

FILE NO: 180975

Petitions and Communications received from September 25, 2018, through October 5, 2018, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on October 16, 2018.

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

From Patricia Borge, regarding taxi medallions. Copy: Each Supervisor. (1)

From Edward L. Levinson, regarding PG&E energy reports. Copy: Each Supervisor. (2)

From Department of Human Resources, regarding continuing work on Transbay Regional Transit Center. (3)

From Laborers Local 261, regarding claims made against Shimmick Construction. Copy: Each Supervisor. (4)

From Thomas, J. Busse, regarding the City Attorney and TetraTech. Copy: Each Supervisor. (5)

From Department of Human Resources, pursuant to Administrative Code, Section 16.82, submitting an annual report regarding Hospitalization and Medical Treatment. Copy: Each Supervisor. (6)

From California Fish and Game Commission, submitting notice of date change for hearings on proposed regulatory actions regarding annual sport fishing regulations, Lassics Lipene, and coast yellow leptoshiphon. Copy: Each Supervisor. (7)

From Department of Homelessness and Supportive Housing, pursuant to Administrative Code, Chapter 37, Section 37.6(j), submitting and annual report on evictions from subsidized housing for FY2017-2018. Copy: Each Supervisor. (8)

From Planning Department, pursuant to Administrative Code, Chapter 31, Section 31.12, submitting Draft Environmental Impact Report for proposed Potrero Power Station Project. Copy: Each Supervisor. (9)

From: [Patricia Borge](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: SFMTA Taxi Medallion Reform Concerns
Date: Friday, October 05, 2018 3:17:38 PM

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

October 5, 2018

Dear Supervisor,

I would like to direct your attention to some of the recommendations currently proposed by the SFMTA Taxi Division which will further damage the taxi industry if approved.

It is evident that some of the recommendations not only divide the drivers by allowing some to cover SFO (Recommendation #1) but they also want to take corporate and pre-K medallions from those who own and have paid fees for them (Recommendation #2). Meanwhile the TNC's continue to operate without regulatory restrictions, continuing the unlevel playing field.

During the presentation to the LAFCo on September 21, 2018, listeners were led to believe that pre-K medallions were "free". What I would call a "free" medallion are the 150 medallions the SFMTA Taxi Division gave itself and leased to companies in 2012, when the TNCs were already negatively affecting the taxi industry!

Pre-K medallions were not free, based on my family's experience. My grandfather, whose family escaped from Russia, came to San Francisco in 1918 and became a taxi driver. Later he established his own company, Sonoma Cab Co. He is pictured on the far right. By 1946, he owned Medallion #429. Due to health reasons, he later leased it to Speck Cab Co. In 1978, with Prop K, he shared ownership with his wife and daughter to provide for him & his family. At that time, it was renumbered #43. Upon his daughter's death his medallion was returned to SFMTA as required by regulation.

His son-in-law, my father, worked 20 years in the taxi industry. He owned medallion #6383 issued in 1946. With Prop. K, the medallion was renumbered to #44 and he shared ownership with me. When he could no longer work due to Alzheimer's disease, we leased the medallion, so others could drive. Upon my death medallion #44 will return to SFMTA. There was a regulation change that allowed me to sell the medallion and I did put my name on the list. That was 4 years ago. I continue to pay the rising annual fees despite the severe decrease in leased income. And now, SFMTA wants to revoke my legally owned and leased medallion to "balance fleet size and trip volumes" (Recommendation #2). Then, in Recommendation #3 they want to allow more medallions to be sold. This doesn't make sense. Worse, it is not fair to those of us who have paid for and owned our medallions for years.

In April 2016, the SFMTA Taxi Division had prepared a Medallion Reform package which I understand was agreeable to most in the taxi industry. Instead of trying to implement one

or more of those items, they decided to engage an outside consultant at the cost of \$225,000 from which they have basically made their recommendations further delaying any relief for the taxi drivers. Almost two years have gone by and still:

- the TNCs are without restrictions
- taxi drivers can't make their loan payments
- the San Francisco Credit Union has sued the SFTMA
- income has fallen for all leased medallions

I think you are aware of the benefits the taxi industry brings to San Francisco. They were very well outlined at the LAFCo presentation. Yet the medallion holders have been allowed to find themselves in the predicament they are in. They are all hard workers and want the best for their families and have followed the rules and regulations! Now, more unfair regulations are about to be imposed. Please use the authority of your office to bring some common sense to an out of control SFMTA Taxi Division.

Thank you for your attention to this very serious situation.

Sincerely,

Patricia Borge

From: [Edward Levinson](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: PG&E Energy Reports with regard to energy rates
Date: Monday, October 01, 2018 8:14:12 PM

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

Dear Supervisors, PG&E sends almost every month energy reports to almost all their customers. These reports are done by a third party (Oracle), are printed and mailed to all customers. The costs of these are funded through customer's energy rates. First, how valid are these reports? I am a retired senior who is home most of the time and only use what I have to use. I am compared to 100 other homes nearby and probably these people are at work for a large part of the day. Almost everyone who receives these reports say either that they don't look at them or are annoyed when they come.

PG&E are always requesting rate increases. How much money are they wasting on these reports. How much do they pay Oracle and what is the cost of printing and mailing these reports. Maybe without them, energy rates would not be as high. How come no one looks into this matter or brings it up. I'm sure almost everyone feels the same as me. I would truly appreciate it if you would look into this matter. It does effect everyone. Thank you for your time on this matter.

Sincerely,

Edward L Levinson
850 Burnett Ave Apt 9
San Francisco, CA 94131

From: HRD Alert (HRD)
Sent: Friday, September 28, 2018 10:28 AM
Subject: Work Continues on Transbay Regional Transit Center

Work Continues on Transbay Regional Transit Center

All Muni and AC Transit lines serving the Salesforce Transit Center are fully operational during this closure

San Francisco -- The Salesforce Transit Center remains closed due to two fissures discovered in the steel beams that support the Fremont Street section of the structure. Fremont Street between Howard and Mission Streets directly below the center is closed to vehicles and pedestrians. Mission Street directly below the center also remains closed.

MUNI and AC Transit are using the Temporary Transbay Terminal while the closure is in effect.

Safety is the number one priority, and the Transbay Joint Powers Authority (TJPA), engineers, and TJPA staff are working day and night to rectify the situation. In the meantime, here is what we know:

- Fremont Street between Howard and Mission Streets will remain closed through the end of next week
- Inspections show an additional fissure on an adjacent beam at the Fremont Street location and TJPA will conduct additional ultrasonic testing at this location to determine the extent of the damage
- Engineers are developing a shoring plan for the Fremont Street location. The team will first address opening Fremont Street as soon as safely possible, with bus operations to follow. The TJPA will then design a permanent repair and schedule construction to make those repairs.
- The issue only affects the Salesforce Transit Center and does not extend beyond the Fremont Street area.
- Transit impacts will continue at least through next week and commuters are advised to take public transportation, bike or walk. Avoid the westbound I-80 Fremont Street exit as well as driving in the South of Market area.

All Muni and AC Transit lines serving the Salesforce Transit Center remain fully operational during this closure, but are using the Temporary Transbay Terminal at Howard and Main streets. Ambassadors will be on-site to direct riders to boarding locations and provide updated transit information. Affected Muni routes include:

- 5 Fulton, 5R Fulton Rapid (On Howard at Main)
- 7 Haight/Noriega (On Main at Howard)
- 25 Treasure Island (On Beale and Folsom)
- 38 Geary, 38 Geary Rapid (On Main at Howard)

San Francisco government remains open for business and we should all plan ahead to ensure vital public services are not interrupted. Employees are still expected to arrive on time while this issue is addressed. However, employees and their supervisors may agree to flex starting and ending times of the normal work schedule to accommodate the commute, subject to any MOU limitations.

If you commute into San Francisco, please call 511 or visit 511.org for the latest transit information.

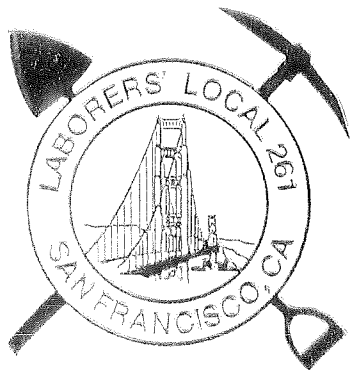
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This message brought to you by:

**SFMTA
Department of Emergency Management
Department of Human Resources**

* Please do not reply to this e-mail; this address is not monitored.



LABORERS' INTERNATIONAL UNION OF NORTH AMERICA

LOCAL UNION NO. 261

28 September 2018

BOS-11

Cpages

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

Re: Claims made against Shimmick Construction

Dear Board of Supervisors,

What occurred on 10 August 2018 at Twin Peaks Tunnel is a tragedy. Unfortunately, the dialogue around this subject has veered off course.

Claims against Shimmick Construction's safety record are inconsistent with our experience working with them over the years. Not once have we witnessed Shimmick take any short cuts when it comes to safety. Their reputation with labor and the construction industry as a whole is that of a reliable, professional contractor that's been operating safely for over two decades.

The reason why this is important, is because when an incident occurs understanding the facts is critical to learning and mitigating future occurrences.

Bottom-line, risk is inherent to the work we do so trust in your partners is essential. Shimmick is a company that has earned that trust time and time again and is a company we'll continue to partner with.

Sincerely,

Ramon Hernandez

Laborers Local 261

Business Manager

415-826-4550

Ramonliuna261@gmail.com

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2018 OCT -5 PM 1:05
BY

**Petition to the Board of Supervisors
City and County of San Francisco in the State of California**

Thomas J. Busse, a resident of District 5 in the City and County of San Francisco hereby petitions the Board of Supervisors to conduct a full enquiry into conflicts of interest between **City Attorney Dennis Herrera and TetraTech**, his association with the **international arms trade** via Albert Herberger, and confirm or deny Herrera's possible identity as the anonymous unindicted co-conspirator and informant under RICO at the National Maritime Administration for the 81 indictments issued after the **Operation Octanova and Knockdock investigations** of kickbacks and corruption in the National Fleet Ready Reserve, Title XI Loan Guarantee programs, and National Shipbuilding Initiative and Maritime Security subsidy programs.

Thomas Busse further petitions the Board of Supervisors to establish **no foul play** was involved in the **death of the late Police Commissioner L Julius Thurman**, once an assistant US Attorney in Englewood Cliffs, NJ who helped prosecute the Operation Octanova corruption cases against Maritime Contractors including Tetra Tech and who's files related to the Octanova investigation of MARAD and the sealed records regarding the **Unindicted Co Conspirator** are missing.

Thomas Busse finally petitions the Board of Supervisors to consider actions to **reform and reconstitute the entire Office of the City Attorney** in light of the Superior Court's findings of Whistleblower Retaliation and **endemic corruption within the City Attorney's claims bureau** in *Joanne Hoeper v. City & County of San Francisco*.

Background: Who is Dennis Herrera, Exactly?

Dennis Herrera's pre-City Attorney *biography does not stand up to scrutiny.*

Although in campaigning in 2001, Dennis Herrera claimed to function as "Chief of Staff" to the National Maritime Administration during the First Clinton Administration, I have made numerous FOIA requests to MARAD, the US Department of Transportation, the Maritime Administration OIG, NCIS, and the USDOT OIG for information regarding Dennis Herrera's work at MARAD. All have been nonresponsive. Per the US Maritime Administration, the position of "Chief of Staff" never has existed. The Maritime Administration also would not confirm Mr. Herrera's employment. Contrary to the City Attorney's "Official Bio" on the City Attorney's website, President Clinton did not appoint Mr. Herrera to MARAD and "chiefs of staff" are not jobs requiring presidential appointment – Clinton had nothing to do with it. I checked the Congressional record, the Federal Register, and the Clinton Library. In fact, there was not even a payroll appropriation. Herrera's name appears in no reports, regulatory actions, or similar documents.

Herrera was, in fact, a young tag-along of retired vice-admiral Albert J. Herberger working for the "International Planning and Analysis Center, Inc.," an international arms advisor to Sears World Trade (yes, surprisingly, *that* Sears's obscure unit, which sold missile guidance systems to warlords for use in Africa). IPAC was once supervised by Reagan NSC chair Frank Carlucci, and Herrera's title of Herberger's "Special Assistant" was a credential-inflated equivalent of intern/valet/fixer. At MARAD, Herrera was likely paid by a third party. Who?

Today, Herberger is the Vice Chairman of American Ship Management – one of the components of mega-contractor Patriot Ships. Herberger, although a vice-admiral, never commanded or controlled any real naval action. His title gave him an impressive uniform to lobby Congress for funding, and lobby he did under an "America First" policy for sailors. That's what he did, and that's what Herrera learned after fundraising in the 1992 Presidential election for *Ross Perot*, whom CCSF chair Robert Varni knew from IBM in 1962, as a means to split the vote. The Merchant Marine signed on to Clinton due to Bush's scrapping of the Fleet Ready

Reserve. Herrera was not “Chief of Staff” at MARAD. His Resume is Fake. Herrera was the Go-between for defense pork: the boy who brought home the bacon.

The only person who has ever vouched for Herrera at MARAD is John Greykowski, a former staffer for Senator Riegle of the Keating Five who stepped down due to his involvement in the Lincoln Savings and Loan Scandal. Greykowski only joined MARAD in 1994 – a year after Herrera’s bio states – and the kickbacks in the Title 9 Loan Guarantee program exactly match those of Lincoln S&L. In 1997, Greykowski stated Herrera was a “special assistant,” and it was Greykowski who held a position akin to a “chief of staff” serving Herberger.

During Vietnam, Herberger was, on paper, advisor to the Military Assistance Command (“the MAC”), supposedly advising the Vietnamese navy in Saigon. The Military Assistance Command only employed 50 Americans and it was the cover story for operations of the Defense Intelligence Branch. Because Herberger worked in the MAC, he had to have been involved in its main effort: the Phoenix program – a brutal, inhumane, and shameful program of repression. It sponsored CIA-trained Vietnamese paramilitary teams that carried out torture and assassinations that, in actuality, were “experimental methods” of state sponsored terrorism that the MAC and ARPA evaluated for effectiveness. In 1975, former CIA analyst Samuel A. Adams detailed a case where a suspected Communist was dragged out of an interrogation cell with a dowel protruding from his ear that had been tapped into his brain in the course of torture.

When Transportation Dept. IG Mary Schiavo wanted to close down a posh expensive Merchant Maritime Academy *cum* Finishing school for well-connected 1%-ers called Kings Point, which found itself on the National Posture Review chaired by Al Gore, Herberger sent Herrera running in with a tray full of inconveniently delectable canapes at a famous Beltway lobster house and some Indonesian campaign finance checks and King’s point was saved. Herberger enforced DADT compliance even though it did not apply to the merchant marine. With Kings Point saved, Herberger installed John McCormack to run maintenance work at the Academy, starting a 17-year multimillion dollar bid fixing and kickback scheme for construction contracts that only unraveled in 2014. More important, starting in 1995, most graduates of the Merchant Marine academy never fulfilled their service obligation, according to an audit of the USDOT inspector general – a \$128,000 annual free ride when colleges nationwide were raising tuition. In 1997, Stephanie Vincent was violently raped at Kings Point – the start of a bullying “reign of terror” that only became known in 2012.

Herrera came into power in an exceptionally low-turnout election with ballots floating in the bay involving uncertified vote counting machines sold to the city by Robert P. Varni – Founder of Computer Elections Systems, a former President of the City College board of Trustees, and an agent of the Office of Naval Intelligence who for years commercialized DARPA research from the Information Processing Techniques Office. Varni’s Company, Kiawe Corporation, has a mailbox in Nevada sharing an address with an Intelligence facility identified by the Washington Post in the investigation *Top Secret America*.

According to Dennis Herrera’s biography, his father was a psychiatrist from Colombia who served in a UN Peacekeeping force during the Suez War of 1956 and that Herrera grew up in Glen Cove, Long Island. I have called several long-practicing psychiatrists in and around Glen Gove, and none of them recognize who this person might be. It is well known the CIA was involved in extensive psy-ops in the 1950’s including during the Suez Crisis.

The Autonomous Office of the City Attorney

The 1996 City Charter empowers the City Attorney to initiate civil action for damages to the City “when the cause of action is favorable.” California law further expands the San Francisco City Attorney’s standing to represent the people of the State of California in an exceptionally wide variety of claims. In 1999, the People

Another Patriot Ship vessel, the M/v Moku Pahu in 2015 shipped precision guided munitions and drones labeled as “USAID wheat” destined for Yemen at a time when all Yemeni ports were closed. These munitions supported Saudi counterinsurgency efforts in an action that led to 683 child casualties and a humanitarian catastrophe bringing famine to over 1 Million human beings and a 600,000-strong cholera epidemic. Herrera’s former partners are heavily invested in John Garimendi’s “Priorities of the Northern California Maritime Industry” which in 2016 announced its first priority to be the protection of the Jones Act – a vile legacy of colonial oppression created by the US Congress that holds economic conditions of Puerto Rico in a deplorable second class state.

As a trustee and fiduciary of the Sailor’s Union of the Pacific welfare and pension plan, in 2001 under Herrera’s watch, it was discovered embezzlement by Herrera’s choice of plan administrator was just the tip of the iceberg of an Enronesque accounting fraud of Titanic proportions violating nearly every title of ERISA. This is a basic negligence of due diligence encountered time and time again in the institutions Herrera touches. Moreover, given American President Lines classified cargo, its attorneys needed national security clearances. Emplaced agents are charming and personable to gain confidence.

Herrera’s Progressive Litigation detracts from his Protection of the USN’s Port Interests

Although Herrera campaigned on a plan to promote fiscal health and public integrity, Herrera’s actions speak a different story. In 1998 before elected office was on the horizon, he was writing to the Federal Elections Commission on behalf of Patriot Ships asking about loopholes in campaign finance and how to set up a Super-Pac for anonymous LLCs controlled by military contractors right out of the Panama Papers Playbook (AOR 1998-11). In cleaning up the SFUSD’s 1997 bond issue, it was not Herrera – it was the former City Attorney that recovered only a small part of the \$30M that simply went missing in a separate contract to work for the SFUSD as general counsel. Herrera then proceeded to hire the District Attorney’s prosecutor as “Chief of Public Integrity” after that individual threw the prosecution and made no effort to pursue former SFUSD CFO William Frederick Coleman III, who was later found guilty of money laundering in the case United States vs. Ruben Bohuchot in a scheme identical to that Herrera’s Public Integrity Honey Pot David Pfeiffer swept under the rug without attempt to recover.

Through a separate poorly litigated special education claim losing \$5.3M for San Francisco’s children, the SFUSD broke ties with the City Attorney’s office, finding it could not trust its representation. The waste of \$6M in taxpayer resources led “BeyondChron” to call Herrera the “Teflon City Attorney” who is “Immune to public Criticism.” The Shrimp Boy indictments of Leland Yee, Zula Jones, and others indicate the corruption is far more widespread, and it was the FBI and the US Department of Justice that had to step in, as these activities regularly go on for years under the nose of the City and District Attorney. A Civil Grand Jury found Herrera’s ballot summaries and titles regarding pensions highly misleading – an action that converted San Francisco’s balance sheet into a F- rated unfunded liability catastrophe according to TruthInAccounting.org. The City Attorney regularly turns a blind eye when City employees create fake nonprofits and shell corporations to navigate the Byzantine contracting procedures while turning a blind eye to the most basic checks of entity status that are routine and required under Sarbanes Oxley, approving contracts with corporations and entities that do not even exist.

In recent years, Dennis Herrera has sued Cocoa Krispies for having Sugar, Chevron for selling oil, and Uber/Lyft for offering ridesharing services as a “public nuisance” – an issue involving need to revise laws to address the gig economy that should be left to the political process rather than reckless litigation. When the Board of Supervisors sought to curtail gang injunctions, Herrera sought to widen them. Meanwhile, Herrera’s reckless litigation against Exxon, initiated without consultation of the Board of Supervisors or regard to its cost or the favorability of action as *required by the charter* led to the risk of the City Attorney

of the City and County of San Francisco took matters into their own hands and through overwhelming majority enacted a set of Sunshine Ordinance Amendments with numerous provisions directed to correct abuses by the City Attorney's office. The City Charter requires the City to have a Sunshine Ordinance. Much of what was promised to the voters explicitly in the ballot summary to the Sunshine Ordinance Amendments was taken away in 2014 in the decision *St. Croix v. Superior Court* finding an expansive charter-conferred "privilege." Consequently, the City's office operates autonomously and often at cross-purposes to city policy and without oversight. This is a fundamental misconception of the office as envisioned by the Charter and our system of checks and balances.

The City Attorney has a lavish discretionary budget for affirmative litigation, and its public interest law practice is one of the best funded in the country. In 2002, a city audit of the affirmative litigation practice found it risked substantial cost to the City and County and encumbered substantial city resources for many years without asking preclearance from the Board of Supervisors. The audit found this practice reckless and in need of reform. Dennis Herrera agreed with the audits findings, said he would do things different, and did the exact opposite.

In 2006, the California Supreme Court made a unanimous finding in the case *City and County of San Francisco v. COBRA Solutions, Inc.* that the Entire City Attorney's Office is vicariously disqualified from advising City Departments and commissions on matters of ethics, elections, and open government and that ethical screens were insufficient. The City Attorney's office continues to ignore the California Supreme Court's findings and routinely offers conflicted self-serving advice to City Commissions and the Board of Supervisors.

That Case stemmed from Dennis Herrera's post-MARAD employment as an unregistered maritime lobbyist for the law firm of Kelly, Gill, Sherburne, & Herrera which represented a San Francisco City Contractor in a software kickback scheme – a protracted litigation effort the City Attorney's office effectively "threw."

Kelly, Gill, Sherburne, and Herrera was *de facto* in-house counsel for "Patriot Ships," a collection of entities including American Ship Management LLC - a blended entity with the classified cargos of American President Lines for whom Herrera reportedly cleared a loan merger for the government then turned around to work for the company to protect the LMSR award when the Fleet Ready Award was discovered to be fraudulent (RRF contracts Announced June 1998). His involvement was deep and extended far beyond labor relations, as detailed in back issues of "West Coast Sailors." Although Herrera claims to represent organized labor, pleadings involving American Ship Management LLC tell another story – a story of workplace injuries, unpaid wages, polluting and unsafe vessels, and discrimination inflicted by Herrera's clients. American Ship Management LLC and American President Lines container shipping and longshore service have shipped over \$2.1 Billion of war supplies for the United States Government in the wars in Iraq and Afghanistan.

During the period of the Assault Weapons ban, a company acquired by APL was discovered to ship illegally imported semiautomatic firearms manufactured by a plant on the North Korean Border into the Port of Oakland destined for street gangs in Los Angeles. Unsealed records of the Office of Naval Research obtained by Kyle Kajihira Hawaii DMZ describe a \$50M retroactively classified "Project Ki'ae" involving former City College Chancellor and DNC Treasurer Evan S. Dobelle, Varni, and several Herrera campaign donors and associates via companies called PICHTR and Hawaiyah Technologies. These documents indicate APL was involved in shipping containerized mobile command centers developed by the US Navy as mobile bases for use in extraordinary renditions.

Patriot Ships is a major contractor to the Magnum Coal Corporation and operates contracts to run patrols for USCIS's maritime border fence.

Dennis Herrera's Lack of Action in regard to Tetra Tech Should Cause Concern. Last year, it emerged the Navy Contractor Tetra Tech fabricated soil testing results at the development site at the former site of the Hunter's point Naval Shipyard. This blatant and unconscionable fraud allowed San Francisco housing to be built on radiologically contaminated soil, endangering the health of San Francisco residents and creating San Francisco's own radioactive Love Canal. This injury further cost the City and County millions in IRS Bond Arbitrage Rebate Liability due to the floating of tax increment bonds that were not encumbered with expenditures due to the delayed approval of construction of sorely needed housing in a housing crisis. This is money paid by San Francisco taxpayers to the Federal Government to litigate against San Francisco's sanctuary city policy.

If ever a cause of action was favorable, it is against Tetra Tech EC for this unconscionable fraud. Yet, the City Attorney's office does nothing. Not Even a Tweet. Even John Cote is silent. Why is this?

Does Dennis Herrera have a Conflict of Interest in Regard to Tetra Tech? I believe the answer is, "Yes." I further believe he is an immunized criminal co-conspirator with Tetra Tech's fraud against the Maritime Security Program. The BOS has a duty to ensure the public Dennis Herrera is not complicit in Tetra Tech's bad deeds.

A History of the Modern Merchant Marine

During the first Gulf War, the United States mobilized the Fleet Ready Reserve to transport America's Army to the middle East (the First Gulf War holds the record for the largest tank battle in history). Since the Second World War, the Maritime administration was effectively a subsidy granting body to make sure this surplus ship reserve would be kept in working condition. In the Bay Area, most of these were an embarrassing assemblage of rusting hulks in Suisun Bay leaking heavy metals and toxic chemicals leading to a phenomenon in Suisun best described as "PCB-Arsenic black sludge." On the East Coast, a poorly-conceived civilian nuclear ship that never saw service leaked radioactivity in Baltimore's Inner Harbor. Because most Defense contractors assumed there would never actually be a real need to mobilize the Army, they took the money but let the ships fall into disrepair and poison the environment.

As a result, fleet mobilization was a national embarrassment.

After the war, the Federal Government started to wind the program down; however, when the Clintons assumed power in 1993, the new administration took a different approach of "America First," in relation to the Merchant Marine (that's what it was actually called). Under crushing pressure from Reagan-era deficits, the BRACS process wound down the nation's defense overhead, and lowest on the totem pole was the Merchant Marine.

With the Passage of NAFTA in 1993, the Accession of the Soviet bloc to GATT, and the de-facto entry of China into the WTO under Most Favored Nation status, a major concession of the Clinton Administration was to protect the jobs of American Seamen and to maintain the Jones Act. and this lead to two major subsidy programs: the Maritime Security Program and the National Shipbuilding initiative. The idea was to subsidize American private industry as "in-fill" for the closure of defense installations and to maintain support for elected Democrats from areas impacted by the economic shifts.

It was a kickback factory – fraud, bid rigging, pollution, illegal contract issuances, the scale of which was not even closely hinted at on September 10, 1998 when FBI Director Louis Freeh announced the four-year national covert operation, Operation Octanova, which was, at the time, the single largest investigation in the agency's history. The FBI, DCIS, and NCIS set up undercover businesses in New Orleans, Houston, Norfolk, San Francisco, and Jacksonville. The rusting ships should have told a story, as should the lack of a

shipyard in Quincy Massachusetts that had received loan guarantees (a \$51.9 Million dollar write off), but Congress even sometimes exempted contracts from audits. This was all sold to the American Public under the name of "America First" because it was "unpatriotic" to "Deflag" American Ships.

Herrera's own client, American President Lines received a \$2.5 BILLION dollars in operating subsidies from contracts signed by Hemsberger, and Herrera, on leaving MARAD filed the paperwork to "Deflag" APL under the Marshall Islands. So much for patriotism. Unionized seamen demonstrated in Oakland – but it was half-hearted because the Deflagged Ships still somehow got around the Jones Act because MARAD "gave" APL a "waiver."

When Dennis Herrera says he helped Roll Out contract administration MARAD's programs in the first Clinton Administration, he might as well wear a big "Hello, My Name is Mister Pay To Play Here" bullseye. After Serving up coffee for Hemsberger's buddies and connecting Check Writers to Contract Getters, Herrera designed the lack of internal controls that enabled a **\$240 BILLION** Dollar fraud before getting out just in time. The worst offender was Bayship Management (BSM) of Englewood Cliffs, NJ, but many indictments were never heard in court. In total over 81 businesses were indicted and 600 guilty pleas accepted. One of the worst offenders was Tetra Tech. Worse was the brazen disregard for the environment. In 2000, MARAD had only scrapped 22 of the rusty toxic ships and had to pay annual upkeep for 155 vessels – many in Suisun bay because it hadn't done its job. Most of these contracts for work not performed have Herberger's signature on them.

Julius Thurman helped Prosecute the Operation Octanova Kickbacks

The late police commission president, Julius Thurman, was on the board of a nonprofit I ran through 2008. I frequently had to interact with his assistants, and it is my understanding Thurman retained some of his files from his time working in the US Attorney's office in New Jersey and he left maritime fraud to move into civil rights and employment law. Good file clerks also read the files. Where they are now is unknown. Thurman's mother had a very exceptional family friendship with Gerald Ford (it's a great story), and Ford pulled some strings to help Thurman get a job in the First Bush Administration's justice Department which, at the time, was in the early stages of the Operation Octanova investigation.

Because many of the records are sealed, Thurman never said anything, but his untimely "suicide" right when the Bayview/Hunters Point neighborhood is discovered to be contaminated with radioactivity due to negligence by a Defense Contractor with a Criminal history for racketeering he once investigated and the City Attorney does nothing is for me a cause of concern. Julius can take criticism – he's not the suicide type.

The 81 companies were indicted under RICO and involved informants within the government who were "unindicted co-conspirators" who presumably received immunity or suspended sentences for their testimony. The inconsistencies in Herrera's biography, his connections to unsavory cronies, and the actions of the City Attorney's office itself – duplicating MARAD's frauds on a municipal scale, all the while throwing cases through headline grabbing feel-good ineffectual litigation that racks up billable hours for his campaign donors begs the question: Should the City Attorney's office be indicted under RICO itself?


I plea to the Board of Supervisors under my constitutionally protected right to petition to give its full consideration to these matters and assure the hoping public I am in error.



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SAN FRANCISCO
2018 SEP 28 PM 3:46

DATE: September 27, 2018

TO: Honorable President Malia Cohen, San Francisco Board of Supervisors
Honorable Members of the Board

FROM: Micki Callahan, Human Resources Director 

RE: Annual Report to the San Francisco Board of Supervisors on Hospitalization and Medical Treatment as required by Administrative Code Sec. 16.82

Section 16.82 of the San Francisco Administrative Code provides authority to the Human Resources Director to administer the City's workers' compensation program and to arrange for hospitalization and medical services necessary and appropriate for those employees who have been injured on the job. This section requires the Human Resources Director to submit an annual report to the Board of Supervisors no later than September 30 of each year to include the costs of hospitals and other medical providers.

Program Overview

The DHR Workers' Compensation Division administers a Medical Provider Network (CCSF MPN) approved by the State Division of Workers' Compensation. The network includes participating hospitals and physicians to provide medical treatment to employees who become injured or ill in the course of employment. Medical provider networks are an employer's primary tool for ensuring that medical treatment is consistent with best occupational health practices and that employees are returned to work as quickly as possible after an injury. The DHR Workers' Compensation Division administers the CCSF MPN according to state requirements. The San Francisco Municipal Transportation Agency joined the CCSF MPN in 2013.

Hospital and medical service fees are regulated by the State Division of Workers' Compensation. DHR contracts with a bill review company to ensure that billed charges are consistent with the State's Official Medical Fee Schedule by comparing the service codes to the allowable fee. Charges that exceed the fee schedule are repriced.

Medical treatment is also regulated and must conform to state medical treatment guidelines. Treatment requests are subject to a mandatory review process to ensure that the treatment meets with applicable guidelines, primarily those adopted from the American College of Occupational and Environmental Medicine. The City contracts with a utilization review company to perform this service. Only a physician can legally deny care as "medically unnecessary".

In February, 2018, the City launched a Pharmacy Benefit Program. Eligible employees receive a pharmacy benefit card that allows for a faster delivery of necessary medications while the City benefits from network discounts and improved oversight of medications as required under the state's formulary.

2018 Hospitalization and Total Medical Costs

The following chart contains the costs for hospitalization and total medical expenditures (which include hospitalization) for the last five fiscal years. Total medical costs increased by 17% in 2018 compared to the prior year due to a 44.6% increase in hospitalization costs primarily related to several catastrophic claims. The hospitalization numbers below include both in-patient and out-patient hospitalization costs for 2018 fiscal year.

	2013-14	2014-15	2015-16	2016-17	2017-18	\$ Increase	% Increase
Paid Hospitalization	7,326,463	6,365,490	6,552,245	6,601,290	9,545,741	2,944,451	44.6%
Total Paid Medical	25,712,804	23,093,734	22,585,963	22,282,032	26,044,350	3,762,318	17%

Source: iVOS Claims System Paid Medical Costs

2018 Cost Savings Performance

The Workers' Compensation Division entered into a new contract for bill review and utilization review services with EK Health as of September 1, 2017. Bills are first repriced to the state fee schedule and then further reduced via the EK Health Network/PPO discounts. Further savings are achieved through the identification (audited savings) of duplicate billings and bills for unauthorized care. The following table reflects a 70% savings from billed charges produced through this partnership through June 30, 2018.

Total Billed Charges	State Fee Schedule Reductions	Additional Network/PPO Discounts	Audited Savings	\$ Net Savings	% Net Savings	Total Paid Charges
68,364,432	43,838,601	818,176	3,349,792	48,006,569	70%	20,357,863

Source: EK Health, Performance from 9/1/17-6/30/18

Benchmarked Performance – Average Medical Costs Per Claim in Calendar Year 2017

The City & County of San Francisco submits de-identified workers' compensation claims data to the California Workers' Compensation Institute (CWCI) which allows DHR to benchmark its performance to other workers' compensation claims administrators in California. Benchmarking occurs after claims have matured over a 12 month period. The most recent data available is for 2016 claims valued as of December 31, 2017.

The City's medical costs per claim are consistently below industry average:

- Average medical costs as of December 31, 2017 for claims filed in 2016 for the industry were \$3504 compared to the City's costs which averaged \$3007, and are 14% lower than the industry average.
- The spread becomes more pronounced for prior injury years as medical costs accumulate by injury year, with City costs 36% lower than the industry average for the 2012 injury year.

Program Improvements in 2017-18

- The Workers' Compensation Division implemented a pilot "Fast Track" program in August, 2015 with participating occupational health clinics in the CCSF Medical Provider Network to preauthorize common medical treatments for the first 90 days of a claim. The program was successful in speeding common treatments to workers and was expanded in February, 2017 to 180 days.
- A CCSF Medical Provider Network Committee representing DHR, SFMTA, City Attorney, and the contracted workers' compensation claims administrator (Intercare) meets quarterly to review needed changes to the CCSF Medical Provider Network, including potential terminations for under-performing physicians and the identification and addition of necessary specialists. Three claims adjusters were added to the committee in 2018 to provide broader input. Several physicians have been terminated from the network while other needed specialists have been added.
- Over 4000 eligible employees are now receiving necessary prescription medications through the City's Pharmacy Benefit Network program, launched 2/26/2018.

Goals for 2017-18

1. Reassess the performance of the "Fast Track" program for preauthorized medical treatment to determine whether there are any changes that could enhance the program in F/Y 19.
2. Reassess the medical treatment authorization protocols for claims adjusters based on an analysis of the utilization review data over the last year.
3. Provide disability duration data to EK Health to assess medical provider performance on returning employees to work in a timely fashion.

* * *

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Fish and Game Commission



*Wildlife Heritage and Conservation
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To: ALL INTERESTED AND AFFECTED PARTIES

Notice of Date Change for Discussion/Adoption Hearings on Proposed Regulatory Actions

The October 18, 2018 Fish and Game Commission hearing has been rescheduled to be held on **Wednesday, October 17, 2018, at 8:00 a.m.** or as soon thereafter, as may be heard. The meeting will be held at the Radisson Fresno Conference Center, 1055 Van Ness Avenue, Fresno, California.

This date change affects the following Commission regulatory actions published in the California Regulatory Notice Register:


- Scheduled discussion of annual sport fishing regulations regarding sections 1.53, 1.74 and 5.00, Title 14, CCR – Published September 14, 2018, Register 2018, No. 37-Z (Notice File # Z2018-0904-01)
- Scheduled possible adoption of regulations to add Lassics lupine and coast yellow leptosiphon to the list of endangered plants, Section 670.2, Title 14, CCR– Published August 31, 2018, Register 2018, No. 35-Z (Notice File #Z2018-0821-04)

For additional information, please refer to the appropriate Notice Register on-line at www.oal.ca.gov, or by contacting our office.

FISH AND GAME COMMISSION

Dated: September 20, 2018

Valerie Termini
Executive Director

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BOARD OF SUPERVISORS
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2018 SEP 27 PM 3:58
BY 



DEPARTMENT OF
HOMELESSNESS AND
SUPPORTIVE HOUSING

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October 1, 2018

Mayor London N. Breed
San Francisco Board of Supervisors
City Hall
1 Dr. Carlton B Goodlett Pl.
San Francisco, CA 94102

Re: Annual Report on Evictions from Subsidized Housing for Fiscal Year 2017-18.

Dear Mayor Breed and Members of the Board of Supervisors,

Attached is the report required by Article XIV, the Tenant Eviction Annual Reports Ordinance. The report documents evictions from the subsidized housing programs that were funded by the Department of Homelessness and Supportive Housing for the past fiscal year from July 1, 2017 through June 30, 2018.

The report documents the number of unlawful detainer filings, evictions filed, and evictions completed within the City's permanent supportive housing portfolio. Below is a basic overview of our findings for FY 2017-18. More detail can be found in the attached report.

	PSH Sites	Households	# of Unlawful Detainer Filings	# of Evictions	% of Households Evicted
HSH	133	10,067	432	214	2.13%

Sincerely,

Jeff Kositsky
Director
Department of Homelessness and Supportive Housing



Department of Homelessness and Supportive Housing Reporting/Fiscal Year: 7/1/2017 - 6/30/2018		TENANTS and HOUSEHOLDS		NUMBER of WRITTEN NOTICES Issued and the REASONS FOR EACH				NUMBER of UNLAWFUL DETAINER ACTIONS filed and the REASONS FOR EACH				NUMBER of EVICTIONS (writ of possession stage or court-issued eviction) and the REASONS FOR EACH			
Site Name	Number of tenants (adults only) who lived in the housing facility at any time during this period	Number of households who lived in the housing facility at any time during this period	Total number of households who were issued one or more written Notices of Eviction	Number of written Notices of Eviction for non-payment of rent only	Number of written Notices of Eviction for lease violations only	Number of written Notices of Eviction for a COMBINATION of non-payment of rent and lease violations	Total number of households who were issued one or more Unlawful Detainer Filings	Number of Unlawful Detainer Filings for non-payment of rent only	Number of Unlawful Detainer Filings for lease violations only	Number of unique Unlawful Detainer Filings for a COMBINATION of non-payment of rent and lease violations	Total number of households evicted	Number of evictions for non-payment of rent only	Number of evictions for lease violations only	Number of unique evictions for a COMBINATION of non-payment of rent and lease violations	
10th & Mission (HSH-44) - 1390 Mission Street	70	44	36	50	0	0	0	0	0	0	0	0	0	0	
1100 Ocean Avenue (HSH-29) - 1100 Ocean Avenue	22	22	7	0	16	17	2	0	2	3	3	0	1	1	
1180 4th Street (HSH-50) - 1180 4th Street	74	50	12	11	0	1	12	11	0	0	0	0	0	0	
149 Mason Street (HSH/DAH-55) - 149 Mason Street	55	55	5	4	3	2	4	3	2	1	1	0	0	1	
5th Street Apartments (HSH-19) - 374 5th Street	22	22	37	46	3	0	3	0	3	0	0	0	0	0	
864 Ellis (HSH-25) - 864 Ellis Street	28	24	1	1	0	0	1	1	0	0	0	0	0	0	
990 Polk Street (HSH/DAH-50) - 990 Polk Street	157	118	2	0	2	0	2	0	2	0	0	0	0	0	
Alder Hotel (HSH-116) - 175 6th Street	130	113	15	10	5	0	9	5	5	0	9	4	4	1	
All Star Hotel (HSH-86) - 2791 16th Street	106	101	68	84	0	0	12	5	7	0	6	1	5	0	
Allen Hotel (HSH-63) - 1693 Market Street	67	67	5	1	4	0	13	1	7	5	5	1	4	0	
Allamont Hotel (HSH-88) - 3048 16th Street	88	88	15	4	11	0	10	0	10	0	4	0	4	0	
Ambassador Hotel (HSH/DAH-9) - 55 Mason Street	160	160	2	0	2	0	2	0	2	0	0	0	0	0	
Ambassador Hotel (HSH-50) - 55 Mason Street	160	160	5	3	2	0	5	3	2	0	4	2	2	0	
Apollo Hotel (HSH-80) - 422 Valencia Street	80	80	13	5	8	0	13	5	8	0	6	3	3	0	
Aranda Hotel (HSH-110) - 64 Turk Street	121	120	3	1	0	0	13	2	10	1	5	1	4	0	
Arlington Residence (HSH/DAH-153) - 480 Ellis Street	149	149	8	11	6	1	9	3	6	1	3	0	2	1	
Armstrong Place Senior Housing (HSH/DAH-23) - 5600 Third Street	159	119	7	7	0	0	0	0	0	0	0	0	0	0	
Arnett Watson Apartments (HSH-47) - 650 Eddy Street	118	14	14	13	1	0	1	0	1	0	5	0	0	0	
Auburn (HSH-78) - 481 Minna St	64	62	5	3	1	1	3	0	3	0	5	2	3	0	
Baldwin Hotel (HSH-185) - 74 6th Street	217	211	134	169	0	0	8	2	6	0	5	2	3	0	
Bayannhan House (HSH/DAH-9) - 88 Sixth Street	10	10	2	1	1	0	0	0	0	0	0	0	0	0	
Bayannhan House (HSH-38) - 88 6th Street	10	43	2	2	0	0	0	0	0	0	0	0	0	0	
Bayview Commons (HSH-30) - 4445 Third Street	57	30	1	1	0	0	0	0	0	0	0	0	0	0	
Bayview Hill Gardens (HSH-72) - 1075 Le Conte Avenue	81	72	30	26	4	0	3	0	0	0	2	2	0	0	
Bernal Gateway (HSH-54) - 3101 Mission Street	121	54	10	15	0	0	2	0	0	0	0	0	0	0	
Bishop Swing Community House (HSH-134) - 275 10th Street	151	130	150	126	24	0	13	2	11	0	9	2	7	0	
Boyd Hotel (HSH-82) - 41 Jones Street	87	85	58	79	0	0	1	1	0	0	0	0	0	0	
Broadway/Sansome (HSH-75) - 255 Broadway Street	62	39	3	2	1	0	2	2	0	0	1	1	0	0	
Cadillac Hotel (HSH-90) - 380 Eddy Street	150	150	2	0	2	0	2	0	2	0	2	0	2	0	
CalDrake Hotel (HSH-51) - 1541 California Street	51	50	18	20	0	0	0	0	0	0	0	0	0	0	
Cambridge Hotel (HSH-60) - 473 Ellis Street	66	66	5	5	0	0	4	4	1	0	2	1	1	0	
Carrelot Hotel (HSH/DAH-55) - 124 Turk Street	57	57	4	2	2	0	2	1	1	0	0	0	0	0	
Canon Barcus Community House (HSH-48) - 670 Natoma Street	176	47	3	1	1	3	3	1	1	3	0	0	0	0	
Canon Kip Community House (HSH-103) - 705 Natoma Street	74	74	1	0	1	0	1	0	1	0	0	0	0	0	
Catholic Charities - Scattered Sites (HSH-34)	0	0	2	0	2	0	1	0	1	0	0	0	0	0	
Civic Center Hotel - Permanent Tenants Only (HSH)	42	35	6	6	0	1	2	2	0	1	0	0	0	0	
Civic Center Residence (HSH/DAH-75) - 44 McAllister Street	85	85	2	0	1	1	1	0	0	1	1	0	0	1	
Civic Center Residence (HSH-25) - 44 McAllister Street	30	30	0	0	0	0	0	0	0	0	0	0	0	0	
Coronado Hotel (HSH-65) - 373 Ellis Street	98	97	8	9	2	0	6	4	2	0	4	4	0	0	
Coronet Senior Housing (HSH/DAH-25) - 3575 Geary Street	230	155	0	0	0	0	0	0	0	0	0	0	0	0	
Crosby Hotel (HSH-124) - 516 O'Farrell Street	151	119	27	12	13	3	27	12	15	0	12	9	3	0	
Crown Hotel (HSH-50) - 928 Valencia Street	51	50	17	17	0	0	3	2	1	0	2	2	0	0	
Curran House (HSH-10) - 145 Taylor Street	132	68	0	0	0	0	0	0	0	0	0	0	0	0	
Dalt Hotel (HSH/DAH-10) - 34 Turk Street	205	205	3	0	3	0	3	0	3	0	0	0	0	0	
Dolores Hotel/Casa Quezada (HSH/DAH-52) - 35 Woodward Street	56	56	2	2	0	0	2	2	0	0	0	0	0	0	
Dr. Davis Senior Community (HSH/DAH-23) - 1751 Carroll Avenue	121	120	9	3	6	1	4	1	3	1	0	0	0	0	
Dudley Apartments (HSH/DAH-15) - 172 6th Street	15	15	0	0	0	0	0	0	0	0	0	0	0	0	
Dudley Apartments (HSH-75) - 172 6th Street	70	70	53	53	0	0	1	1	0	0	0	0	0	0	
Eddy Street Apartments (HSH/DAH-15) - 425 Eddy Street	17	15	1	0	1	0	1	0	1	0	1	1	0	0	
Edgeworth Hotel (HSH-43) - 770 O'Farrell Street	47	46	18	18	0	0	1	1	0	0	1	1	0	0	
Edith Witt Senior Community (HSH/DAH-27) - 66 9th Street	28	27	0	0	0	0	0	0	0	0	0	0	0	0	
Edward II (HSH-24) - 3155 Scott Street	36	36	22	23	5	0	3	2	1	0	0	0	0	0	
El Dorado Hotel (HSH-10) - 150 9th Street	11	11	0	0	0	0	0	0	0	0	0	0	0	0	
Elk Hotel (HSH-88) - 670 Eddy Street	101	99	47	54	0	0	4	3	1	0	4	4	0	0	
Elm Hotel (HSH-85) - 364 Eddy Street	99	78	2	2	0	0	1	1	0	0	3	2	1	0	
Empress Hotel (HSH/DAH-89) - 144 Eddy Street	102	102	5	2	3	0	5	2	2	0	2	1	1	0	
Essex Hotel (HSH-84) - 684 Ellis Street	89	89	12	2	10	0	1	0	1	0	0	0	0	0	
Fairfax Hotel (HSH-17) - 420 Eddy Street	24	24	6	3	3	0	6	3	3	0	4	3	1	0	
Folsom/Dore Apartments (HSH/DAH-20) - 75 Dore Street	130	98	7	3	4	0	4	0	4	0	1	0	1	0	
Folsom/Dore Apartments (HSH-20) - 75 Dore Alley	20	20	6	4	2	0	3	1	2	0	0	0	0	0	
Franciscan Towers - Scattered Sites (HSH-35)	36	32	4	3	1	0	0	0	0	0	0	0	0	0	
Glide Community House (HSH-22) - 333 Taylor Street	63	51	41	38	2	1	2	1	0	1	1	0	0	1	
Graystone Hotel (HSH-74) - 66 Geary Street	78	78	35	39	0	0	4	4	0	0	1	1	0	0	
Hamlin Hotel (HSH-75) - 385 Eddy Street	75	75	75	63	11	1	0	0	0	0	1	0	0	1	
Hartland Hotel (HSH-137) - 909 Geary Street	156	153	46	62	0	0	12	11	1	0	5	4	1	0	
Hazel Betsey Community (HSH-9) - 3554 17th Street	9	9	0	0	0	0	0	0	0	0	0	0	0	0	
Henry Hotel (HSH-121) - 106 6th Street	141	113	12	9	3	0	8	7	1	0	9	7	2	0	
Hillsdale Hotel (HSH-84) - 51 6th Street	85	72	1	1	0	0	1	1	0	0	1	1	0	0	
Hope House - Scattered Sites (HSH-95)	87	87	11	9	0	0	2	0	0	0	0	0	0	0	
Hotel Isabel (HSH/DAH-4) - 1095 Mission Street	4	4	0	0	0	0	0	0	0	0	0	0	0	0	
Hotel Isabel (HSH-68) - 1095 Mission Street	78	78	1	1	0	0	0	0	0	0	0	0	0	0	
Hotel LeNain (HSH/DAH-86) - 730 Eddy Street	91	91	13	5	8	0	5	0	5	1	0	0	1	0	
Iroquois Hotel (HSH-74) - 835 O'Farrell Street	82	77	30	30	0	0	0	0	0	0	0	0	0	0	
Island Bay Homes (HSH-111) - Treasure Island	328	102	126	3	0	0	3	0	0	0	0	0	0	0	
Jefferson Hotel (HSH-111) - 440 Eddy Street	133	132	73	90	0	0	10	7	3	0	2	2	0	0	
John Burton Advocates for Youth Housing (HSH-25) - 800 Presidio Ave	25	25	0	0	0	0	0	0	0	0	0	0	0	0	
Juan Pizarre Apartments (HSH-4) - 3101 21st Street	6	4	2	1	2	3	1	1	1	2	0	0	0	0	
Kelly Cullen Community (HSH/DAH-172) - 220 Golden Gate Avenue	195	195	7	5	2	0	5	0	5	0	1	0	1	0	
Knox Hotel (HSH/DAH-16) - 241 6th Street	17	17	1	0	0	0	0	0	0	0	0	0	0	0	
Knox Hotel (HSH-18) - 241 6th Street	21	21	0	1	0	0	0	0	0	0	0	0	0	0	
Lyric Hotel (HSH-58) - 140 Jones Street	58	58	6	3	4	1	5	4	0	4	4	4	0	0	
Mary Elizabeth Inn (HSH-58) - 1040 Bush Street	82	82	40	2	0	3	1	2	0	0	0	0	0	0	
Mary Helen Rogers Senior Community (HSH/DAH-20) - 701 Golden Gate Avenue	21	21	0	0	0	0	0	0	0	0	0	0	0	0	
Mayfair Hotel (HSH-54) - 626 Polk Street	55	53	6	6	0	0	0	0	0	0	1	0	1	0	
McAllister Hotel (HSH-80) - 270 McAllister Street	97	80	21	13	7	1	10	4	5	1	4	2	2	0	
Mentone Hotel (HSH-71) - 387 Ellis Street	79	66	3	1	1	4	1	3	1	0	1	1	0	0	
MHSA Scattered Sites - Cambridge Hotel (HSH/DAH-9) - 473 Ellis Street	9	9	1	1	0	0	0	0	0	0	0	0	0	0	
MHSA Scattered Sites - San Cristina (HSH/DAH-8) - 1000 Market Street	14	14	5	5	0	0	0	0	0	0	0	0	0	0	
Midori Hotel (HSH-10) - 240 Hyde Street	10	10	8	7	3	1	4	2	3	1	3	2	2	1	
Minna Lee Hotel (HSH-50) - 149 6th Street	18	18	0	0	0	0	0	0	0	0	0	0	0	0	
Mission Creek Senior Community (HSH/DAH-51) - 225 Berry Street	59	58	1	0	1	2	1	0	1	1	0	0	0	0	
Mission Hotel (HSH-248) - 520 S Van Ness Avenue	286	281	144	175	0	0	13	12	1	0	7	3	4	0	
Mission Veterans Residence (HSH-32) - 2524 Mission Street	28	28	6	3	5	2	5	2	4	2	2	1	1	0	
Monterey Blvd Apts - Scattered Sites (HSH-4) - 403 Monterey Blvd.	6	6	0	0	0	0	0	0	0	0	0	0	0	0	
Mosaique (HSH/DAH-11) - 680 Florida Street	28	25	0	0	0	0	0	0	0	0	0	0	0	0	
Mosaique (HSH-20) - 680 Florida Street	209	93	0	0	0	0	0	0	0	0	0	0	0	0	
National (HSH-91) - 1138 Market Street	94	93	79	83	0	0	3	2	1	0	3	2	1	0	
One Church Street Apartments (HSH-95) - 1 Church Street	172	91	1	1	0	0	0	0	0	0	0	0	0	0	
Pacific Bay Inn (HSH/DAH-75) - 520 Jones Street	79	79	3	0	3	0	2	0	2	0	2	0	2	0	
Parkview Terrace Apartments (HSH/DAH-20) - 871 Turk Street	20	20	0	0	0	0	0	0	0	0	0	0	0	0	
Pierre Hotel (HSH-87) - 540 Jones Street	112	105	36	45	0	0	1	1	0	0	2	2	0	0	

Plaza Apartments (HSH/DAH-106) - 988 Howard Street	157	152	7	4	2	1	5	1	3	1	2	0	2	0
Reillon Place (HSH-40) - 242 Turk Street	41	41	1	3	0	3	0	0	0	0	0	0	0	0
Ramón Hotel (HSH-85) - 1011 Howard Street	104	98	24	32	0	0	2	2	0	0	1	0	0	0
Rene Cazemave Apartments (HSH/DAH-120) - 25 Essex Street	123	123	6	1	6	0	1	1	0	0	1	1	0	0
Richardson Apartments (HSH/DAH-120) - 365 Fulton Street	128	128	7	1	6	0	1	1	0	0	4	3	1	0
Rita da Cassia (HSH-7) - 1652 Eddy Street	10	10	0	0	0	0	0	0	0	0	0	0	0	0
Ritz Hotel (HSH/DAH-2) - 216 Eddy Street	89	89	2	0	1	1	1	0	1	0	1	0	1	0
Rose Hotel (HSH-67) - 125 6th Street	86	64	44	57	6	0	2	0	2	0	2	0	2	0
Royan Hotel (HSH-69) - 405 Valencia Street	80	75	53	68	0	0	5	5	0	0	3	3	0	0
San Cristina Hotel (HSH-58) - 1000 Market Street	62	62	9	9	0	0	1	1	0	0	0	0	0	0
Senator Hotel (HSH-89) - 519 Ellis Street	103	91	8	3	5	0	2	2	0	0	0	0	0	0
Saneca Hotel (HSH-204) - 34 6th Street	231	226	119	146	0	0	15	13	2	0	4	2	2	0
South Park Hotels (HSH-84) - 22 & 102 South Park Street	46	44	2	3	1	0	1	0	1	0	0	0	0	0
Stanford Hotel (HSH-131) - 250 Kearny Street	145	136	9	5	3	1	8	4	3	1	8	4	3	1
Star Hotel (HSH/DAH-54) - 2176 Mission Street	60	60	1	0	1	0	5	0	5	0	1	0	1	0
TRA - Scattered Sites (HSH-20)	43	21	0	0	0	0	0	0	0	0	0	0	0	0
Treasure Island - S-I-P (HSH-24) - Treasure Island	108	82	22	23	0	1	5	2	2	1	0	0	0	0
Treasure Island Phase 1 (HSH-29) - Treasure Island	0	0	4	4	0	0	1	1	0	0	0	0	0	0
Treasure Island Phase 2 (HSH-35) - Treasure Island	70	36	69	69	0	0	0	0	0	0	0	0	0	0
Union Hotel (HSH-60) - 811 Geary Street	73	69	29	31	0	0	2	1	1	0	0	0	0	0
Vera Haile Senior Community (HSH/DAH-18) - 121 Golden Gate Avenue	18	18	0	0	0	0	0	0	0	0	0	0	0	0
Verona Hotel (HSH-65) - 317 Leavenworth Street	56	56	29	27	1	1	3	2	0	1	2	2	0	0
Veterans Audenry (HSH-100) - 1029 & 1230 Girard Road	116	116	15	15	0	0	6	6	0	1	3	3	0	0
Veterans Commons (HSH-75) - 150 Otis Street	83	83	21	16	5	0	14	9	5	0	8	4	4	0
Vincent Hotel (HSH-103) - 459 Turk Street	122	119	62	74	0	0	9	4	8	0	5	3	2	0
West Hotel (HSH/DAH-40) - 141 Eddy Street	118	118	1	0	1	0	0	0	0	0	0	0	0	0
William Penn Hotel (HSH/DAH-10) - 160 Eddy Street	10	10	0	0	0	0	1	1	0	0	1	0	0	0
William Penn Hotel (HSH-27) - 160 Eddy Street	35	35	4	3	1	0	0	0	0	0	0	0	0	0
Willie B. Kennedy Senior Housing (HSH/DAH-20) - 1251 Turk Street	146	101	0	0	0	0	0	0	0	0	0	0	0	0
Windsor Hotel (HSH/DAH-91) - 238 Eddy Street	98	98	6	1	4	1	3	0	3	0	2	0	2	0
Winton (HSH-108) - 455 O'Farrell Street	111	110	126	154	0	0	7	5	2	0	5	3	2	0
Zygmunt Arndt House (HSH-47) - 850 Broderick Street	53	53	1	0	1	0	0	0	0	0	0	0	0	0
TOTALS	11519	10067	2434	2504	258	55	432	211	214	31	214	109	97	9



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PLANNING DEPARTMENT

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BY JB

MEMO

Notice of Electronic Transmittal

Draft Environmental Impact Report (DEIR)

CASE NO. 2017-011878ENV
Potrero Power Station Project

1650 Mission St.
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San Francisco,
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DATE: October 4, 2018
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer – (415) 575-9032
Rachel Schuett, Case Planner – Planning Department (415) 575-9030
RE: Planning Department Case No. 2017-0118ENV

In compliance with San Francisco's Administrative Code Section 8.12.5 "Electronic Distribution of Multi-Page Documents", the Planning Department has submitted a multi-page Notice of Availability of a Draft Environmental Impact Report (NOA) and a Draft Environmental Impact Report (DEIR) for the proposed project, the Potrero Power Station Project in digital format. This notice is provided to the Board of Supervisors pursuant to the San Francisco Administrative Code Chapter 31, Section 31.12.

There is no hearing at the Board of Supervisors on this matter at this time. A public hearing before the Planning Commission to accept comments on the document is scheduled for November 8, 2018. Please note that written comments on the information in the DEIR will be accepted by the Planning Department from October 4, 2018 through 5:00 p.m. on November 19, 2018. The documents will also be available online at <https://sf-planning.org/environmental-impact-reports-negative-declarations>. The NOA and DEIR documents follow this transmittal memorandum and are being provided electronically on CDs to the Clerk of the Board for distribution to the Supervisors.

If you have any questions related to this project's environmental evaluation, please contact me at (415) 575-9030 or Rachel.Schuett@sfgov.org.