

Please approve a citywide No Turn on Red policy at next Tuesday's Board of Supervisors meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red more intuitive, effective, and complied with policy making, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red. You have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago, yet for some the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Citywide No Turn on Red meeting, and support the policy and implementation plan proposed by Luke Benkenbach published at <https://www.ci.bakersfield.ca.us/DocumentCenter/View/10767/No-Turn-on-Red-Implementation-Plan> and on the campaign page at <https://www.ci.bakersfield.ca.us/DocumentCenter/View/10767/No-Turn-on-Red-Implementation-Plan>

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

Sent from my iPad

From: luke@bcrh.com
To: SFASuper@sfmrta.com
Cc: Ramon.Stone.Lewis@sfmrta.com; [Board of Supervisors \(BOS\) - CAC@sfmrta.com](mailto:Board of Supervisors (BOS) - CAC@sfmrta.com); Boardman, BOS - HCC@sfmrta.com; [Health Commission \(HCC\) - HCC@sfmrta.com](mailto:Health Commission (HCC) - HCC@sfmrta.com); Tamara.Leffingwell@sfmrta.com; Willa.Villanueva@sfmrta.com; Chris.Rockard@sfmrta.com; Sustainable.Streets@sfmrta.com; Luca@sfmrta.com; VisionZero@sfmrta.com; Luke@bcrh.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 6:00:18 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and complied with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red — you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your fall Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at <https://ut.evanm.civicx2/> — https://docs.google.com/document/d/11pLsf_MQ7P4qkY51C4qPLDba22Mk3KAcuac6ANLEpub.../YAAc4bNuz4PQyQnufRhoosGNGING15Nq1MauInYt8uNNGNv1V7ZMj8hWZFiuc0u09ZTA6ZT4uMAKs8bYj8hNDZmZ1jYnV4MTV2WVSN244mYvNTIEYAYj00uAMU0uWU5Z7NnuYnJhN24ZjhuNDVIMTpwCKY6Tg and on the campaign page at <https://sf.ataman.click/?...https://sf.brl.com.../YAAc4bNuz4PQyQnufRhoosGNGING15Nq1MauInYt8uNNGNv1V7ZMj8hWZFiuc0u09ZTA6ZT4uMAKs8bYj8hNDZmZ1jYnV4MTV2WVSN244mYvNTIEYAYj00uAMU0uWU5Z7NnuYnJhN24ZjhuNDVIMTpwCKY6Tg>

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries — during both red and green lights — and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Sent from my iPhone

From: [Enrique Carrion](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 6:28:05 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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[Specialize](#), approve a citywide No Turn on Red policy at next Tuesday's Board meeting after getting approval from tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red too intuitive, efficient, and complied with policy practice, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and anyone who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing street because drivers are allowed to take turns on red – you have the direct authority to address those issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the one policymakers who can make it a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bonshaver published at [this link](#).
[https://docs.google.com/document/d/1l68d-9v07kaynqWzYUcRwXgZDQVtFjCfKxIyHmGpTJrNTPBzEeL0A/edit#heading=h.f7w3k6k09o6v&tab=t.0">https://docs.google.com/document/d/1l68d-9v07kaynqWzYUcRwXgZDQVtFjCfKxIyHmGpTJrNTPBzEeL0A/edit#heading=h.f7w3k6k09o6v&tab=t.0](#)

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and can blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades; multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,
— David Cairns

From: [Pierre Gasztowtt](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 7:04:01 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [James Lemaire](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 27, 2024 7:31:44 AM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

James Lemaire
james.roderick.lemaire@gmail.com
3685 17th St
San Francisco, California 94114

From: [Bud Lerman](#)
To: [sftrans@sftrans.com](#)
Cc: [Ramon, Ramon.Lerman@sftrans.com](#); [Board of Supervisors \(BOS\)](#); [CAC@sftrans.com](#); [Transportation \(BOS\)](#); [HOC \(BOS\)](#); [PHL Health Commission \(PHC\)](#); [Tennille, Jeffrey \(NTA\)](#); [Wong, Vanessa \(NTA\)](#); [Olson, Ricardo \(NTA\)](#); [Sustanovich, Steven@sftrans.com](#); [Lisak@sftrans.com](#); [VisionZeroSF@sftrans.com](#); [Lisak@sftrans.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 7:33:37 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://air.avamam.click/v2/...https://docs.google.com/document/d/11pCoF_MQ7pDqXy51CAq6LDca22MC8Acuaad-daNLE/pub...YXAa7uNouZHRQyOuu5bepkOWM1YJOTUyMjAAMjPK8n2n8GwMg1Mjg2M2QnSpzS9k2MDa6NTE2YadNnd1YmbYz45OTg2NGLuZTc9KGImNTBvYwQAMjKsVnuZAMdRZTM8MzVMDVvYz5ODcwZTg4ODH1MjgwOKY6Tg and on the campaign page at <https://sftrans.com/...https://sftrans.com/...YXAa7uNouZHRQyOuu5bepkOWM1YJOTUyMjAAMjPK8n2n8GwMg1Mjg2M2QnSpzS9k2MDa6NTE2YadNnd1YmbYz45OTg2NGLuZTc9KGImNTBvYwQAMjKsVnuZAMdRZTM8MzVMDVvYz5ODcwZTg4ODH1MjgwOKY6Tg>

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (that also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

sent phonically

From: [Allegra Mautner](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 8:38:20 AM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Allegra Mautner (she/her)
District 9 resident
Cell: (858)361-6606

From: [Eric Straw](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 8:51:10 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Todd A. Hirschman@sfmta.com](#)
To: [SFASupervisors@sfmta.com](#)
Cc: [Ramon, Sharon.Lewis@sfcc.org](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Boardman, BOG](#); [BOC \(ACRG\)](#); [RPH, Health Commission \(DPH\)](#); [Tarinlin, Jeffrey@NTA](#); [Wills, Viktoria@NTA](#); [Oliva, Ricardo@NTA](#); [Sustainable.Streets@sfmta.com](#); [Luis@SFtransit@sfmta.com](#); [VisionZero@SFtransit.com](#); [Luis@Borneheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 8:53:37 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and complied with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Borneheimer published at https://ut.evanm.click?v2...https://docs.google.com/document/d/11p6sf_MQ7PdqXy51CqgPLDba2ZM6.8Acuac6dNLEjpub...YKAc6Nou2Pqy0uif6bapsNqz2LfwY2ELZWZAYT6YJ6uN4BROQyNDu3YJFJT6C2mYzZW6QDBYmhY2QxOTJ0uafgQDYAN6GzJZL2JnDcyNTk0TgAM6AZWAMTUy8Y14NDRLZJ4NodZ7B0ZWY4MTPh07pwC0Q6Tg and on the campaign page at <https://sf.transit.click/v2...https://sf.transit.click/v2...YKAc6Nou2Pqy0uif6bapsNqz2LfwY2ELZWZAYT6YJ6uN4BROQyNDu3YJFJT6C2mYzZW6QDBYmhY2QxOTJ0uafgQDYAN6GzJZL2JnDcyNTk0TgAM6AZWAMTUy8Y14NDRLZJ4NodZ7B0ZWY4MTPh07pwC0Q6Tg>

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Michael Keshish](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 9:00:23 AM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Elizabeth Creely](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [Luke Bornheimer](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 9:15:25 AM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Yup to all of the content below. Let's make this city safe for pedestrians.

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets

because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting or our signature will appear at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red are allowed for all signalized intersections in the city will make No Turn on Red the most intuitive, efficient, and completed with as little possible, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't see safe crossing streets because they are not allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy to your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bortone (bortone@sf.gov) and the other members of the Vision Zero Subcommittee (<https://www.sfdph.org/dph/visionzero/VZSubcommitteeMembers.cfm>). I'll post the link to the policy and implementation plan on the committee page and on the campaign page (<https://www.sfdph.org/dph/visionzero/VZCampaignPage.cfm>). Thank you so much for your leadership.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

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Thank you,
Secma

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[illegible]

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 88%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTO policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTO policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

This email was sent from my mobile device

From: [Joseph Pepe](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 27, 2024 9:56:32 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Joseph Pepe
jogpep@gmail.com
1050 Fell Street
San Francisco, California 94117

From: [Sanjay Wagle](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 27, 2024 9:59:13 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Sanjay Wagle
sjwagle@gmail.com
220A Esmeralda Ave
San Francisco, California 94110

From: [Andrew Nguyen](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 27, 2024 10:38:38 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Andrew Nguyen
andr.vu.nn@gmail.com
1264 25th Ave
San Francisco, California 94122

Please approve a *cyvide* No Turn on Red policy at next Tuesday's Board meeting after our say to tomorrow's meeting *Yvide* No Turn on Red policy. A *cyvide* No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, efficient, and compelled by public safety. It will make it possible for our city to make the same safety improvements that we have made in other cities, including for caravans and especially for children, seniors, people with disabilities, and people who walk or ride. Our city has a roadway safety culture and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address all of these issues by approving a *cyvide* No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously approved a *cyvide* *no turn on red* agenda item, but you are the only ones who can make a *cyvide* *no turn on red* policy a reality. Please approve a *cyvide* policy at your full Board meeting next week, endorse that policy at tomorrow's *Yvide* Board meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10000/No-Turn-on-Red-Policy-Recommendation> and on the companion item at <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10001/No-Turn-on-Red-Policy-Recommendation> and on the companion item at <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10002/No-Turn-on-Red-Policy-Recommendation>.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier.

Thank you.

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

Please approve a citywide No Turn Red policy at next Tuesday's Board meeting after which you'll see a Vision Zero Subcommittee meeting. A citywide No Turn Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, efficient, and compliant with policy possible, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to turn red on red – you have the direct authority to address both of these issues by approving a citywide No Turn Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy moratorium but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Beutheimer published at <https://www.sfbayarea.gov/2022/07/26/turn-red-on-red/>. <https://www.sfbayarea.gov/2022/07/26/turn-red-on-red/>

AD, and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

Best,
- Dan Federman (he/him), D5 resident

Please provide a citywide No Turn on Red policy at east Tuesday's Board meeting after suggesting, as you did at tomorrow's meeting Vision Zero Subcommittee meetings. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red more innovative, effective, and complied with policy, making our streets safer, improving the lives of our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and citizens don't feel safe crossing streets because drivers are allowed to take turns on red – you have the direct authority to address both of those issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but they are the only policymakers who can document it on their full Board Meeting agenda next week. Implementing that policy at tomorrow's Vision Zero Subcommittee meeting and support the policy implementation plan proposed by Linda Bornheimer based on <https://url.avan.cc/citywide/>, https://docs.google.com/document/d/1IpfC0c_M07PdQyXt5YCAG6kDz2dMCAAcuaIdCnEgJuh_YXAoNuzNdqjYQOnfShoeDMZvW64YWVnMZ/YeIM2YlMTMTMRZgcyAtYzeZ0SvAYvYeMTYtJOGZwSmUlyOGM4Z7TqPtlNDNzDzSZdL3mK1MDemMQrSzFJOwV/MdM4BdR3M2L3ZWJ3MOdBM3U2MblmtmYtOxVYZ

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Cody Vaughn | He/Him
vaughnbarger01@gmail.com | (954) 380-0926

From: [Donald Clark](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Tuesday, August 27, 2024 12:07:42 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Yes, this is a form email - but it's a really good idea!! Lets drag our city out of the 1950s traffic policy and car-brain it induced :)

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero

Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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[illegible]

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Sent from my pocket computer.

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

Yoa MUST approve a citywide No Turn on Red policy at next Tuesday's Board meeting. I find it horrific that motorists are allowed to go through red lights here, for any reason.

- A driver turned left on green through a crossing passing within two feet of me, my wife, and two-year-old daughter near to the hospital on Duboce St. I called 911 at 1400; the operator and police were unable to catch the perpetrator.
- A driver backed up his car and intentionally rammed into my daughter's stroller (without her in it) as I was crossing the road on Divisadero St. I called 911 at 1404; the police and operator were kind and helpful, but ultimately have been unable to catch the perpetrator.

If you ignore this email or decide against approving the No Turn on Red policy, then you have made a decision to send more people to their deaths than is necessary or just. Imagine if they were your parents, partners, or children.

From: [Oskar](#)
To: [sftrans@sftrans.com](#)
Cc: [Rishi, Brian, James, Jeff](#); [Board of Supervisors \(BOGS\)](#); [CAC/Infra.com](#); [Transcom, BOGS](#); [HDC, \(HDC\)](#); [DPL, Health, Commission \(DHP\)](#); [Tara, Jeff, Jeff](#); [HNTA](#); [Blaw, William, HNTA](#); [Oak, Richard, HNTA](#); [Sustainable Streets/Infra.com](#); [Luis@SustainableStreets.com](#); [VisionZeroSF/Infra.com](#); [Luis@SustainableStreets.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:28:01 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Botheimer published at <https://sf.econ.click4x2/>. https://docs.google.com/document/d/1LgcAf_McPPAqXyCtUqL6aZMcX8aXuaK6ANL4p6b_VYXaC8NnZHQzCnd8qumGGONGUIGOTY2NDVUNAT1VQJNTY2SGJMG657WYU7D5N2BZTA62aFAMZZT1aNaNNGM2OTVAMdE57JINWf0NDANGPZT1aMGl3aMJeOf1cYTTYBGRZjGZ28a3NA2MZY4MqqaOKV6tJg and on the campaign page at <https://sf.econ.click4x2/>. <https://ntor.at.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

- Oskar Cross

From: [Evelyn Li](#)
To: [SFMTA Board of Directors](#)
Cc: [Renee Wilson \(SFMTA\)](#); [Board of Supervisors \(BOS\)](#); [CAG \(SFMTA\)](#); [Board of Directors \(BOS\)](#); [BOS \(SFMTA\)](#); [SFMTA Health Commission \(CHC\)](#); [Traffic Safety \(SFMTA\)](#); [Public Utilities \(SFMTA\)](#); [City Clerk \(SFMTA\)](#); [Sustainability \(SFMTA\)](#); [Legal Services \(SFMTA\)](#); [Vision Zero \(SFMTA\)](#); [Luis Hernandez \(SFMTA\)](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:20:32 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compliant with policy possible, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://sf.avaaz.com/clicks/v2...https://docs.google.com/document/d/1pLcF_MQTP9apXy5tC4pLlDv22M8Xaenad6uNLEpub...YX4aG6NwZfR2yQaEfbba2NZFAMTfNDdN2V7yapM4K4GTtEaOW3NaeEhNTE3t6G8V5Z6AMWfNWOYtUaNgA8SfB3MfW1eND3SMfTc7J4J0MfH0G6IVY1Nau5ZU2ZU11N2BfW3VY28uY7M4fNc3Z7D4VYtue8K4Y6g and on the campaign page at <https://sf.avaaz.com/clicks/v2...https://NTOR.sf.com...YX4aG6NwZfR2yQaEfbba2NZFAMTfNDdN2V7yapM4K4GTtEaOW3NaeEhNTE3t6G8V5Z6AMWfNWOYtUaNgA8SfB3MfW1eND3SMfTc7J4J0MfH0G6IVY1Nau5ZU2ZU11N2BfW3VY28uY7M4fNc3Z7D4VYtue8K4Y6g>

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Sent from my iPhone

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

[illegible]

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

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Thank you.

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

Please approve a citywide No Turn on Red policy at next Tuesday's Board of Supervisors meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy measure, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets during reds are allowed to take reds on -- you have the direct authority to address both these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago, but you as the city's top policymakers who can make a citywide policy a reality. Please approve a citywide policy for your full Board of Supervisors meeting next week, endorse that policy at tomorrow's Citywide No Turn on Red Subcommittee meeting, and support the policy and implementation plan proposed by Lia Benkenbiber published at <https://www.cityofsanrafael.org/wp-content/uploads/2022/07/NO-TURN-ON-RED-Subcommittee-Recommendation-2022-07-20.pdf> and on the campaign page at <https://www.cityofsanrafael.org/campaign/2022/07/20/NO-TURN-ON-RED-Subcommittee-Recommendation-2022-07-20.pdf>

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

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

Specialty care: A citywide No Tens on Red policy at next Tuesday's Board meeting after suggesting that tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Tens on Red policy for all signalized intersections in the city will make No Tens on Red the most intuitive, effective, and compliant with policy measure, which would ensure our streets are safer, include our drivers and passengers for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe using streets because drivers are allowed to take turns on red – you have the direct authority to address both of these issues by approving a Citywide No Tens on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy many months ago, but you are the one who can make a citywide policy a reality. Please approve a citywide policy as your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bernhardt published at https://docs.google.com/document/d/1Up6_7Mg0YUy7CqfLdJmDz8WtZGnXj2Gf2Qc2rE9vTg/edit#heading=h.3kxw3l33 and on the companion page <https://www.sfbayarea.gov/sites/default/files/2023-07/SAFE%20STREETS%20-%20VisionZero.pdf>.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

Ulises Jimenez

From: [Bea B](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:26:15 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Skye Nygaard](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:31:13 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,
Skye Nygaard, sf resident

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[illegible]

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

Sent from my iPhone

From: [Dara Dadachanji](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:33:08 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Brandon Kayes](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:42:34 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Lisa Crosby](#)
To: [NTOR@sfbitra.com](#)
Cc: [Boris Elton-Lewis@sfbitra.com](#); [Board of Supervisors \(BOSS\)](#); [CAC@sfbitra.com](#); [Southwest \(BOSS\)](#); [HSC \(BOSS\)](#); [OHU Health Commission \(OHU\)](#); [Tunali, Jeffrey \(MTAU\)](#); [Wine, Victoria \(MTAU\)](#); [Oka, Beverly \(MTAU\)](#); [Sustainable.Southwest@sfbitra.com](#); [Laksh@Southwest@sfbitra.com](#); [Vijaya@Southwest@sfbitra.com](#); [Luka@Bortheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 6:43:27 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compliant with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bortheimer published at <https://sf.aman.click/v2/> https://docs.google.com/document/d/1pCoF_MQTPdgsYx5iCAg6LJcs22MCRACuaiafCdeNLE/pub_YXAeGnNmZHQzOnEfbgpkNjRzNqg0MW0MTU2MT3yM2Y0MjVhN2NjODU0MjNDQ2OnVjYz6ODY1N6YThZDU0NTkzMDEkYTI1M0YyYTA0YyAyYkYzTkNkY1N2B0ODZGV0OT11NgZzGZOTQmZkYmJpewOKY6Tg and on the campaign page at <https://sf.aman.click/v2/> https://ntorof.com_VXAeGnNmZHQzOnEfbgpkNjRzNqg0MW0MTU2MT3yM2Y0MjVhN2NjODU0MjNDQ2OnVjYz6ODY1N6YThZDU0NTkzMDEkYTI1M0YyYTA0YyAyYkYzTkNkY1N2B0ODZGV0OT11NgZzGZOTQmZkYmJpewOKY6Tg

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,
Lisa Crosby

Sent from my iPhone

From: [Sohrab Saeb](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:51:23 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Lynne Howe](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:55:34 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6LI2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's

Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Regards,
Lynne Howe
D5 Voter

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Please approve a citywide No Turn on Red policy at Tuesday's Board meeting after discussing at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will address both the most innovative, efficient, and compliant with policy goal, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because they are allowed to take turns on red -- you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy on your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bonabente published at <https://www.sfbos.org/bos/items/show/full?id=76098>. Please also approve the following resolution on the same topic as discussed at last night's meeting and on the campaign page: <https://www.sfbos.org/bos/items/show/full?id=76098>

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,
Michael

From: [Julia](#)
To: [SFMTA@sfmfta.com](#)
Cc: [Renee Stuenkel \(SFMTA\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmfta.com](#); [treashorn \(BOS\)](#); [HSC \(HSC\)](#); [DPH Health Commission \(DPH\)](#); [TaraLyn Jeffrey \(HTTA\)](#); [Wesley Whitely \(HTTA\)](#); [Chris Richards \(HTTA\)](#); [Sustainable Streets@sfmfta.com](#); [Luis@sfmfta.com](#); [VisionZero@sfmfta.com](#); [LukaBorrmeyer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 11:48:38 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luka Borrmeyer published at https://ut.evanam.cdn/v2/_https://docs.google.com/document/d/11p6iF_MQ7P4q3y5t0CAqfL2a42MCR8acuaRd3cNLEPph.../YAAUChn6wZf90y0mf6p4gZ0R3MshMhWZVMA0ThaZuFzKMZBz74AN9QZ0Z6z2p3yNz4mf8Y1nRZTIV1S2yGKR0T7ZuZu0MDeYzDva4ZKUN1F5Nq9Y2Q1N8RZuZuN8uChM6ZVWV4cDgwYWRZDQ4MnzZ8pwcKtY6Tg and on the campaign page at https://sf.evanam.cdn/v2/_https://docs.google.com/_/YAAUChn6wZf90y0mf6p4gZ0R3MshMhWZVMA0ThaZuFzKMZBz74AN9QZ0Z6z2p3yNz4mf8Y1nRZTIV1S2yGKR0T7ZuZu0MDeYzDva4ZKUN1F5Nq9Y2Q1N8RZuZuN8uChM6ZVWV4cDgwYWRZDQ4MnzZ8pwcKtY6Tg

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Connie Jeung-Mills](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 5:17:51 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Connie Jeung-Mills

From: [Carol Brownson](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; [Luke Bornheimer](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 5:25:47 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Alexander Press](#)
To: [luis@sfmts.com](#)
Cc: [Boris, Sharon, Lucille \(NTOR\) - Board of Supervisors \(BOS\) - CAC@sfmts.com](#), [Youthtown \(BOS\) - HSC \(BOS\) - DPH Health Commission \(DPH\) - Turlin, Jeffrey \(MTA\) - Hlwa, Viktoria \(MTA\) - Oka, Ricardo \(MTA\) - Sustainable Streets@sfmts.com](#), [Luis@SustainableStreets@sfmts.com](#), [Vicki@SustainableStreets@sfmts.com](#), [Vicki@SustainableStreets@sfmts.com](#), [Luis@SustainableStreets@sfmts.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 12:38:56 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and complied with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://sf.assessor.clicks.io/?_https://docs.google.com/document/d/1lpCqF_MQTPdqs3y51CAqgIdDso22MCKAcnisdC4nLEpub..._YXAa0bNmZHQyOnsFbnoSY2Z2Zg-SNcAMVjdNdnzGYdMB0N2FYWFZg6ZDn0OnsAdA0Mou1U2JIMDM5ZDBNsfM2M50DcyOGNIMDIcNjMwVW0WYV2Y4kyZ3pMTe40TUwZG4Y2VjOWUUNdMzY2JzMDpw0KY6Tg and on the campaign page at https://sf.assessor.clicks.io/?_https://docs.google.com/document/d/1lpCqF_MQTPdqs3y51CAqgIdDso22MCKAcnisdC4nLEpub..._YXAa0bNmZHQyOnsFbnoSY2Z2Zg-SNcAMVjdNdnzGYdMB0N2FYWFZg6ZDn0OnsAdA0Mou1U2JIMDM5ZDBNsfM2M50DcyOGNIMDIcNjMwVW0WYV2Y4kyZ3pMTe40TUwZG4Y2VjOWUUNdMzY2JzMDpw0KY6Tg

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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From: Cory Beckin
To: city@sfmts.com
Cc: Paula.Harris@sfmts.com; [Board of Supervisors \(BOS\) / CAC@sfmts.com](mailto:Board of Supervisors (BOS) / CAC@sfmts.com); [Yashwanth \(BOS\) / CDC \(ACNY\) / DHS, Health Commission \(DHS\) / Jennifer \(NTA\) / Brian, Veterans \(NTA\) / Dan, Boards \(NTA\) / Sustainable.Streets@sfmts.com](mailto:Yashwanth (BOS) / CDC (ACNY) / DHS, Health Commission (DHS) / Jennifer (NTA) / Brian, Veterans (NTA) / Dan, Boards (NTA) / Sustainable.Streets@sfmts.com); Luis@sfmts.com; Visa@ZeroSF.org; Luke@sfmts.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2019 1:38:50 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your fall Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://sf.ezra.com/click/c/2...https://docs.google.com/document/d/1LpC-df_MQTPdAgN5tCtAoL12oaZ2MCAaasak6NLEipss.../YXAcG6bNw7fR0yGzOoEdhssIMGV7ZWFBZk4NtYtYau0uG6N8u0d45Nt45Nf3T7Y3MT4a2Qnf64DQ6NWMFNgJshdPqYzJ77d4Z7F8N4tYad45ZV4aMDU4uKNW4uY4W4Y4K5GTedY4Yad4574E4D3D4A4B4Z4M4A4N4Sh4Y4p4d4K4Y4 and on the campaign page at <https://sf.ezra.com/click/c/2...https://NTOR.sf.com.../YXAcG6bNw7fR0yGzOoEdhssIMGV7ZWFBZk4NtYtYau0uG6N8u0d45Nt45Nf3T7Y3MT4a2Qnf64DQ6NWMFNgJshdPqYzJ77d4Z7F8N4tYad45ZV4aMDU4uKNW4uY4W4Y4K5GTedY4Yad4574E4D3D4A4B4Z4M4A4N4Sh4Y4p4d4K4Y4>

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Best regards,

Cory

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Please approve a citywide No Turn on Red policy at next Tuesday's Board of Police meeting. Our city has a reputation for being a safe city. Our city has a roadway safety issue and people don't like seeing unsafe streets because they are allowed to take turns on red. I will have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago, but it was the only policymakers who can make a citywide policy a reality. Please approve a citywide policy on your full Board meeting next week, either on Tuesday at tomorrow's Tuesday Night Subcommittee meeting, and support the policy and implementation plan proposed by Lake County Sheriff's Office and the City of Ukiah. <https://www.lakecountysheriff.com/Portals/0/Assets/Policy%20Manual/Policy%20Manual%20-%202017%20-%202020.pdf> and on the campaign page <https://www.lakecountysheriff.com/Portals/0/Assets/Policy%20Manual/Policy%20Manual%20-%202017%20-%202020.pdf>

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.

Meserve Platt
415-305-6038

From: [Alexandre Woodward](mailto:Alexandre.Woodward@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 6:13:32 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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

Please approve a citywide Turn on Red policy at next Tuesday's Board meeting after our discussion as to tomorrow's meeting Vision Zero Subcommittee meeting. A citywide Turn on Red policy for all signalized intersections will address both the need to make Turn on Red more intuitive, efficient, and compliant with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing street because drivers are allowed to take turns on red -- you have the direct authority to address each of these issues by approving a citywide Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously approved a citywide policy months ago, but we are not fully implementing it. Please approve a citywide policy to your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan submitted by Luke Bonetto published at <https://www.cityofsanjoaquin.com/documents/d07689c0-0e0d-4f07-a07b-9034c4ad344d>. Please approve a citywide policy to your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan submitted by Luke Bonetto published at <https://www.cityofsanjoaquin.com/documents/d07689c0-0e0d-4f07-a07b-9034c4ad344d> and on the companion page.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cross blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades; multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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Thank you.

From: [Aaron Baucom](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Thursday, August 15, 2024 5:45:25 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Aaron Baucom
aaronbaucom@gmail.com
1434 28th Ave
San Francisco, California 94122

From: [Bea Manuel](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 17, 2024 5:32:03 PM

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

The Board of Supervisors,

I was a bit late that day in arriving at Glen Park Bart for an East Bay jaunt. As I rushed towards to intersection where the pedestrian was killed by a thoughtless motorist, I saw the caution tape and extra police presence in front of me. Those of us walking to Bart that afternoon were lucky. We had made it unscathed through one of the busiest intersections in the area.

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Bea Manuel
baetzli@yahoo.com
258 silver Ave
San Francisco, California 94112

From: [William Peregoy](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 17, 2024 5:33:51 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

William Peregoy
03-hulk-week@icloud.com
1340 Striper Common
Fremont, California 94536

From: [Kevin Moses](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Sunday, August 18, 2024 9:26:08 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Kevin Moses
kmoses28@gmail.com
1070 Bridgeview Way Apt 1706
San Francisco, California 94158

From: [Connor Cimowsky](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 19, 2024 9:37:31 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Connor Cimowsky
connorcimowsky@gmail.com
1207 5th Avenue
San Francisco, California 94122

From: [Brian Pekar](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 19, 2024 11:35:19 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Brian Pekar
bpekar@umich.edu
2090 Green Street apt 12
San Francisco, California 94123

From: [Monica B.](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 19, 2024 5:54:39 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Monica B.
mberini@gmail.com
651A Morse Street
, California

From: [Lisa Ratner](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Wednesday, August 21, 2024 7:11:41 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Lisa Ratner
lisaaratner@gmail.com
543 Hugo street
San Francisco, California 94122

[illegible]

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

Thank you.
Kevin Moses
1070 Bridgeview Way, District 6

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

[illegible]

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Trevor McKay

From: [Schad Dalton](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:31:55 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Lucia CTVailing](#)
To: [SFBoard@sftrans.com](#)
Cc: [Renee Wilson \(senior\) <senior>](#); [Board of Supervisors \(BOSS\) <BOSS@sftrans.com>](#); [Audra Brown \(BOSS\) <BOSS@sftrans.com>](#); [Dana Heath \(Commission\) <DHS@sftrans.com>](#); [Tara L. Hines \(NTA\) <Hines@sftrans.com>](#); [Chia Edwards \(NTA\) <Edwards@sftrans.com>](#); [Sara Shapiro \(SFBoard\) <Shapiro@sftrans.com>](#); [Lucia CTVailing@sftrans.com](#); [VisionZero2@sftrans.com](#); [LuisBorcherShaw@sftrans.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 11:31:55 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compliant with policy possible, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at <https://sf.avaara.click/v2/> — https://docs.google.com/document/d/1pJcF_MQTP8apXy5tC4pLlDz22M8XaenadGdMLEpsh.../YX4aGcNwZlRyQ3aFibbaaFTY10WZaMfXVTJkZWU3dU3aTt4d0BqTY4hNwN7c2c0a02MD06AMGZ6ZT3aYWM3a4VBJ6T4zZ7aahYahaMfJxZ7TBMfVAMG4SGGZ7T3aMg4d0T40rT41N3Y3B7a0aMCT40B1US0KMHZTps0Q6Tg and on the campaign page at <https://sf.avaara.click/v2/> — <https://NTORof.com> — [YX4aGcNwZlRyQ3aFibbaaFTY10WZaMfXVTJkZWU3dU3aTt4d0BqTY4hNwN7c2c0a02MD06AMGZ6ZT3aYWM3a4VBJ6T4zZ7aahYahaMfJxZ7TBMfVAMG4SGGZ7T3aMg4d0T40rT41N3Y3B7a0aMCT40B1US0KMHZTps0Q6Tg](https://NTORof.com)

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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Thank you.

From: [David Roth](mailto:David.Roth@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:32:36 PM

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Thank you.

From: [Andy Day](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:32:53 PM

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Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting. The City has no action on its motion to support Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red more intuitive, effective, and complied with police policy, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red - you have the direct authority to address both of those issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously approved citywide policy months ago, but we are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Liza Benkenister published at [https://www.davis.ca.gov/files/assets/docs/2020-06-17_38079Policy%20to%20Eliminate%20Left-Turn%20on%20Red_VisionZero.pdf](#). I am confident that you will support this policy and the implementation plan proposed by Liza Benkenister published at [https://www.davis.ca.gov/files/assets/docs/2020-06-17_38079Policy%20to%20Eliminate%20Left-Turn%20on%20Red_VisionZero.pdf](#) and on the companion page [https://www.davis.ca.gov/files/assets/docs/2020-06-17_38079ImplementationPlan_VisionZero.pdf](#).

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Thank you.

From: [Michael Sacks](#)
To: [MTABoard](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [Luke Bornheimer](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:33:41 PM

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Thank you.

From: [Shikhar Shivraj Jaiswal](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:33:53 PM

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Sent from my iPhone

From: [Goldman, Grant](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:34:04 PM

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Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

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Thank you.

From: [Jon Tyburski](mailto:Jon.Tyburski@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:34:49 PM

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,
Jon Tyburski

From: [Marc Haumann](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:34:55 PM

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,
Marc Haumann

From: [Nathan Spindel](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:35:47 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

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Thank you,
Nathan Spindel

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Credentialed citywide No Turn on red Tuesday's Board meeting after suggesting a temporary safety measure Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red more intuitive, efficient, and comply with public policy, making our streets safer, including for our Drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our City has a tomorrow's safety crisis and people don't safe free crossing streams because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, yet we are the only public agency that can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bonemarker published at <https://www.cityofsanfrancisco.com/files/2018/07/06-2018-09-04%20-%20CMAA%20-%20Vision%20Zero%20-%20NO%20TURN%20ON%20RED%20-%20Policy%20and%20Implementation%20Plan.pdf> and on the companion page at <https://www.cityofsanfrancisco.com/files/2018/07/06-2018-09-04%20-%20CMAA%20-%20Vision%20Zero%20-%20NO%20TURN%20ON%20RED%20-%20Policy%20and%20Implementation%20Plan.pdf>

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Thank you.

Sent from my iPhone

From: [Casey](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:35:59 PM

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My personal message: a city wide no RTOR policy will save money and be easier to understand while being more effective than the traffic engineers' desired partial ban. I am tired of traffic engineers not understanding vision zero is about placing life over throughput.

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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Thank you.

From: [allison.johal](#)
To: [SFMTA@sfmfta.com](#)
Cc: [Ramon, Sharon, Leslie \(SFMTA\); Board of Supervisors \(BOC\); CAC@sfmfta.com; Transportation \(BOC\); SFCC \(SFMTA\); SFPH, Health Commission \(DPH\); Tamin, Jeffrey \(SFMTA\); Wynn, Winona \(SFMTA\); Chen, Ricardo \(SFMTA\); Sustainable.Streets@sfmfta.com; LivableStreets@sfmfta.com; VisionZero@sfmfta.com; Luke@bornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 11:27:15 PM

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Sent from my iPhone.

From: [Michael Gallagher](#)
To: [MTABoard@sfmta.com](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [LukeBornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:37:37 PM

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Thank you.

From: [Bryan Deng](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:40:24 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

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[illegible]

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Thank you.

Rosalind Owen

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Please approve a citywide No Turn on Red policy at next Tuesday's Board of Supervisors meeting. Our city is at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red more intuitive, effective, and complied with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take red turn - you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections. The Board of Supervisors unanimously supported a citywide policy months ago and the only policymakers we can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bombieri [email address] [https://docs.google.com/document/d/1j6of...3M0t9PqG7vZyW3kz8m4eLcQ7wTn1r/edit?usp=sharing](#) and on the campaign page [https://www.cityofsanrafael.org/campaign/visionzero](#)

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Thank you

From: [Peter Belden](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable Streets; LivableStreets@sfmta.com](#); [VisionZeroSF](#); [Luke Bornheimer](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:43:50 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Lillian B. Berke](#)
To: [lfb@sanfrancisco.gov](#)
Cc: [Renee Shuen-Lindke \(NTTA\)](#); [Board of Supervisors \(BOC\)](#); [CAC@sfmta.com](#); [Sanborn, BOC](#); [HSC \(HSH\)](#); [PHM Health Commission \(PHM\)](#); [Trentlin, Jeffrey \(NTTA\)](#); [Wise, Viktoria \(NTTA\)](#); [Olea, Ricardo \(NTTA\)](#); [Sustainable Streets@sfmta.com](#); [UsableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [Lili@Berkehome@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:44:53 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 88%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Lillian

From: [Ernst schoen-rene](#)
To: MTABoard@sfmta.com; [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: no turn on red
Date: Monday, August 26, 2024 3:45:45 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make

our streets safer for all people now.

Thank you.

Ernst Schoen-Rene

From: Susan Hurlbary
To: SF@sfwa.info
Cc: Paula.Bauer@sfwa.info; Board of Supervisors (BOC); CAO@sfwa.com; Healthcom@sfwa.com; BOC@sfwa.com; QPR@sfwa.com; PublicHealth@sfwa.com; Transportation@sfwa.com; Traffic@sfwa.com; UrbanPlanning@sfwa.com; PublicWorks@sfwa.com; PublicSafety@sfwa.com; PublicAffairs@sfwa.com; PublicRelations@sfwa.com; PublicInnovation@sfwa.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:47:45 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and completed with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your fall Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://ut.evanm.click/v2...https://docs.google.com/document/d/11pLsf_MQ7p4qY51C4qPLDaa2M6.8Acuadk6NLEpub.../XAac6Nna2BQ9Cnaif8aowY2B4ZTE3V4HYTBNV1VJE5NWOz2qASQ2M6Fzj2p3DJE40WbYTHYAVIMTAMNTMNGaQ5NaaZj5Vz2PNZ2ao71thMGVZDFONTaMaBhMdeMDM2PofnaZD807eA3NThVZ2aazTpwCKY67g and on the campaign page at <https://www.clickv2...https://ntf.sfwa.com.../VNAa6Nna2BQ9Cnaif8aowY2B4ZTE3V4HYTBNV1VJE5NWOz2qASQ2M6Fzj2p3DJE40WbYTHYAVIMTAMNTMNGaQ5NaaZj5Vz2PNZ2ao71thMGVZDFONTaMaBhMdeMDM2PofnaZD807eA3NThVZ2aazTpwCKY67g>.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Sent from my iPhone

From: [Peter Robinett](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:51:08 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6LI2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you,

Peter Robinett

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[illegible]

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Thank you.

From: [Patrick Linehan](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:51:48 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/1lpCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Luke](mailto:Luke@sfcta.net)
To: SFASupervisors@sfcta.net
Cc: Raula, Brian.Louise@sfcta.net; [Board of Supervisors \(BOC\) - CAC@sfcta.net](mailto:Board of Supervisors (BOC) - CAC@sfcta.net); Boardman, BOG; [BOC \(NOR\) - NTH, Health Commission \(DPR\) - Tardito, Jeffrey@NTH](mailto:BOC (NOR) - NTH, Health Commission (DPR) - Tardito, Jeffrey@NTH); Wills, Viktoria@NTH; Oliva, Ricardo@NTH; Sustainable.Streets@sfcta.net; Luis@sfcta.net; VisionZero@sfcta.net; Luke@sfcta.net; [Luis@sfcta.net](mailto:Luke@sfcta.net)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 11:54:51 PM

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

Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and complied with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your fall Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://ut.evanm.cdnk/v2...https://docs.google.com/document/d/11p6sf_MQ7PdqkY51Cq8L2ba22M8XAcuac6ANL6jpu...YXAc6Nou2J8Qy6u6f8houwOWMMFWZDNNNG13Z6B9JZJGVvM6PuuZk3YTFYTo83y1wYAMINDE4ZJ0DcY1VZ2DMYj6t2N8VJ8M6Q2YJ13Y1A1N5AwODM1OTRMg2M2N1N1nV0ZTM0M6N1TFJMcUsNpwcOIQ6Tg and on the campaign page at <https://sf.cta.net/cdnk/v2...https://sf.cta.net...YXAc6Nou2J8Qy6u6f8houwOWMMFWZDNNNG13Z6B9JZJGVvM6PuuZk3YTFYTo83y1wYAMINDE4ZJ0DcY1VZ2DMYj6t2N8VJ8M6Q2YJ13Y1A1N5AwODM1OTRMg2M2N1N1nV0ZTM0M6N1TFJMcUsNpwcOIQ6Tg>

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Matt Hill](#)
To: [MTABoard](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Sustainable.Streets@sfmta.com](#); [LivableStreets@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [Luke Bornheimer](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 3:58:04 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Tyler Anneliese Moselle](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:00:00 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially

for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Tyler Anneliese Moselle

cell: **805.637.3733** / email: tyleranneliese@gmail.com

From: [Monica Berini](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:01:03 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting.

A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now.

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I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or

bike. Please take action to make our streets safer for all people now.

Thank you!

Monica Berini

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please allow me to be brief:

- As a driver, I don't want to play guessing games at red lights.
- As a pedestrian, I don't want to be killed by a driver who's focusing on opposing traffic and not the crosswalk right in front of them.

That second thing almost happened to me at Third and Warriors four months ago.

I urge you to make NTOR citywide policy
(https://url.avanca.click/v2/https://docs.google.com/document/d/11pCoF_MQ7PdQXy51CAq6LJ2x22MC8AacudCnLE/pub___YXAxOnNmZHQyOmE6hoz0ZWmNtXxYzQyZWE20DA3OTdMmYwOGM2MzF3MfWQYzjo2OmJlMzE6MmY2NWmZTjE3NWlODg3NTZjZWYyMDMwNDYzMtAyZDBmYjNjZDA5OGYzYzY4Y2Q4ZDA1YTcyMGY3Yzg3NzU4NTpwOkY6Tg).

Thank you for your consideration on this matter.

Antonio

From: [Elliot Schwartz](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:03:16 PM

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Thank you.

Elliot Schwartz

From: [Noah Strick](mailto:Noah.Strick@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:03:32 PM

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.
Noah Strick

From: [Hennick, Kelsey](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:04:24 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6LL2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORSf.com>.

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies,

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Thank you,
Kelsey

From: [Rangaraj Tirumala](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:04:45 PM

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for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Steven Fels](#)
To: [MTAZeroTurnRed@sfmta.com](#)
Cc: [Ramon-Rios-Landis@sfmta.com](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Transportation \(BOS\)](#); [HOC \(BOS\)](#); [PHL Health Commission \(PHC\)](#); [Tennille, Jeffrey \(NTA\)](#); [Wise, Vanessa \(NTA\)](#); [Olson, Ricardo \(NTA\)](#); [Sustainable-Streets@sfmta.com](#); [Luis@sfmta.com](#); [VisionZeroSF@sfmta.com](#); [Luka@Bornheimer@gmail.com](#)
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:00:20 PM

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Thank you.

From: [Aaron VanDevender](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:06:45 PM

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Thank you.

From: [Sophie Pepin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; LivableStreets@sfmta.com; VisionZeroSF@sfmta.com; LukeBornheimer@gmail.com
Subject: Please approve a citywide No Turn on Red policy with the proposed implementation plan at the next SFMTA Board meeting
Date: Monday, August 26, 2024 4:07:41 PM

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Dear SFMTA Board of Directors and Vision Zero Subcommittee members,

No Turn on Red makes so much sense to implement! I spend about half my commutes driving and half my commutes biking/walking, and allowing turns on red is stressful for everyone at the intersection. Drivers feel pressure to go as fast as they possibly can to their destination, and people actually HONK at you if you aren't actively trying to turn right on red. As a driver, I'd much rather wait for a green light so I can turn calmly and safely. As a pedestrian, of course, I'd rather not be dodging cars in the intersection as I try to cross the street! Please implement No Turn on Red.

Thank you,
Sophie Pepin
she/her

Please approve a citywide No Turn on Red policy at next Tuesday's Board meeting after suggesting to do so at tomorrow's meeting Vision Zero Subcommittee meeting. A citywide No Turn on Red policy for all signalized intersections in the city will make No Turn on Red the most intuitive, effective, and compiled with policy possible, making our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are the only policymakers who can make a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bornheimer published at https://docs.google.com/document/d/11pCoF_MQ7PdqsXy51CAq6Ll2ca22MC8AcuiadCdcNLE/pub and on the campaign page at <https://NTORsf.com>.

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Thank you.

Matthew Martinez

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

Please approve a citywide Turn on Red policy at next Tuesday's Board meeting after our call on tomorrow's meeting Vision Zero Subcommittee meeting. A citywide Turn on Red policy for all signalized intersections in the city will have No Turn on Red the most intuitive, effective, and compliant with policy possible, making our streets safer, including for our drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Our city has a roadway safety crisis and people don't see light red crossing streets because drivers are allowed to take turns on red – you have the direct authority to address all of these issues by approving a citywide Turn on Red policy for all signalized intersections now. The Board of Supervisors unanimously supported a citywide policy months ago, but you are not making a citywide policy a reality. Please approve a citywide policy at your full Board meeting next week, endorse that policy at tomorrow's Vision Zero Subcommittee meeting, and support the policy and implementation plan proposed by Luke Bonheim published at <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and <https://www.ci.santaclarita.ca.us/DocumentCenter/View/10674/2019-07-23%20Vision%20Zero%20Subcommittee%20Meeting%20Agenda> and

Approving a citywide NTOR policy is not only good public policy for public safety—it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition, and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action to have that policy approved and implemented.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

Sent from my iPhone

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

I respectfully request that you approve a citywide No Turn on Red policy.

Our city has a roadway safety crisis and people don't feel safe crossing streets because drivers are allowed to take turns on red—you have the direct authority to address both of these issues by approving a citywide No Turn on Red policy for all signalized intersections now. The Board of Supervisors

No Turn on Red (NTOR) is proven to decrease crashes, fatalities, and injuries—during both red and green lights—and it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities (but also people in cars), which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

I urge you to approve a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting, following a suggestion to the full Board at tomorrow's Vision Zero Subcommittee meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. Please take action to make our streets safer for all people now.

Thank you.

From: [Cathel de Roos](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 2:52:40 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

Cathel de Roos

From: [christian Iribarren](mailto:christian.tribarren@sfmta.com)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 4:32:12 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Sergey Goder](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 6:39:08 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Kimberlee Howley](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 7:06:10 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at today's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors

unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Anna Papitto](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 6, 2024 8:56:47 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Anna Papitto
annapapitto@gmail.com
1970 15th St
San Francisco, California 94114

From: [Alex Robinson](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 9:18:17 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

From: [Stephanie Kuyper](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 9:37:24 AM

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Thank you.

From: [Kevin Davis](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 10:03:06 AM

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Thank you.

From: [Oskar](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 10:04:27 AM

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Thank you.

Sent from my iPhone

From: [Alexandre Woodward](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 10:15:03 AM

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Thank you.

From: [Reuben Teague](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 6, 2024 10:39:19 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Reuben Teague
rbteague@gmail.com
3016 20th Ave
San Francisco, California 94132

From: [Paul Wermer](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 10:39:59 AM

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Thank you.

--

Paul Wermer
paul@pw-sc.com

From: [Paul Wermer](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 10:41:53 AM

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Thank you.

--

Paul Wermer
paul@pw-sc.com

From: [James Riley](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 11:22:31 AM

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I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

Sent from my iPhone

From: [AJ Cho](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 6, 2024 12:03:35 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

AJ Cho
amenoartemis@gmail.com
159 Santa Teresa
San Leandro, California 94579

From: [Andrew Day](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 6, 2024 12:07:42 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Andrew Day
aday.nu@gmail.com
1125 Stevenson St, D-302
San Francisco, California 94103

From: [Eric Chen](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 12:50:54 PM

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

Dear SFMTA Board of Directors, I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved. Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution. I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at

September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. Thank you.

From: [Seth Rosenblatt](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 2:47:45 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Holly Allen](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Tuesday, August 6, 2024 4:13:09 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Holly Allen

Holly Allen
holly.allen@gmail.com
976 Minnesota St

San Francisco, California 94107

From: [Connie Jeung-Mills](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 6, 2024 11:16:52 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality.

Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin.

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Thank you.

Connie Jeung-Mills
San Francisco resident and pedestrian

From: [Brendon Justin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Wednesday, August 7, 2024 1:48:35 PM

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

Dear SFMTA Board of Directors,

I support a No Turn on Red policy out of concern for my own safety, both as a person who drives and a person who gets around via other means. When driving, I sometimes find myself waiting for a green light, even when I could turn right on red, for safety reasons. When walking, I need an unreasonable level of vigilance to look out for drivers only looking for other cars, not people, when coming up on an intersection. When cycling — and I am not a cyclist, just a person who gets around on a bike now and then, without specialized clothes or a road bike or similar — I likewise need to avoid cars making unsafe turns because drivers only look for other drivers.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

From: [Dwayne Jarrell](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Wednesday, August 7, 2024 9:06:01 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Dwayne Jarrell
dwaynejarrell@gmail.com
1207 Cole Street
San Francisco, California 94117

From: [AJ Cho](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Wednesday, August 7, 2024 9:16:20 PM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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Thank you,

AJ Cho
amenoartemis@gmail.com
159 Santa Teresa
San Leandro, California 94579

From: [Ernst Schoen-rene](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Thursday, August 8, 2024 4:02:38 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. I just returned from Montreal and the ban on right on red there makes the city much more pleasant and safe.

No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Ernst Schoen-rene
ernstr@gmail.com
3283 folsom

San Francisco, California 94110

From: [LEO GRIMALDI](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Thursday, August 8, 2024 4:56:13 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

LEO GRIMALDI
leo.grimaldi.fr@gmail.com
3668 24th Street
San Francisco, California 94110

From: [Maureen Persico](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Thursday, August 8, 2024 11:23:39 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Maureen Persico
sfwom1@gmail.com
4026 Folsom Street
San Francisco, California 94110

From: [Bird Sellergren](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 9, 2024 4:53:06 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Bird Sellergren
katiesellergren@gmail.com
1326 31st Ave, San Francisco, CA,
San Francisco, California 94122

From: [Ryan Malabed](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 9, 2024 7:46:14 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Ryan Malabed
rmalabed@gmail.com
6 Locksley Ave
San Francisco, California 94122

From: [Isaiah Riley-Chinn](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 9, 2024 10:34:41 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Isaiah Riley-Chinn
maricel@philhour.com
17th street
, 9354

From: [john stone](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 9, 2024 8:06:21 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

john stone
jisaacstone@gmail.com
134 w dana
Mountain View, California 94041

From: [Selin Jessa](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 10, 2024 4:29:23 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Selin Jessa
selinjessa@gmail.com

Palo Alto, California 94301

From: [Shay Gilmore](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 10, 2024 5:35:17 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Shay Gilmore
shay@shaygilmorelaw.com
190 DOUGLASS ST
San Francisco, California 94114

From: [Joanna Gubman](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 10, 2024 7:55:01 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Joanna Gubman
jgubman@gmail.com
120 Hancock St
San Francisco , California 94114

From: [Ethan Schlenker](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: No Turn On Red policy: it's worth the traffic
Date: Saturday, August 10, 2024 8:20:24 AM

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

The Board of Supervisors,

And I'm writing this as someone who has to drive across the city at least twice a day to get my kids too and from school. Traffic is a beast, and even though right on red can make things a little easier. Me getting to school a couple minutes faster isn't worth the risk to bikers and pedestrians. And it starts changing the mindset that the order of priority in the city is cars over everything. Vision Zero isn't going to happen without change! San Francisco continuing to be a model city isn't going to happen without change!

More stock information below:

Please support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers.

No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to

implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Ethan Schlenker
e@bigethan.com
117 Holladay Ave
San Francisco, California 94110

From: [Beck Trebesch](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 10, 2024 9:21:01 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

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Thank you,

Beck Trebesch
becktreb18@gmail.com
524 Lombard St
San Francisco, California 94133

From: [Matt Laroche](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: I support banning right turns on red in San Francisco
Date: Saturday, August 10, 2024 11:57:28 AM

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

The Board of Supervisors,

The United States enabled right turns on red because it was supposed to save gasoline and reduce idling during an oil crisis.

However, today's cars burn almost no fuel while waiting to turn right on red. They either turn their engines off, or are electric already - so the benefits of right turn on red are moot.

However, there is a real human cost to right turns on red. It causes automobile collisions, or worse, pedestrians are hit by right turning drivers. We also have many drivers who barely slow to turn right on red. Right turn on red is dangerous to all road users, especially vulnerable road users.

I support a citywide ban on right-turns-on-red. It makes the city safer, will reduce the number of folks laying on their horn, and make San Francisco a better city.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

Thank you,

Matt Laroche

Matt Laroche
mlaroche@gmail.com
2926 Kirkham St
San Francisco, California 94122

From: [Julian Castellon](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 10, 2024 3:50:56 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Julian Castellon
juliactranaactional@gmail.com
241 judson ave
San Francisco, California 94112

From: [Corbin Halliwill](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 12, 2024 11:24:00 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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Thank you,

Corbin Halliwill
corbin.halliwill@gmail.com

San Francisco, California 94121

From: [Nancy Arbuckle](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Tuesday, August 13, 2024 12:40:05 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

From: [Gisela Schmoll](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 3:23:38 PM

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Dear SFMTA Board of Directors,

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Thank you.

Gisela Schmoll, AIA

GISELA SCHMOLL ARCHITECT, PC

g@giselaschmollarchitect.com

415.244.4748

https://url.avanan.click/v2/___www.giselaschmollarchitect.com___YXAzOnNmZHqYOmE6bzo0ZjExN2NmMTE3NGQyNmM1NjU5ZWZhYjc1NWU2NTY5Zjo2OjczYmQ6MTcwYWZhM2NhMjY4YWY2NWU1YzdkZGE1MDczNmFhZmYzM2ZhMGRhZTUxZTgzMTUwODIYzMxYTgzOGNjMmY3MDp0OIQ6Tg

For current work in construction see [instagram.com/giselaschmoll_architect](https://www.instagram.com/giselaschmoll_architect)

From: [Mingjie Jiang](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 3:32:04 PM

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Thank you.

Mingjie

From: [Andrew Seigner](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 3:54:56 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

From: [Erika L](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 4:06:02 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved. Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single

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Erika Legernes
94114

From: [LB Batz](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 4:09:56 PM

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Dear SFMTA Board of Directors,

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Thank you.
LB Batz

From: [Jen Schuetz](mailto:Jen.Schuetz@sfmta.com)
To: mtaboard@sfmta.com
Cc: [Board of Supervisors \(BOS\)](#); cac@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com; [Breed, Mayor London \(MYR\)](#)
Subject: No Turn on Red Policy
Date: Monday, August 5, 2024 4:10:09 PM

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

Dear SFMTA Board of Directors,

As a resident of Soma for 15+ years now, I've experienced and seen a wide range of potentially life-threatening altercations with vehicles because of turns on reds. I am a pedestrian and runner, and I'm constantly viewing cars entering crosswalks as predatory behavior. In fact, I applaud Wymo cars because I have yet to see them encroach upon me or others; I cannot say the same for human drivers. The need to get from Point A to Point B is top of mind for them, not the fact that they drive a 2-ton piece of machinery and can inflict harm if not death on a human body.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.
Jen Schuetz

From: [Lynn O'Kelley](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 5, 2024 4:11:14 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Lynn O'Kelley
lynnokelley@mac.com
3709 22nd Street
San Francisco, California 94114

From: [Lynne Howe](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 4:21:18 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

Regards,
Lynne Howe
District 5 Voter

From: [Jessica](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 4:30:33 PM

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

Dear SFMTA Board of Directors,

My husband and I have more close calls than we can count walking near our Inner Sunset home. In May 2024, he was hit by a car from behind while riding his bicycle home from work downtown, and the driver fled the scene as he lay bleeding and alone on the street. There are no leads on the driver who assaulted him and drove away with impunity while we were left to deal with injuries and medical bills.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

From: [Shadd Bradshaw](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 5:05:46 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

If you don't like pure stats. How about a personal experience? When I first moved to the City near 4th and King, I found myself so content with how walkable and transit connected everything was and I felt one with my community. A few weeks after moving in, the stark wake up call of being reminded that a child was killed at a dangerous intersection had me reevaluating if this was a place I wanted to call home. SF is a beautiful city, but what makes it beautiful is the people. And we need to protect our most valuable resources; people. Please, if you read nothing else or send this to the trash, consider how much safer and welcoming to residents and tourist we would become. I don't want my wife, my friends and my family to fear for their lives when crossing the street.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world.

In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

Shadd Bradshaw

From: [Simon Property](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 5, 2024 5:29:53 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Simon Property
simon.peter@gmail.com
489A 30th St
San Francisco, California 94131

From: [Nina Block](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 5:50:27 PM

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

Dear SFMTA Board of Directors, I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved. Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our

climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution. I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. Thank you.

Nina Block

From: [Timothy Green](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 6:08:54 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you,
Timothy Green, AICP

Sent from my iPhone

From: [Dan Kletter](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 6:13:31 PM

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Dear SFMTA Board of Directors,

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Thank you.

From: [Ben Guillet](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 6:18:11 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

From: [Michael Keshish](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 6:25:27 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you. (MICHAEL)

From: [Chad Schoening](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 6:50:46 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Michael Critz](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 7:45:37 PM

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

Dear SFMTA Board of Directors,

Please direct staff to present a citywide No Turn on Red policy for all signalized intersections at September's Board meeting and endorse it at tomorrow's meeting. Our city faces a roadway safety crisis due to drivers taking turns on red, making streets unsafe for pedestrians, especially children, seniors, people with disabilities, and those who walk or bike. The Board of Supervisors unanimously supported a citywide policy, and you hold the power to make it a reality.

No Turn on Red reduces crashes, fatalities, and injuries during red and green lights, making crossing safer for all, including car drivers. It also increases public safety. Studies show that NTOR works, including in San Francisco, where driver compliance increased, close calls decreased, and cars blocking crosswalks decreased after implementation. Numerous studies and analyses have highlighted the positive benefits of NTOR across the United States for decades. Many cities, including New York City, Cambridge, Massachusetts, Washington, D.C., Seattle, Atlanta, Georgia, and others, have approved citywide NTOR policies. Approving a citywide NTOR policy is a common-sense solution to enhancing roadway and public safety.

Approving a citywide NTOR policy is good public policy for public safety and supported by San Franciscans. Over 1,000 people have signed the petition, and news media have featured the campaign in over 50 articles. The Board of Supervisors unanimously supported the policy alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council.

We need your action to propose and approve the policy.

The City faces three compounding crises that a citywide NTOR policy would help address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving the policy will reduce roadway crashes, car trips, emissions, bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful processes. It will help you and the City address multiple crises with a single solution.

Urge staff to present a citywide No Turn on Red policy at September's Board meeting and endorse it tomorrow. Our city faces a roadway safety crisis due to drivers taking turns on red, making streets unsafe for car drivers, especially children, seniors, people with disabilities, and pedestrians. The Board of Supervisors unanimously supported a citywide policy. Direct staff to present a real policy at your September meeting and endorse it tomorrow.

Thanks,
Michael Critz

Michael Critz

From: [Ron](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 8:30:35 PM

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Dear SFMTA Board of Directors,

Please—I wanted No Turn on Red even before this campaign started, like in Manhattan. It makes sense here. When I walk or drive my car, rights on red put me and others in danger, and cars often block a crosswalk trying.

- ron

Ron Hirsch
714 46th Ave
SF CA 94121
Homeowner in SF since 1993
Resident of SF since 1983

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Approving a citywide NTOR policy is not only good public policy for public safety — it's

supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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Thank you.

Ron Hirsch
714 46th Ave
San Francisco, CA 94121
415-254-8470

From: [SF Carl](#)
To: mtaboard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); livablestreets@sfmta.com; lukebornheimer@gmail.com; [Tumlin, Jeffrey \(MTA\)](#); cac@sfmta.com; [Youthcom. \(BOS\)](#); sustainable.streets@sfmta.com; [Olea, Ricardo \(MTA\)](#); [Graff, Ted \(MTA\)](#); visionzerosf@sfmta.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 10:45:41 PM

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Thank you.

Carl Stein

From: [Odin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:04:33 PM

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

Dear SFMTA Board of Directors, I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved. Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution. I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at

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From: [Louis Magarshack](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:51:43 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

From: [Joey Lusterman](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:53:01 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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From: [Julia Diaz](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:53:30 AM

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Thank you.

From: [Leslie Ernst](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:53:41 AM

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Thank you.

From: [Schad Dalton](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 5, 2024 11:54:29 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Schad Dalton
schaddalton1@gmail.com
2606 Bush Ave.
Richmond, California 94806

From: [allison ariEFF](mailto:allison.ariEFF)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:54:40 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you,

Allison Arieff

From: [Goldman, Grant](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:55:17 AM

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Thank you.

Grant Goldman
D10

From: [Leah Kucera](#)
To: MTABoard@sfmta.com
Cc: [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); LivableStreets@sfmta.com; LukeBornheimer@gmail.com; [MDC \(ADM\)](#); [Breed, Mayor London \(MYR\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; [Graff, Ted \(MTA\)](#); VisionZeroSF@sfmta.com; [Youthcom, \(BOS\)](#)
Subject: RE: No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:55:48 AM

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

Dear SFMTA Board of Directors,

I live in west Oakland but work in the Financial District of San Francisco.

I do not have a car that I can drive to commute, nor would I want to. I love being able to use multimodal transit, but it's clear more needs to be done to prioritize human lives and welfare over automobiles. This is one concrete action to help make our streets safer for all.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

Sincerely,
Leah Kucera

From: [Pierre Gasztowtt](#)
To: MTABoard@sfmta.com
Cc: [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); LivableStreets@sfmta.com; LukeBornheimer@gmail.com; [MDC \(ADM\)](#); [Breed, Mayor London \(MYR\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; [Graff, Ted \(MTA\)](#); VisionZeroSF@sfmta.com; [Youthcom, \(BOS\)](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:56:20 AM

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Dear SFMTA Board of Directors,

I urge you to adopt No Turn on Red citywide because I have often seen drivers who are attempting it looking for incoming traffic and neglecting to look for pedestrians coming from the opposite direction.

These drivers also move forward to get a better view of the incoming traffic and block the crosswalk which forces pedestrians like me to wait for the next light cycle or walk into the incoming traffic.

As numerous studies have proven, this unusual tolerance does not work in a city with numerous pedestrians such as San Francisco.

Thank you,

Pierre

From: [Raen Payne](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:56:43 AM

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Thank you.

From: [Zacharie Esmili](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:57:01 AM

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Thank you.

Zacharie Esmili

From: [Mahdi Rahimi](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:57:27 AM

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Thank you.

~Mahdi

From: [Julian Gonzalez](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:57:30 AM

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Thank you.

J.A.G.

From: [Casey](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:58:05 AM

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Thank you.
Casey Frost D7

From: [Naz Hamid](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: No Turn On Red policy
Date: Monday, August 5, 2024 11:58:31 AM

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

Dear SFMTA Board of Directors,

As a 15-year plus resident of Soma, pedestrian, runner, and cyclist, I've experience and seen a wide range of potentially life-threatening altercations with vehicles because of turns on reds. As we all know, both pedestrian and cyclists deaths have occurred in this neighborhood and others around the city.

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Thank you.

From: [Brooks Ward](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:58:33 AM

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From: [Ethan L.](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:59:05 AM

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Thank you.

Sent from my iPhone

From: [Chris Bougas](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:59:53 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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Thank you.

Christopher Bougas
55 Sussex St
979-771-0274

From: [Karl Voelker](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:00:05 PM

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Thank you,

Karl Voelker
Resident of District 7

From: [Joshua Jenkins](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:00:38 PM

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From: [ervin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:02:14 PM

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Thank you.

Sent from my iPhone

From: [Elizabeth Creely](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Luke Bornheimer](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:03:09 PM

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

Dear SFMTA Board of Directors,

No Turn on Red is a common sense solution to pedestrian and cyclist injuries and fatalities in San Francisco. I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting.

Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red.

A real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike.

The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality.

Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years.

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In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press.

Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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Thank you.

Elizabeth Creely
2784 22nd Street
San Francisco

From: [Harold Findley](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:03:10 PM

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Harold

From: [Victoria Groom](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:03:16 PM

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Thank you.

From: [Logan Bryck](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:04:25 PM

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I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

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Thank you.

—Logan Bryck

From: [Tim Marcus](#)
To: [SFMTA Board of Directors](#)
Cc: [Renee Brown-Lewis](#) (NTOR); [Board of Supervisors \(BOS\)](#); [CAC/Utilities](#) (BOS); [Public Works](#) (BOS); [MISC/ADOT](#); [OTPA Health Commission](#) (OTPA); [VisionZeroSF/Infra](#) (OTPA); [Sustainable/Transportation](#) (OTPA); [LivableStreets/Infra](#) (OTPA); [Traffic](#); [Infra](#) (NTOR); [Grant](#); [Ted](#) (NTOR); [Olga](#); [Bonnie](#) (NTOR); [Luis/Infrastructure/General](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:05:31 PM

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Thank you.

- Tim

Tim Marcus
Milkman Sound, Inc
San Francisco, CA
https://url.avanan.click/v2/___www.milkmansound.com___YXAzOnNmZHQyOmtE6bzpmODhlMDNjZjg3Y2MyYTR&ZTJtOWUxNDQzZTE2MmE2MTc0Zj0k0M2Y6NzZlMGIxOTBkYzFnY2E3NmZ3ZnE2OGFjODQ5YzEwMDZhNWUyYmEzN2I3MGU2YWU2NTEIMDQ0ZTM2OThhZDZlZTpt0IQ6Tg

*sent from mobile

From: [Alex Donegan](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:10:23 PM

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Thank you,
Alex Donegan
District 8 Resident

From: [Alex Donegan](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 5, 2024 12:10:48 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,
Alex

Alex Donegan
alexdonegan@gmail.com
20 Ford St

San Francisco, California 94114

From: [Susan Nawbary](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:13:57 PM

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Dear SFMTA Board of Directors,

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Thank you.

Sent from my iPhone

From: [John Grogg](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:14:32 PM

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

Dear SFMTA Board of Directors,

As a frequent pedestrian in our city, no turn on red has my complete support.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved. Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and

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Thank you,
John Grogg
1355 Pacific Resident

From: [Heather Schloss](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:18:00 PM

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Thank you,

Heather Schloss

From: [Fairley Parson therapy](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:18:36 PM

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Thank you.

Sent from my iPhone

From: [Carol Brownson](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Luke Bornheimer](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:18:47 PM

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No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

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for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

From: [Lindsay Meisel](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:18:53 PM

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Thank you.
Lindsay

Sent via [Superhuman](#)

From: [Craig Rode](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:19:43 PM

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Thank you.

Craig Rode

From: [Matthew True](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:20:03 PM

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Thank you.

From: [Zack Deutsch-gross](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:23:26 PM

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Thank you.

From: [Ian Hewitt](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:23:39 PM

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Ian Hewitt

From: [Peter Belden](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [VisionZeroSF](#); [Sustainable Streets](#); LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [Luke Bornheimer](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:26:16 PM

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From: [Erica Engle](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:26:32 PM

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especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Sarah Boudreau](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:30:41 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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Thank you,
Sarah Boudreau

From: [Kai Ninomiya](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:30:45 PM

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Thank you.

From: [Danny G Lontoc](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:35:42 PM

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Thank you.

From: [Barnett Trzcinski](#)
To: MTABoard@sfmta.com
Cc: [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); LivableStreets@sfmta.com; LukeBornheimer@gmail.com; [MDC \(ADM\)](#); [Breed, Mayor London \(MYR\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; [Graff, Ted \(MTA\)](#); VisionZeroSF@sfmta.com; [Youthcom, \(BOS\)](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:35:58 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting.

Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia.

Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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Thank you.

Barnett Trzcinski
D2

From: [Anthony Snyder](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:37:47 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

Sent from my iPhone

From: [Felix Sargent](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:38:29 PM

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Thank you.

Felix Sargent

Find time with me via [FelixSargent.com](https://www.felixsargent.com)

From: [Charles Whitfield](#)
To: [MTABoard](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); [CAC@sfmta.com](#); [Youthcom, \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); [VisionZeroSF@sfmta.com](#); [Sustainable Streets](#); [LivableStreets@sfmta.com](#); [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); [LukeBornheimer@gmail.com](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:39:02 PM

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Thank you,

Charles Whitfield

From: [Ben Rosengart](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:39:05 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thanks and best regards,

--

Ben Rosengart +1 718 431 3822

"Like all those possessing a library, Aurelian was aware
that he was guilty of not knowing his in its entirety [...]"

-- Jorge Luis Borges

From: [William Cline](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:40:16 PM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

From: [Calvin Thigpen](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Monday, August 5, 2024 12:41:24 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Calvin Thigpen
thigpen.calvin.g@gmail.com
786 21st Avenue San Francisco, CA
San Francisco, California

From: [Austin Isaacsohn](#)
To: MTABoard@sfmta.com
Cc: [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); LivableStreets@sfmta.com; LukeBornheimer@gmail.com; [MDC \(ADM\)](#); [Breed, Mayor London \(MYR\)](#); [Olea, Ricardo \(MTA\)](#); SustainableStreets@sfmta.com; [Graff, Ted \(MTA\)](#); VisionZeroSF@sfmta.com; [Youthcom, \(BOS\)](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:46:23 PM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis

for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

Austin Isaacsohn
Senior Integrations Manager

ROADSTER

[300 De Haro, Suite 334](#)
[San Francisco, CA 94103](#)

O | (650) 381-0876
W | roadster.com

From: [Noah Strick](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 12:47:32 PM

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Dear SFMTA Board of Directors,

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Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

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Thank you.

From: [Gerard Cronin](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 11:24:13 AM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,
Gerard

Gerard Cronin
gerard.cronin@cca.edu
1111 8th St

San Francisco, California 94107

From: [Martin Linenweber](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 11:26:22 AM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Martin Linenweber
mmlinenweber@gmail.com

San Francisco, California 94117

From: [Rick Betita](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: From a SF citizen and pedestrian: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 11:44:13 AM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Rick Betita
rickbetita@gmail.com
915 Franklin St, Apt 302
San Francisco, California 94109

From: [Jheel Manish Doshi](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 12:20:47 PM

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Thank you,

Jheel Manish Doshi
jheelmdoshi@gmail.com
400 Beale st
San Francisco, California 94105

From: [Thomas Christianson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 12:37:08 PM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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Thank you,

Thomas Christianson
izauze@gmail.com
860 Haight St., Apt 2
San Francisco, California 94117

From: [Leo Grimaldi](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 1:12:48 PM

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The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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Thank you,

Leo Grimaldi
leo.grimaldi.fr@gmail.com
3668 24th Street
San Francisco, California 94110

From: [Bill Gallagher](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 1:19:28 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Bill Gallagher
william.p.gallagher@gmail.com
550 27th St
San Francisco, California 94131

From: [Carol Brownson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a genuine citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 4:18:49 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a genuine citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red that is genuinely citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Carol Brownson
cbbrownson@gmail.com
2309 California
San Francisco, California 94115

From: [Jeff Michael](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Friday, August 2, 2024 4:33:50 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Jeff Michael
jmichael94127@outlook.com
405 Joost Ave
San Francisco, California 94127

From: [Michael Sacks](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 3, 2024 9:29:26 AM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Michael Sacks
michaelsacks@gmail.com
2859 Sacramento St
SF , California 94115

From: [Travis Thompson](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Saturday, August 3, 2024 12:18:54 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

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I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Travis Thompson
travis.r.thompson@gmail.com
218 Downey St
San Francisco, California 94117

From: [Caroline Ayres](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please support the proposed e-bike purchase/lease incentive program to help families, workers, and all people shift trips to bikes, reduce car traffic, demand for parking, noise, air pollution, climate emissions, and fatalities/injuries, while increa...
Date: Sunday, August 4, 2024 3:15:18 PM

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

The Board of Supervisors,

I sincerely urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which would help more families, workers, and older people shift trips to bikes, increasing safety, affordability, and equity. It would reduce car traffic, demand for parking, costs related to roadway construction/ maintenance, noise, air pollution, and climate emissions.

Please publicly support the proposed program and work with the advocates behind the proposed program to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other eligible funding sources.

The proposed e-bike purchase/lease incentive program — inspired by, and modeled off, effective programs in Denver, Colorado, Austin, Texas, and Atlanta, Georgia — would reduce the financial burden for families, workers, and other people who want to use bikes for transportation, with a larger incentive for low-income individuals and families who qualify.

By helping more people purchase or lease e-bikes, you will decrease car traffic, demand for parking, costs related to roadway construction/ maintenance, noise, air pollution, climate emissions, and road fatalities/injuries while increasing economic activity, revenue for local businesses, community connectedness, improving public health, and public land available for trees, seating, parks, playgrounds, housing, and other more effective land uses. Due to the cost-saving effect of increased bike ridership and bike infrastructure, the e-bike incentive program may well net cost savings for the City, County, and state, something that is especially needed and beneficial given the budget deficit and crisis.

You can find more information about the proposed program and related grassroots campaign at https://url.avanan.click/v2/___https://eBikeSF.org___YXAzOnNmZHQyOmEBbzplMWYyMWE0ZGQyNmE2NWE2ZTg1YzEzMGM0YmJM2NmMzo2Qj0MTY6ODFINTUyN2NhNGFkMTgxZDNkMDM4NDY1MjQ5ZjgxYjBhOWE2YjFjZWQzM2M3NTg5ZTdhOTc1OTc5MjhhNDZmZDp0OIQ6TG.

In order for this proposed program to become a reality, we need you to publicly voice your support for the program, secure funding for the program, and legislate the program. Will you commit to doing everything in your power to make this program a reality?

I urge you to support and approve the e-bike purchase/lease incentive program detailed by advocates at eBikeSF.org, which will help more families, workers, and other people shift trips to bikes, increase safety, affordability, and equity, and reduce car traffic, demand for parking, costs related to roadway construction/maintenance, noise, air pollution, climate emissions, and road fatalities/injuries. Please publicly support the proposed program and work with the advocates behind the proposal to create, approve, and launch the program as soon as possible, ideally within 2024 with funding from the City, SFCTA, MTC, state, federal government, and/or other funding sources.

Thank you.

Caroline Ayres
carolineayres6@gmail.com
205 28th St, Apt 2
San Francisco, California 94131-2301

From: [Caroline Ayres](#)
To: [Board of Supervisors \(BOS\)](#)
Subject: Please approve a citywide No Turn On Red policy to make it safer, easier, and more comfortable for people to cross the street...
Date: Sunday, August 4, 2024 3:32:18 PM

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

The Board of Supervisors,

I am writing to urge you to support and approve a citywide No Turn On Red to make it safer, easier, and more comfortable to cross the street in San Francisco as well as make streets safer and more predictable for car drivers. No Turn On Red has been proven to increase safety — especially for children, seniors, and people living with disabilities — including where it's been implemented in San Francisco (e.g. the 50 intersections in the Tenderloin). Now is the time to expand No Turn On Red citywide, so drivers know this unsafe behavior is no longer permitted throughout the city while people can feel safe crossing the street with easier and greater access.

Our city faces a roadway safety crisis and a climate crisis, both of which require making it safer to get around without a car and encouraging people to shift trips from cars to public transportation and active transportation (e.g. bikes, scooters, skateboards, mobility devices, etc.). Implementing No Turn On Red citywide will increase roadway safety (decrease roadway injuries) and help more people shift trips to walking, public transportation, and active transportation, making our city safer for people, especially people who are disproportionately negatively impacted by our roadway safety crisis and car-dominated transportation system (children, seniors, people living with disabilities, BIPOC). We need your leadership to make this street safety improvement now.

I urge you to support and approve No Turn On Red citywide to make it safer, easier, and more comfortable to cross the street in San Francisco. Please do everything in your power to ensure No Turn On Red is implemented citywide as soon as possible.

For those of you in state-level office, please work on legislation to allow SFMTA to implement No Turn On Red without installing signs at every intersection — which would enable the City to implement No Turn On Red citywide faster at a significantly lower cost and using significantly less staff time — and legislation to implement No Turn On Red statewide.

Thank you,

Caroline Ayres
carolineayres6@gmail.com
205 28th St, Apt 2
San Francisco, California 94131-2301

From: [Thomas Harvey](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:39:06 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

Thomas Harvey

From: [Patrick Linehan](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:39:29 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Liana Manukyan](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:39:46 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

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Thank you,

Liana M Crosby

From: [Greg Bodin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:40:02 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Michael Gallagher](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:40:04 AM

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

Dear SFMTA Board of Directors, I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety. Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved. Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution. I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at

September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting. Thank you.

From: [Emma Rudolph](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:40:51 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

Sent from my iPhone

From: [Philip Taylor](#)
To: MTABoard@sfmta.com
Cc: [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [DPH, Health Commission \(DPH\)](#); [Tumlin, Jeffrey \(MTA\)](#); LivableStreets@sfmta.com; LukeBornheimer@gmail.com; [MDC \(ADM\)](#); [Breed, Mayor London \(MYR\)](#); [Olea, Ricardo \(MTA\)](#); Sustainable.Streets@sfmta.com; [Graff, Ted \(MTA\)](#); VisionZeroSF@sfmta.com; [Youthcom, \(BOS\)](#)
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:41:03 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

No Turn on Red is proven to reduce crashes, fatalities, and injuries, during both red and green lights, it makes crossing the street safer and easier, especially for children, seniors, and people with disabilities — but also people in cars — and increases public safety as a whole, which San Franciscans have been demanding for years. NTOR is also proven to work, including in San Francisco — where driver compliance is 92%, close calls decreased by 80%, and cars blocking crosswalks by 72% after NTOR was implemented in the Tenderloin. There have also been countless studies and analyses about the positive benefits of NTOR throughout the United States over multiple decades, multiple cities have approved a citywide NTOR policy, including New York City, Cambridge, Massachusetts, Washington, D.C., and Seattle, and numerous cities are considering approving policies, including Atlanta, Georgia. Approving a citywide NTOR policy is a common sense and proven solution to increasing roadway and public safety.

Approving a citywide NTOR policy is not only good public policy for public safety — it's supported by San Franciscans and being celebrated by the press and people around the world. In the less than six months since our campaign launched, more than 1,000 people have signed the petition and news media have featured the campaign in more than 50 articles and reports, including the San Francisco Chronicle, Los Angeles Times, The Guardian, and Associated Press. Separately, the Board of Supervisors unanimously supported a citywide policy, alongside the SFMTA Citizens' Advisory Council, the Youth Commission, and the Mayor's Disability Council. The support for a citywide NTOR policy is overwhelming and makes approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

Finally, you and the City face three compounding crises that approving a citywide NTOR policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis

for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you,
Philip Taylor, DO

From: [Andres Mora](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:41:23 AM

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

Dear SFMTA Board of Directors,

I have been trying to help with our traffic and climate challenges by commuting to downtown on bike but it still feels pretty hostile and dangerous at times. No turn on red would go a long way to helping safety on our roads.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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approving a citywide policy that much easier, but we need you to take action in order to have that policy proposed and approved.

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Thank you.

Andres Mora

From: [Marcelo Vanzin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:42:15 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Finally, you and the City face three compounding crises that approving a citywide NTOR

policy would help to address: a roadway safety crisis, our climate crisis, and the budget crisis for SFMTA and the City. Approving a citywide NTOR policy will help address these crises by reducing roadway crashes, car trips and emissions, and bureaucracy, staff time, and taxpayer money spent on unnecessary and harmful process. A citywide NTOR policy will help you and the City address multiple crises with a single solution.

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

Thank you.

From: [Trevor McKay](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:42:19 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and

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Thank you.

Trevor McKay

From: [Bert Vander Meeren](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:42:48 AM

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Dear SFMTA Board of Directors,

I urge you to direct staff to present a **citywide No Turn on Red policy for all signalized intersections in the city** at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you,

Bert Vander Meeren
3620 Cesar Chavez Street Unit 404
San Francisco, CA 94110

From: [Hamza Shaikh](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:44:01 AM

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

Dear SFMTA Board of Directors,

I urge you to direct staff to present a citywide No Turn on Red policy for all signalized intersections in the city at September's Board meeting and endorse that policy at tomorrow's meeting. Our city has a roadway safety crisis, people don't feel safe crossing streets because drivers are allowed to take turns on red, and a real citywide No Turn on Red policy for all signalized intersections would instantly make our streets safer, including for car drivers and especially for children, seniors, people with disabilities, and people who walk or bike. The Board of Supervisors unanimously supported a citywide policy and you are the only people who can make a real citywide policy a reality. Please direct staff to present a real citywide policy at your September meeting and endorse that policy at tomorrow's meeting.

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Thank you.

From: [Nancy Beam](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:44:30 AM

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Thank you.

Nancy Beam

From: [Mike Ottum](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:44:34 AM

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From: [Joel Kin](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:44:37 AM

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Thank you.

From: [Eric Gregory](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:45:22 AM

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From: [Jamie Zawinski](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:47:11 AM

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To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:47:13 AM

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From: [Michael Hill](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:47:20 AM

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Thank you.

From: [Michael Hill](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:47:26 AM

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From: [Michael Hill](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:47:28 AM

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Thank you.

From: [Ira Kaplan](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:48:03 AM

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Thank you.

Sent from my iPhone

From: [Rod Lemaire](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:48:10 AM

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Thank you.

sent iphonicallly

From: nick@marinak.is
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:49:13 AM

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Thank you,

Nick Marinakis

From: [Alexander Perry](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:49:22 AM

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From: [Lizzie Siegle](#)
To: MTABoard@sfmta.com
Cc: [Breed, Mayor London \(MYR\)](#); [Board of Supervisors \(BOS\)](#); CAC@sfmta.com; [Youthcom. \(BOS\)](#); [MDC \(ADM\)](#); [DPH, Health Commission \(DPH\)](#); VisionZeroSF@sfmta.com; SustainableStreets@sfmta.com; LivableStreets@sfmta.com; [Tumlin, Jeffrey \(MTA\)](#); [Graff, Ted \(MTA\)](#); [Olea, Ricardo \(MTA\)](#); LukeBornheimer@gmail.com
Subject: Please direct staff to present a citywide No Turn On Red policy at all signalized intersections and endorse that policy at tomorrow's meeting
Date: Monday, August 5, 2024 11:49:44 AM

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From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Pomeroy Center Encampments 2 letters
Date: Thursday, August 29, 2024 2:37:16 PM
Attachments: [Pomeroy Center 2 letters.pdf](#)

Dear Supervisors,

Please see attached 2 letters from members of the public regarding encampments adjacent to the Pomeroy Center.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: [Jonathan Alba](#)
To: [Breed, Mayor London \(MYR\)](#); [Melgar, Myrna \(BOS\)](#); [MandelmanStaff \(BOS\)](#)
Cc: [MelgarStaff \(BOS\)](#); [Board of Supervisors \(BOS\)](#); daviddubinsky@prrcsf.org
Subject: Pomeroy Center, Zoo Road Encampments
Date: Monday, August 5, 2024 1:59:46 PM

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Dear Mayor Breed, Supervisor Melgar, and Supervisor Mandelman:

I am writing to you today as a concerned parent of a participant at the Pomeroy Center, a vital resource for individuals with intellectual disabilities in our community. My son, Brendan, relies on the Pomeroy Center for essential services and social interaction.

I was disconcerted to learn about the recent relocation of numerous RVs and automobiles to Zoo Road, directly adjacent to the Pomeroy Center. While I empathize with the challenges faced by those living in these vehicles, the current situation poses a direct threat to the safety and well-being of the Pomeroy Center participants, staff, and volunteers.

My son, who has an intellectual disability, is particularly vulnerable. He arrives and departs from the Center independently and must now navigate around unsafe and unsanitary conditions. In the past, when similar encampments were present, Brendan was forced to endure a gauntlet of debris and unsupervised dogs, including pit bulls, causing him distress and anxiety.

Additionally, the presence of these encampments in the recent past has resulted in a rise in trespassing incidents, with individuals seeking to use the center's facilities during program hours. There were also reports of burglaries and car break-ins. This disrupts the center's operations and creates an atmosphere of fear and insecurity for everyone involved.

I urge you to take immediate action to address this critical situation. Specifically, I request the following:

- **Relocation of the Encampments:** Please prioritize the relocation of the encampments to a more suitable location where essential services can be provided to the residents without jeopardizing the safety and security of the Pomeroy Center.
- **Immediate Safety Measures:** In the meantime, while the relocation process is underway, I would like to ask that the City implement immediate safety measures, including increased police and sanitation presence in the area to deter trespassing and ensure the safety of everyone using the Pomeroy Center.

Regular Monitoring and Enforcement: I also request that the City establish a system for regular monitoring and enforcement to prevent future encampments from forming near the Pomeroy Center.

The Pomeroy Center plays a vital role in our community, providing essential support to individuals with intellectual disabilities. It is imperative that we protect this valuable resource and ensure the safety and well-being of all who rely on it.

Thank you for your time and attention to this urgent matter. I hope you will take swift and decisive action to address this issue and ensure the safety and security of the Pomeroy Center community.

Respectfully,

Jonathan L. Alba
912 Cole Street, 170
San Francisco, CA 94117
415-601-3245 Cellular

From: [Randy](#)
To: [Breed, Mayor London \(MYR\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#)
Subject: Fwd: Please Read: Urgent Update from the CEO
Date: Monday, August 5, 2024 1:27:09 PM

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

Hello Mayor Breed,

I know how much you love the Pomeroy Center, as you have attended the Banner of Love fundraiser every year since you've been Mayor. The Center needs your help; I have forwarded the email from the CEO, David Dubinsky.

I recently retired from the Pomeroy Center; I was employed there for 8 years. Last year we had a similar situation with RVs & other vehicles encampment along Zoo Rd. The people who occupied this space were verbally abusive to our participants, & created a very unsafe situation: they refused to leash their dogs; threw garbage, including bags with excrement over the fence into the garden area; blocked sidewalks & the street with piles of miscellaneous objects (it looked like a garbage dump). There were multiple break-ins at the Center during the night; computers & other things were stolen. Once they were gone, the break-ins stopped.

After what we went through last year, I can not believe the City relocated these vehicles from Winston Dr. to Zoo Rd. Please do something about this to have them removed.

Thank you,
Randy Blaustein (she/her)

Begin forwarded message:

From: Randy <kiai72@yahoo.com>
Date: August 5, 2024 at 12:24:43 PM PDT
To: daviddubinsky@prcsf.org
Subject: Re: Please Read: Urgent Update from the CEO

Hi David - This is unacceptable & unbelievable, after what happened last year! I will go to the BoS meeting, talk about what happened last year, & ask them to do something about this mess. So sorry it happened again. - Randy

On Aug 5, 2024, at 11:51 AM, Pomeroy Center
<daviddubinsky@prcsf.org> wrote:



Important Message from the CEO

To Our Pomeroy Community:

I want to make you aware of a situation that is currently unfolding at the Pomeroy Center. Zoo Road, particularly the section next to our garden, has become the new home to over 25 residential RVs and another 20-30 automobiles relocated from Winston Drive last week. (Please see pictures below). Some in our city government and local homeless nonprofits believe Zoo Road is a suitable alternative to Winston Drive.

These RVs and cars have made it dangerous for our participants and staff to walk to the Center, posing a risk to those who commute from bus stops on Sloat or Skyline. We have reached out to both the Mayor's Office and to Supervisor Melgar's Office to express our concerns about the dangers posed by the RVs parked on Zoo Road. However, we need your support as community voices are very powerful and can drive change. Your involvement is crucial to ensure our message is heard.

We need your help to communicate to our city leaders that, while we share compassion for the RV residents, Zoo Road is not an acceptable location. There are many other parking lots and open spaces where the city could more easily provide services like bathrooms, showers, waste removal, and relocation assistance.

Below are the phone and email contacts for Mayor London Breed and District 7 Supervisor Myrna Melgar.

We ask you to please send them a message if you

agree with our concerns.

Contact the Mayor

Phone: 415-554-6141

Email: MayorLondonBreed@sfgov.org

Feedback to Mayor's Office of Neighborhood

Services: [Click Here](#)

Contact District 7 Supervisor

Phone: 415-554-6516

Email: myrna.melgar@sfgov.org

Email: melgarstaff@sfgov.org

Thank you,



David Dubinsky, CEO



Pomeroy Recreation & Rehabilitation Center | 207 Skyline Blvd
Pomeroy Center | San Francisco, CA 94132 US

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)

Constant Contact



From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: Quality of life issues - 7 letters
Date: Thursday, August 29, 2024 2:50:06 PM
Attachments: [quality of life issues 7 letters.pdf](#)

Dear Supervisors,

Please see attached 7 letters from members of the public regarding quality of life issues.

Regards,

Richard Lagunte

Office of the Clerk of the Board

San Francisco Board of Supervisors

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

Voice (415) 554-5184 | Fax (415) 554-5163

bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

Disclosures: *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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: [wy y](#)
To: mark.ferrel@sfgov.org; [Safai, Ahsha \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); mons@sfgov.org; [Board of Supervisors \(BOS\)](#); [Commission, Fire \(FIR\)](#); [FireChief, Secretary \(FIR\)](#)
Subject: SFFD Station #15 Chainsaws Noise Pollution
Date: Friday, August 2, 2024 10:25:21 AM

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

SFFD Station #15, 1000 Ocean Ave. is doing Noisy Chainsaws Checks Again at 08:30 AM...in Front of Station House, NOT EVEN BEHIND the Wooden Fencing and better yet with Ladder Rig to help Deflect the Noise!

This is Unacceptable for SFFD Station #15 to conduct DAILY NOISY CHAINSAWS Towards the Front of Neighboring Homes!

They could do it "BEHIND THE STATION HOUSE ALLEYWAY" that is driveway behind the 8" high Concrete Wall that they used to do and that Solved the Noisy CHainsaws!

But this Station House #15 will NOT COMPLY with Neighbors Request Order to do Noisy Chainsaws either in the back alleyway or if out towards the front, Behind the Fence with Ladder Rig parked to block the Noise ...and after 09:00 AM!

Please request the Chief Nicholson or Mayor Breed to "Standing Order" to this Station #15 to Comply with Neighboring Homes Orders....Is that too much to Ask???

Its Controllable Noise Pollution for the Health and Safety of Neighboring Homes and Quality of Life issue in this Neighborhood!

IS THAT TOO MUCH TO ASK??...How Disrespectful of SFFD Station #15 for Not being GOOD NEIGHBORS and be CONSIDERATE of Living in DENSE City Neighborhood!

Thank you,
Chris Wong
415-568-8298

From: bellwether@cityofsanfrancisco.gov
To: David.Lee@cityofsanfrancisco.gov, James.Woodward@cityofsanfrancisco.gov, Jeffrey.Holmes@cityofsanfrancisco.gov, Charles.Bellwether@cityofsanfrancisco.gov
Subject: Bellwether 3
Date: Tuesday, August 6, 2024 9:30:12 AM

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

Bellwether 3

Terminator

The Arts and entertainment provide a vision into the future, aspects of Terminator 1 and 2 have already materialized in our society. Starting with 2 to justify 1, the malevolent A.I. known as Skynet, which today is as a prototype for Starlink, sends an advanced liquid metal based Cyborg villain called a T-1000 back in time to kill the future leader of the resistance. The T-1000 has morphing technology and can change both its appearance and voice in order to deceive others. The movie was released in 1991; today Artificial Intelligence can duplicate the human voice of specific persons using a short audio sample.

This is exactly what the T-1000 could do in the movie, so the movie was prophesy for the future, one we are now living since the early 2020's. It may take until 2100 to create the facial morphing technology that is as convincing as the voice already is. Getting back to the original Terminator, a movie with a 100 percent approval rating on the critiquing website Rotten Tomatoes, we can also see another prophesy fulfilled. The movie was the bellwether for modern and extreme violence in cinema. It was a 1984 blockbuster movie.

The unconscionable and heartless murder sprees in this movie set new records for mainstream violence and helped usher in the Age of Mass Shootings in America. This is the same as the voice morphing technology, which appears in both movies. The original Terminator perpetrates a mass shooting in a Nightclub and a Police Station, killing many with complete indifference to human life. We are living this prophesy at least since 1999. The point of this is that children should have never seen this movie; it's extreme adult content, and should have been rated X, as both lust and violence are equally dangerous.

Media is metaphorical Reality, a reality God cannot endorse, especially for teenagers.

One United Spirit

Our society has been programmed to view life mostly in the sense of Cops and Robbers, Conservative or Liberal, Rich or Poor, Smart or Stupid, Gay or Straight, Strong or Weak, Nice or Mean, Us or Them. While this downgrade to two dimensional thinking has devastated the Middle Class, it has also established extremism as a way of life. God created a three dimensional World, so the only way back from 2D thinking to 3D thinking is to go back to God. When this was a Christian nation we lived with a 3D mindset. Living in a 3D World produces a more vibrant and healthy society. God is an immense Upgrade.

Metaphorically and intellectually speaking, Humans are 3D, Animals are 2D and Plants are 1D. First World Nations think in 3D, Second World Nations think in 2D, and Third World Nations think in 1D. The reason no nations are thinking in 3D anymore is because they all have proverbial Hearts of Stone. This means the Holy Spirit cannot reach them, so God is removed. A Heart must be spiritually circumcised to be available to commune with the Holy Spirit, and then the 3D nature of Gods creation and divine will can be experienced in real time. The 2D method creates irreparable holes in the system only God can redeem.

Then of course there is Heaven, we should not forget about that. Heaven is 4D and higher, so living in 3D makes for an easy transition to Heaven. If anyone goes out at 2D they will find the jump to 4D to be difficult to achieve, and will end up hitting the far side of the canyon wall and falling to the depths below. Extremism is a form of devolution. It starts with love and caring, reduces to the law and indifference, and finally reaches the Stone Age and proactively destroys things. People were once following Jesus, and then suddenly decided to follow Moses. This reverse transition has harmed society, let us strive for love.

The middle class needs 3D, a gradient bridge connecting the other classes

One Step Closer

The World lost its way when the light of heaven was extinguished. When this happened a new paradigm was put in place, one where personal ambitions replaced the greater good. Under this new system, the objective of the human race became entirely upside down and backwards. The very foundation humanity was based upon became the best way to make profits, as in allegorically selling off the very ground they stood upon. This new mindset made human life disposable and the planet just another resource to be exploited. Notions of God and Heaven vanished as any real influence on earth, for-profit destruction reigns.

Courthouses need crime, news media needs disasters, and scandal and controversy are the best ways to get noticed. The bigger the fireball, the louder the insults and the higher the body count the more the human race tunes in. The ratings, size, scope and scale of the disasters are the primary driver of profits, in the end the most extreme of these all will be World War III, a disaster so massive and so unavoidable that the entire planet will be spellbound by the gravity of the situation. There are so many contradictory voices leading societies today that the sheer strain will be more than enough to induce global insanity.

For pharmaceutical companies this may seem as a silver lining, never mind the obvious conflicts of interest. There are two kinds of prophesies, those from the light and those from the darkness. In this case the word Hybrid reflects both the Rap style record player scratching blended with Nu Metal, and the joining of the human soul with a dark spirit. Although I would have preferred some sort of guitar solo, this song has a shouting section. Album cover and lyrics equal prophesy. Synchronicity: the first time I heard the following groundbreaking hit song, I was at work in a truck sitting in the passenger's seat with a Jew.

God prefers Christianity

Wednesday July 31 2024 3:25 AM

One Step Closer

Linkin Park - Topic

https://url.avanan.click/v2/?https://www.youtube.com/watch?v=KwN_f0rTHoE____YXAzOnNmZHQyOmE6bz04Y2JmNGRmYjEwMWFJNGVhY2l1M2FkOTYwZDIxNmM4Mj02OmI4M2U6MDg0NGVlYWY5ZjllYT04NDMzMzE5ZTM0YzVlZmMwNTM3Y2I4YTkwYzY4Mzc3MDJlZmI2OTk1NDM0OTkzN2M2OTp0OkY6TG

Thursday August 1 2024 4:00 PM

Dow down roughly -500 NASDAQ lost -400

Friday August 2 2024 4:00 PM

Dow down roughly -600 NASDAQ lost -3%

S&P down both days

Monday August 5 2024 4:00 PM

Dow down roughly -1000 NASDAQ lost -500 S&P off -100

Notes: The song starts out quiet and then quickly gets loud. This is why the first day nothing happened. The Market Rally broke, as in the lyrics "about to break", and by the loud shouting lyrics "Shut Up" ending the Rally. There are thousands of other examples dating back many years about everything under the sun, Courtesy Jesus Christ.

Thank you for your time and concern, have a nice day.

From: [Julien DeFrance](#)
To: [Board of Supervisors \(BOS\)](#); [Board of Supervisors \(BOS\)](#); [Souza, Sarah \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [ChanStaff \(BOS\)](#); [Chan, Connie \(BOS\)](#); [StefaniStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [PeskinStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [PrestonStaff \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [DorseyStaff \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [RonenStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [SafaiStaff \(BOS\)](#); [Sawyer, Jason \(POL\)](#); [SFPD Northern Station, \(POL\)](#); [Info@lowerpolkcbd.org](#); [Lowerpolkneighbors@gmail.com](#); [Cschulman@lowerpolkcbd.org](#)
Subject: [1101-1199 Sutter St] Abandoned vehicles, fake DP plates, one single owner monopolizing on entire block of parking to rotate his vehicles.
Date: Thursday, August 8, 2024 10:49:30 AM

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

Abandoned vehicles, fake DP plates, one single owner monopolizing on entire block of parking to rotate his vehicles.

REQUEST TO CITE AND TOW AWAY - WITHOUT NOTICE.

Location: Sutter St, 1100 block. Odd side.

Graffiti covered vehicles that are undermaintained, unoperatable and unoperated 100% of the time, with flat tires and other damages.

Never paying for parking.

Preventing other drivers and car owners to park on Sutter St between Larkin and Polk St.

Why isn't SF MTA citing and towing away those pieces of junk?

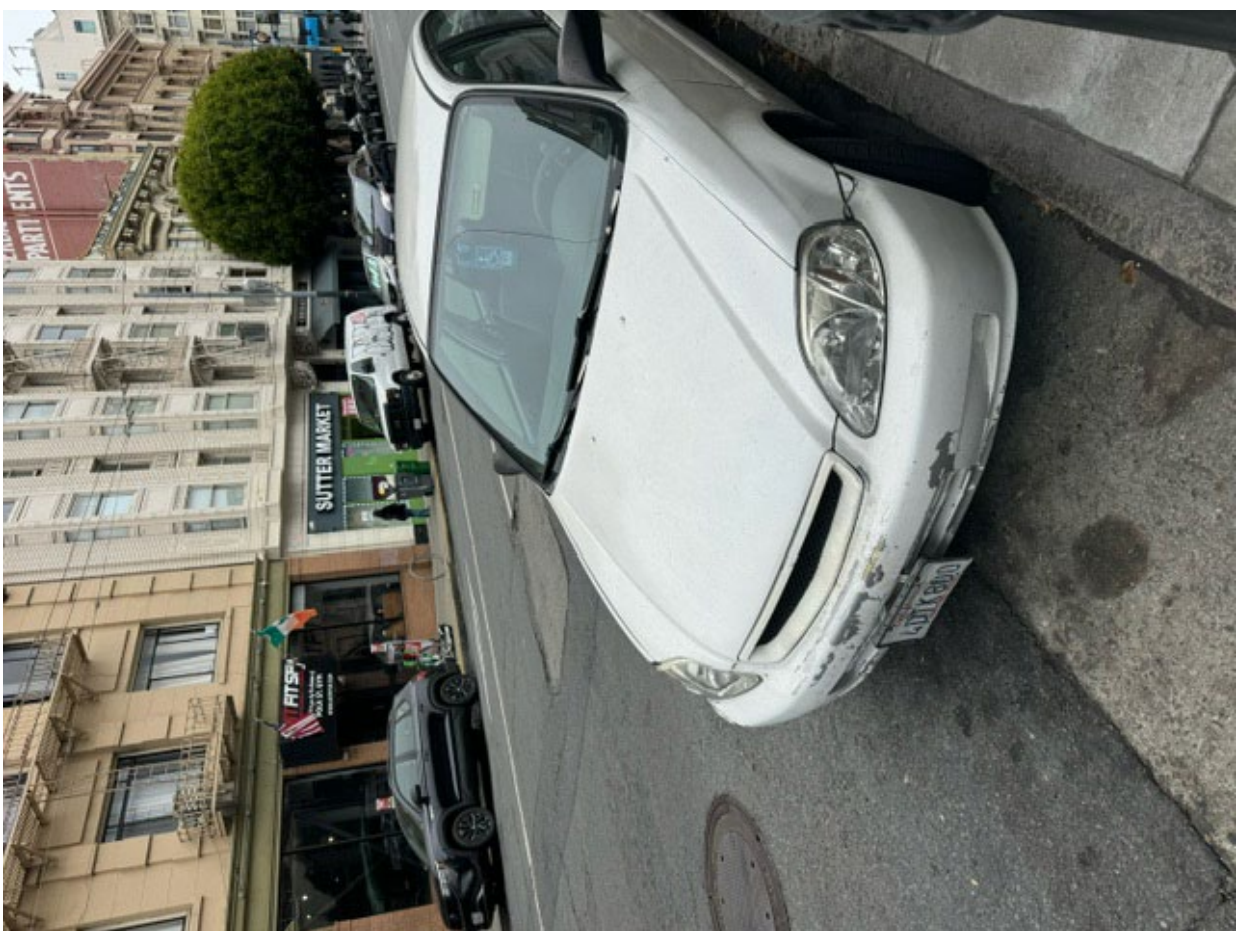
This neverending musical chairs circus MUST END NOW.

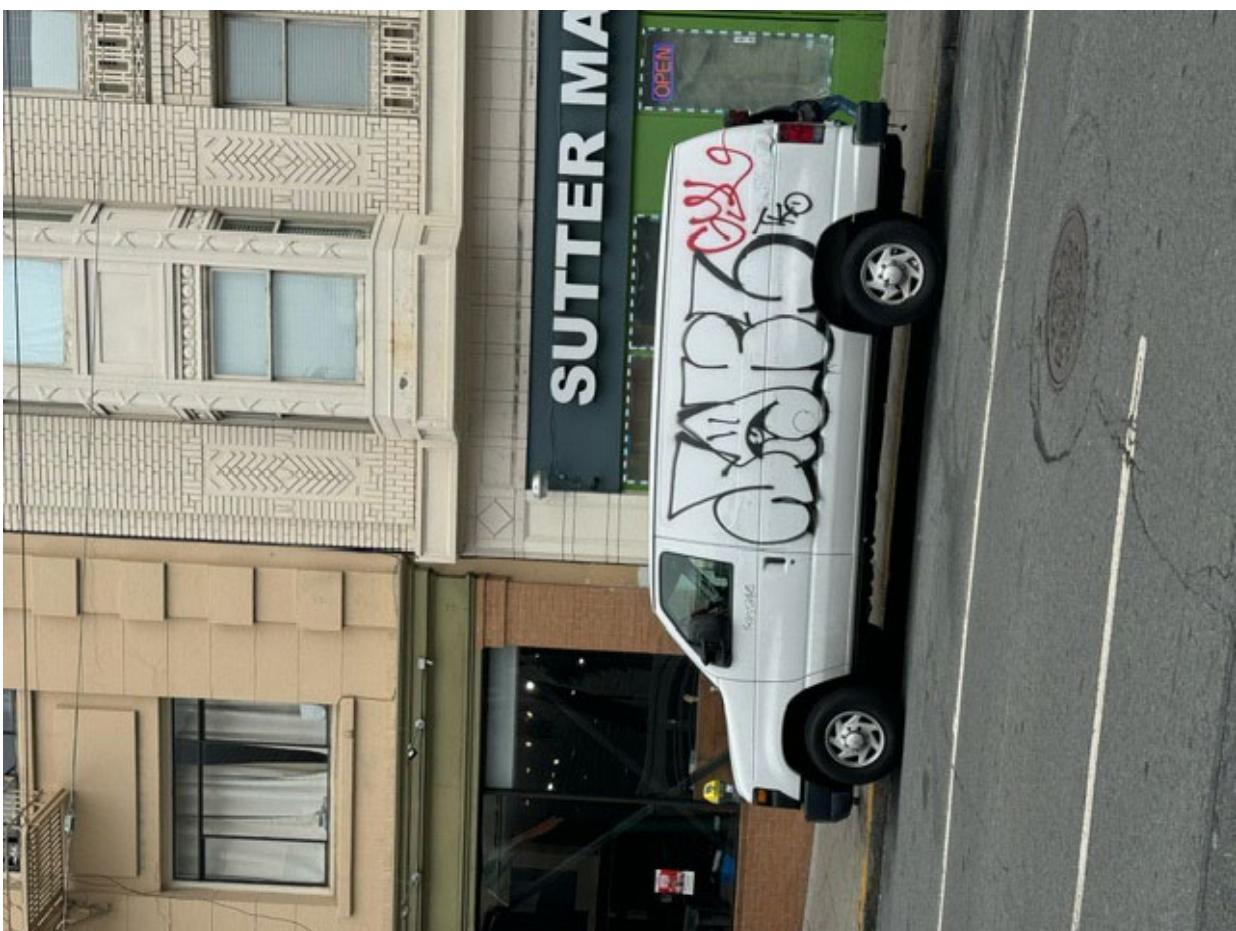
Please advise.

JD.























From: [Julien DeFrance](#)
To: [Board of Supervisors \(BOS\)](#); [Souza, Sarah \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [PeskinStaff \(BOS\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Breed, Mayor London \(MYR\)](#); [ChanStaff \(BOS\)](#); [Chan, Connie \(BOS\)](#); [StefaniStaff \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [PeskinStaff \(BOS\)](#); [Engardio, Joel \(BOS\)](#); [EngardioStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [PrestonStaff \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [DorseyStaff \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [MelgarStaff \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [MandelmanStaff \(BOS\)](#); [Ronen, Hillary \(BOS\)](#); [RonenStaff \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Waltonstaff \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [SafaiStaff \(BOS\)](#); [Sawyer, Jason \(POL\)](#); [SFPD Northern Station, \(POL\)](#); [Info@lowerpolkcbd.org](#); [Lowerpolkneighbors@gmail.com](#); [Cschulman@lowerpolkcbd.org](#)
Subject: Re: [1101-1199 Sutter St] Abandoned vehicles, fake DP plates, one single owner monopolizing on entire block of parking to rotate his vehicles.
Date: Tuesday, August 27, 2024 10:21:21 AM

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

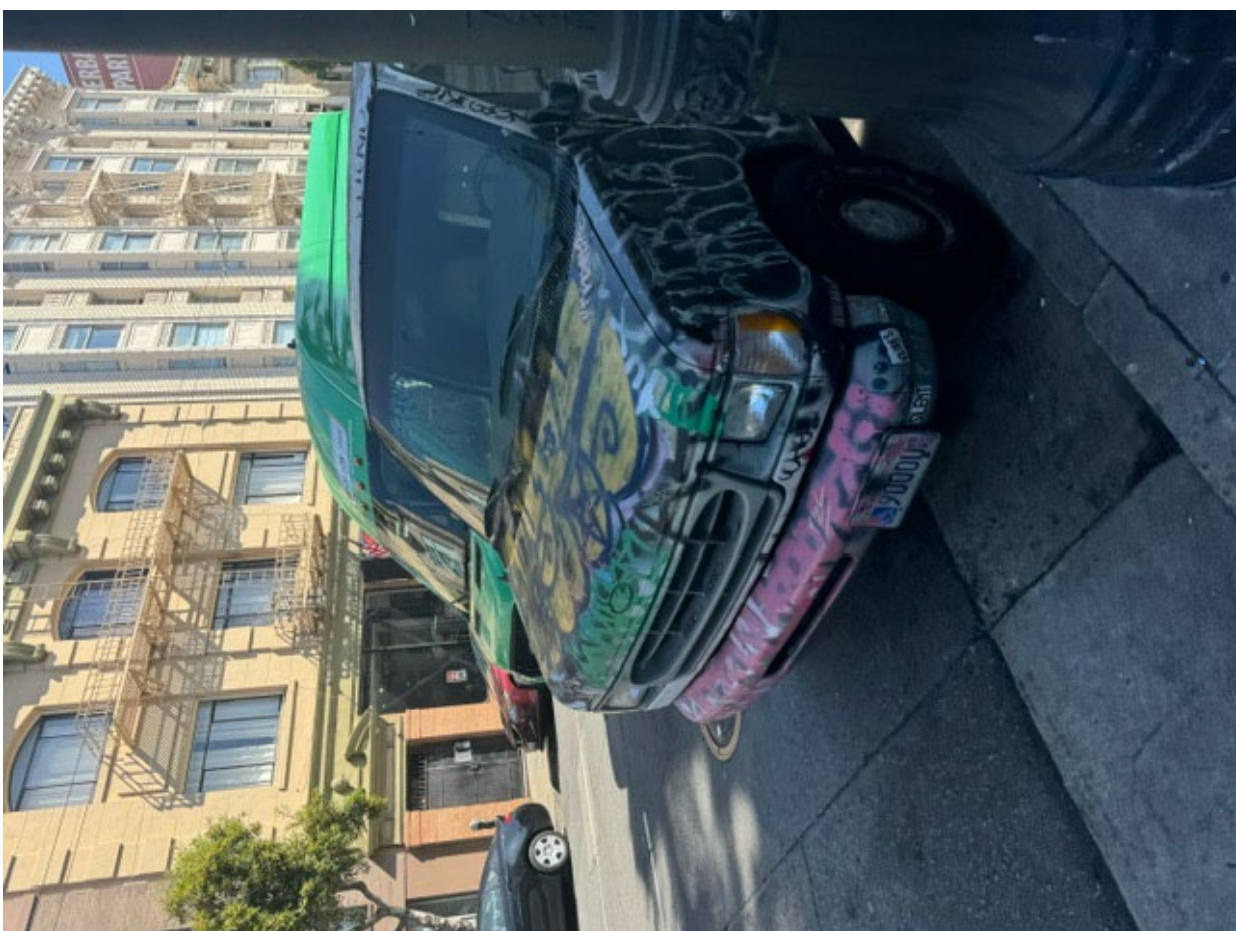
Good morning,

The situation is still happening, with more and more vehicles stealing our parking spots away, while never paying for meters.

The full block is illegally being filled with those merely abandoned vehicles.

- Please work with CA DMV and Revoke those fake or suspicious DP plates
- Please work with SF MTA and have all of those vehicles CITED and TOWED.

We've all had ENOUGH!

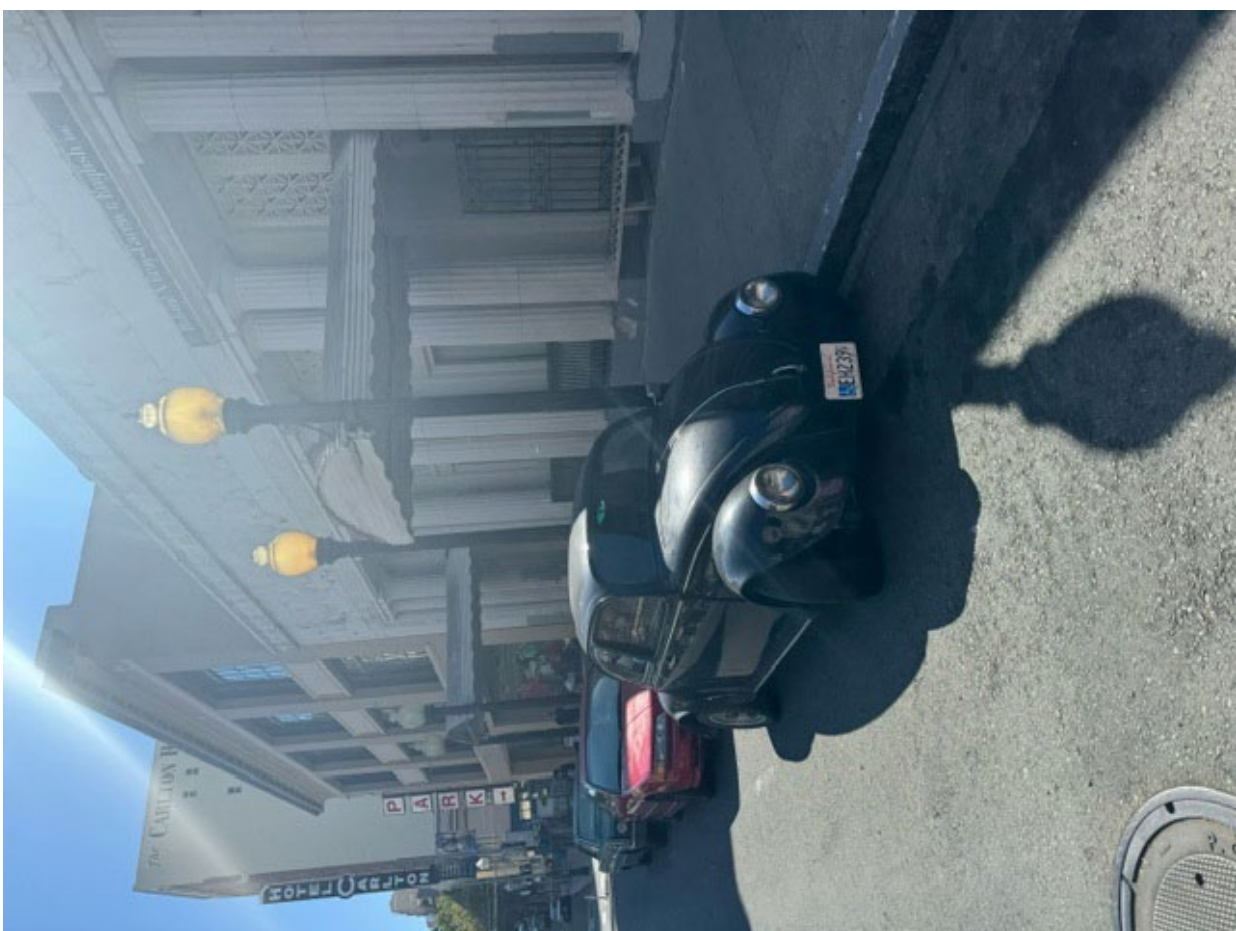


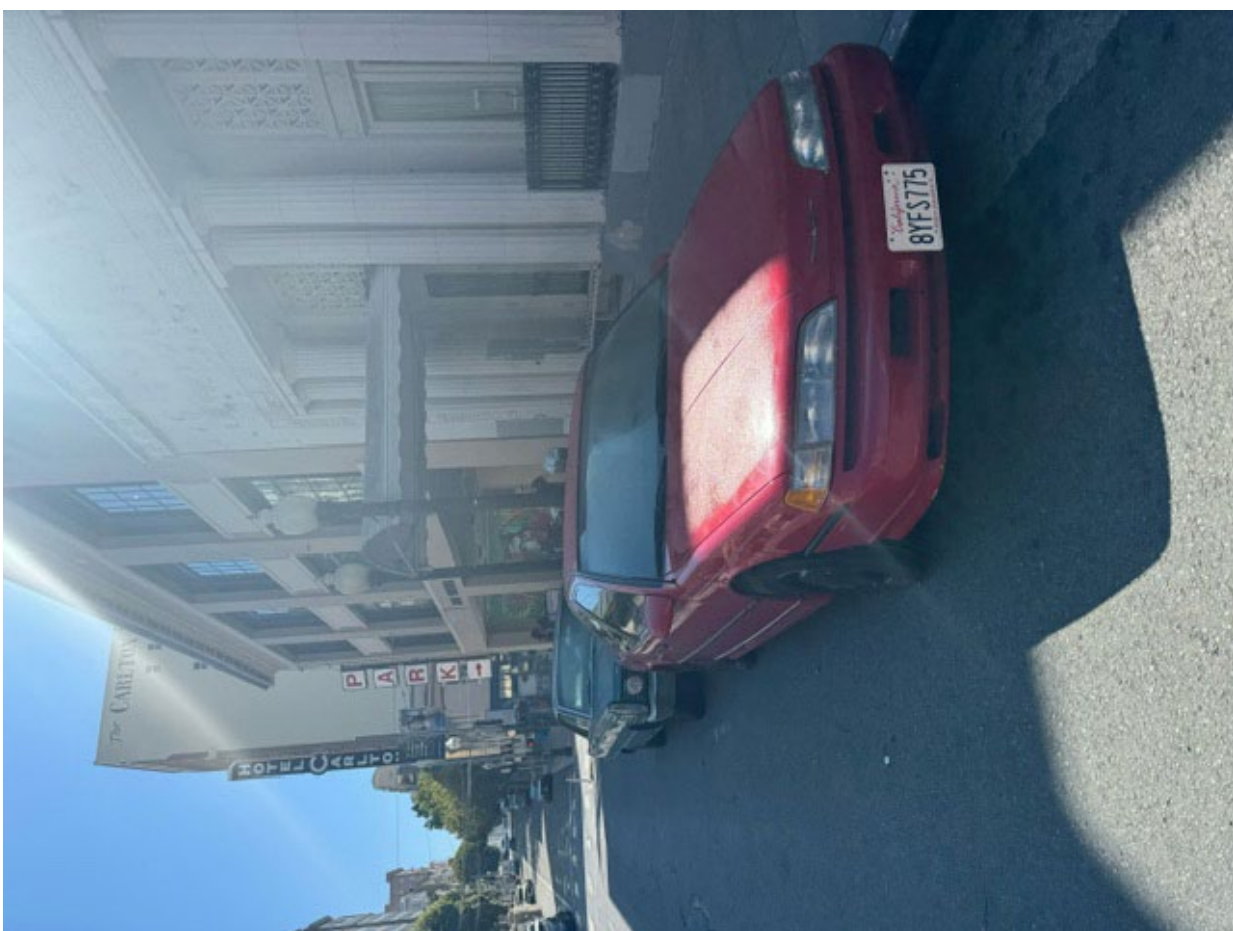






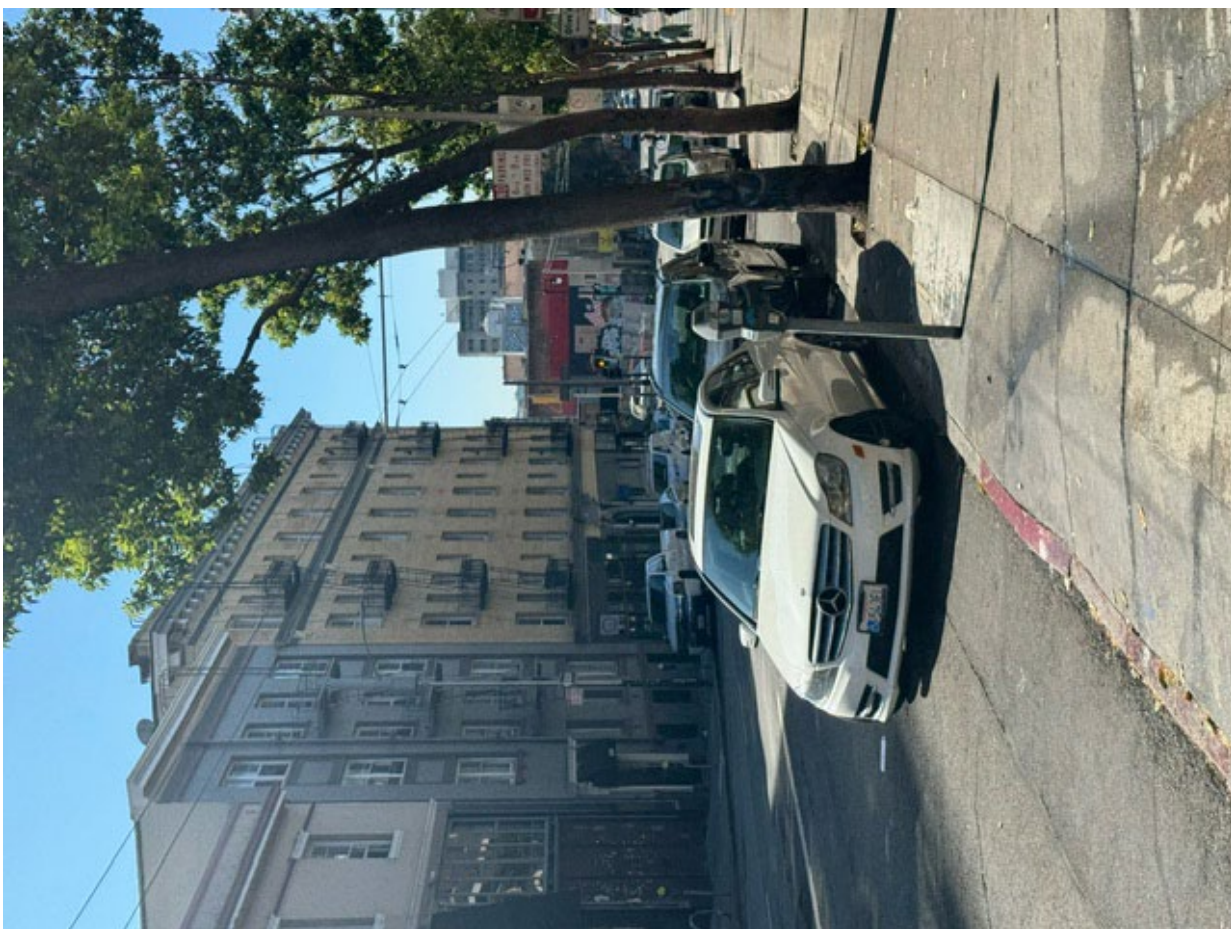












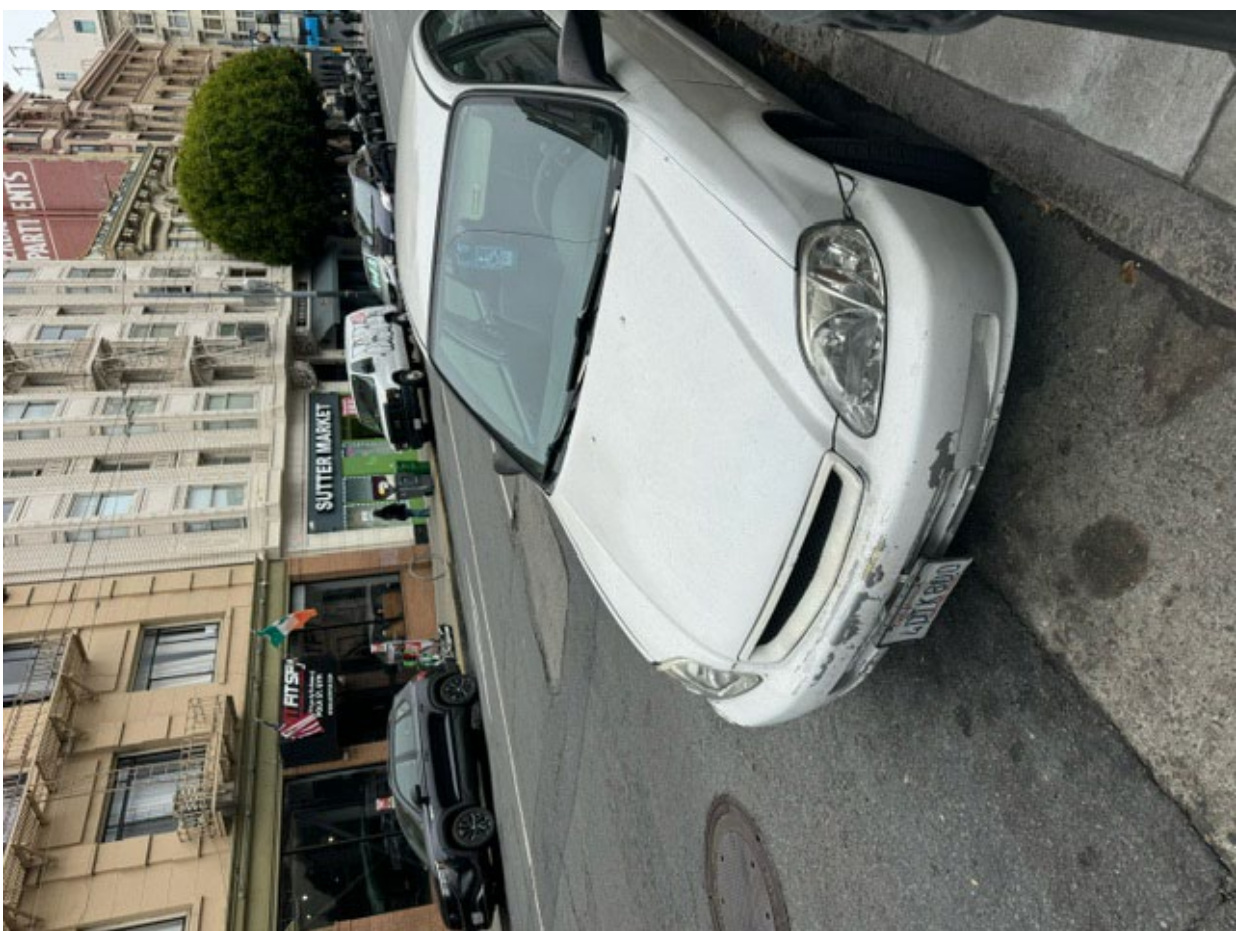
Sent from my iPhone

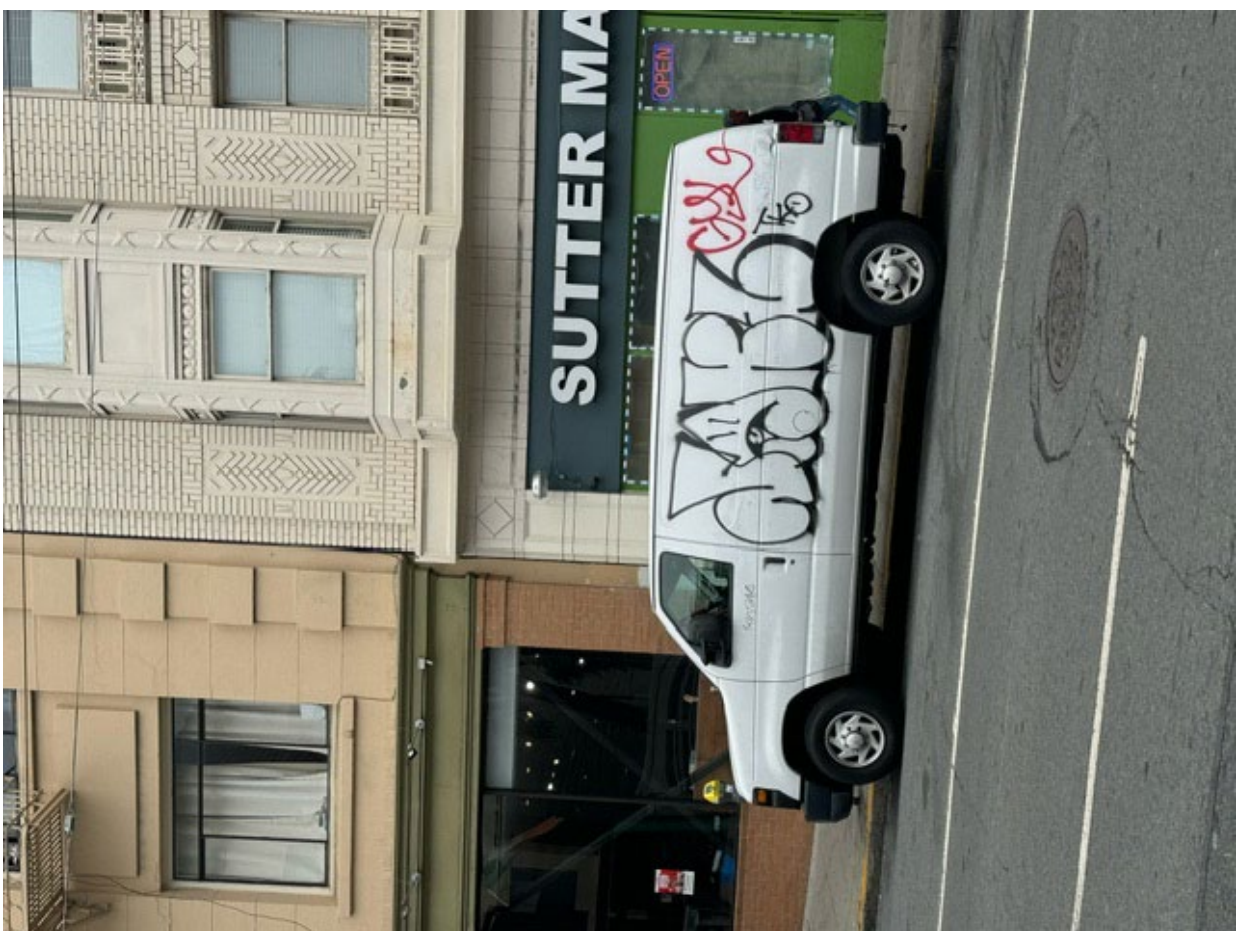
- > On Aug 8, 2024, at 10:48, Julien DeFrance <julien.defrance@gmail.com> wrote:
- >
- > Abandoned vehicles, fake DP plates, one single owner monopolizing on entire block of parking to rotate his vehicles.
- >
- > REQUEST TO CITE AND TOW AWAY - WITHOUT NOTICE.
- >
- > Location: Sutter St, 1100 block. Odd side.
- >
- > Graffiti covered vehicles that are undermaintained, unoperatable and unoperated 100% of the time, with flat tires and other damages.
- >
- > Never paying for parking.
- >
- > Preventing other drivers and car owners to park on Sutter St between Larkin and Polk St.
- >
- > Why isn't SF MTA citing and towing away those pieces of junk?
- >
- > This neverending musical chairs circus MUST END NOW.
- >
- > Please advise.
- >
- > JD.

>























>

From: goscience@aol.com
To: [Stefani, Catherine \(BOS\)](#)
Cc: [Communications, RPD \(REC\)](#); [MayorSunshineRequests, MYR \(MYR\)](#); [Board of Supervisors \(BOS\)](#); assignmentdesk@kqed.org; metrodesk@sfchronicle.com
Subject: Lack of bathroom access at the Palace of Fine Arts--Patience is at an end! (See photos below)
Date: Tuesday, August 27, 2024 7:24:56 PM

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

Dear Supervisor Stefani,

I have contacted you a number of times over the years on this issue and although you have responded positively, the results of your actions regarding disciplining the recreation and parks department and their lessees at the Palace of Fine Arts continues to fail to be adhered to.

I am a 33+ year resident of the SF Marina district and the Palace of Fine Arts is a frequent walking destination; one that attracts numerous visitors. It has been a practice by vendors using the facility to prevent use by visitors to the easily accessible bathrooms. (See photos below). After my contact with you, arrangements were made for the public to use these bathrooms 6 days a week from 10 AM to 5 PM, Mondays excepted.

However, over time, as new lessees at the Palace come and go, access to these bathrooms would be arbitrarily blocked. Often, when the doors were open to paid users, by formidable looking security guards. From time to time, I wrote to you and access was restored. When lessees block bathroom access there is often signage directing people to use bathrooms across Marina Blvd (see photos). **This is unacceptable as it forces people to cross six lanes of traffic to reach bathroom facilities that are both inadequate and often filthy. There is no reason to inconvenience visitors to the Palace area in need of relieving themselves, especially people unfamiliar with the location and with small children for the convenience of lessees of the Palace Facility.**

In my walks completely around the Palace, where there is access to the theater for ongoing performances, I had several conversations with security guards, who recognized this problem. I asked them why not place portable toilets for the use of the many walkers like myself who walk around the entire facility. I was told that it had been tried and removed because people living in the area had complained. It seems that many unhoused people living in their vehicles in the adjacent parking lot had used them increasingly and this was a problem of sanitation or...

In addition to complaining to you, I have added a number of addressees to this letter in the hope that the cumulative authority responsible for the health, welfare and enjoyment of residents of and visitors to San Francisco will effect a change in making

these bathrooms permanently accessible to people enjoying the Palace grounds. Moreover, I would recommend keeping access to these facilities available on a 7 day/week basis from 8 AM to 8 PM.

I realize that there's a cost to maintenance of these facilities but I see no reason that vendors and lessees profiting from the use of the Palace facilities cannot pay a bit more for the convenience of the often hundreds of daily visitors enjoying the Palace grounds.

Sincerely,

Alan Schein







From: [Wu Wai Choong](#)
To: [SFPD Graffiti Abatement Unit](#); [Board of Supervisors \(BOS\)](#)
Subject: Graffiti on 100 Duboce Avenue Property (Multiple incidents)
Date: Tuesday, August 27, 2024 10:05:04 PM

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

Hi there,

I am an owner in the building of 100 Duboce Ave, San Francisco, CA 94103.

We keep getting graffiti on our building and keep having to pay higher HOA fees to paint over it.

What can the government do to help us property owners with combating vandalism that we have to pay for.

Thank you.

Warm regards,

Wai

From: [Trvlr](#)
To: [Mark Reynolds](#)
Subject: Excuses
Date: Wednesday, August 28, 2024 10:57:36 AM

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

crime, open drug use, overdose deaths, curfews in Tenderloin, car break-ins, catalytic converter thefts....

San Francisco residents do not feel safe or proud of our City.

'SAN FRANCISCO

**Sex work has gotten so rampant again in S.F.'s
Mission District, residents are suing the city'**

Leaders of our formerly Fine City have lost control and cannot Police San Francisco

U.S. Veteran, Resident and Unaffiliated Voter

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Jalipa, Brent \(BOS\)](#)
Subject: FW: This is terrific news!! File No. 240681
Date: Thursday, August 29, 2024 3:01:47 PM

Dear Supervisors,

Please see below from Dick Allen regarding:

File No. 240681 - Resolution of Intention to establish San Francisco Enhanced Infrastructure Financing District No. 2 (Stonestown) to finance public capital facilities and projects of communitywide significance related to the Stonestown Project and other authorized costs, and determining other matters in connection therewith, as defined herein.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

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From: Richard B. Allen <richardballen35@gmail.com>
Sent: Saturday, July 27, 2024 9:07 AM
To: MelgarStaff (BOS) <melgarstaff@sfgov.org>; Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Cc: Morten <msarawak@yahoo.com>; Peder Jones <pederj@earthlink.net>; Frank Noto <Frank@fnstrategy.com>; Richard B. Allen <richardballen35@gmail.com>

Subject: This is terrific news!!

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

“Having grown up in the Sunset, Stonestown was a big part of my life as a kid,” said Supervisor Rafael Mandelman in a mayor’s office statement last week with co-sponsors Mayor London Breed and *Supervisor Myrna Melgar*

While on the SF Planning Commission in the 1980s, I lobbied hard to generate neighborhood support to build the Stonestown Gallery to replace the open-air, damp, ugly, outdated shopping center. There was a vocal group of neighbors that opposed building the Stonestown Galleria.

Best,

Dick Allen, District 7



supervisor Melgar

Daily update · July 27, 2024

NEWS

[SF supervisors approve plan for 3500 homes atop parking lots at Stonestown Galleria mall](#)

Piedmont Exedra

... **Supervisor** Rafael Mandelman in a mayor's office statement last week with co-sponsors Mayor London Breed and **Supervisor** Myrna **Melgar**. “It’s ...



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[Housing Approved For Stonestown Galleria | San Francisco, CA Patch](#)

Patch

... **Supervisor** Rafael Mandelman in a mayor's office statement last week with co-sponsors Mayor London Breed and **Supervisor** Myrna **Melgar**. “It’s ...



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[SF regulators give final approval for 3500 new homes in Stonestown Galleria](#)

the bharat express news

... **Supervisor** Rafael Mandelman said in a statement last week from the mayor's office with co-

sponsors Mayor London Breed and **Supervisor Myrna Melgar**.

From: [Board of Supervisors \(BOS\)](#)
To: [BOS-Supervisors](#); [BOS-Legislative Aides](#)
Cc: [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#)
Subject: FW: Important Update form PRC and Baker Places - Elevated Concern Status Removal
Date: Wednesday, August 28, 2024 3:57:37 PM
Attachments: [image001.png](#)
[BOS Letter - PRC Baker Staus Change Aug 2024.pdf](#)

Dear Supervisors,

Please see below and attached from PRC regarding PRC/Baker Places removal of Elevated Concern Status by the Controller's Office.

Regards,

Richard Lagunte
Office of the Clerk of the Board
San Francisco Board of Supervisors
 1 Dr. Carlton B. Goodlett Place, Room 244
 San Francisco, CA 94102
 Voice (415) 554-5184 | Fax (415) 554-5163
bos@sfgov.org | www.sfbos.org

Pronouns: he, him, his

***Disclosures:** 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 provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.*

From: Henneman, Tasha <tasha.henneman@prcsf.org>
Sent: Wednesday, August 28, 2024 11:59 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Important Update form PRC and Baker Places - Elevated Concern Status Removal

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

Dear Clerk,

Please share the attached letter with the BOS.

Many thanks,
Tasha



Tasha Henneman, Ed.D.

Chief of Policy & Government Affairs

Pronouns: she/her/hers

170 9th Street, San Francisco, CA 94103

Direct 510.504.0836 | Office 415.972.0887 ex. 287

tasha.henneman@prcsf.org | prcsf.org

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170 9th Street
San Francisco, CA 94103
Phone 415.777.0333
Fax 415.864.2398
prcsf.org

August 28, 2024

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

Re: Important Update Regarding PRC/Baker Places – Removal of Elevated Concern Status

Dear SF Board of Supervisors,

I hope this message finds you well. I am pleased to share some good news regarding PRC and Baker Places. On August 20, 2024, the San Francisco Controller's Office removed PRC and Baker Places from Elevated Concern status.

Thanks to the hard work of our team, board, technical consultants, and invaluable support from our City partners, PRC and Baker made swift and substantial progress to resolve all concerns regarding financial and management practices determined by the Controller's Office.

This achievement would not have been possible without your ongoing belief in us to carry out our mission. We remain committed to maintaining the highest standards of financial and operational excellence as we continue to serve our community.

Thank you for standing with us throughout this journey. We look forward to pursuing our work together and making impactful change in San Francisco.

In gratitude,

Chuan Teng, CEO