## FILE NO. 210455

Petitions and Communications received from April 22, 2021, through April 28, 2021, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on May 4, 2021.

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

From the Office of the Mayor, submitting the following appointment for the Commission on the Status of Women: Copy: Each Supervisor. (1)

Dr. Anne Moses - term ending April 13, 2024

From the Department of Public Health, submitting an Order from the Health Officer No. C19-19. Copy: Each Supervisor. (2)

From the Office of the City Administrator's Contract Monitoring Division, pursuant to Administrative Code, Chapter 14B.15(A), submitting the Local Business Enterprise (LBE) Contracting Report for Q1 of FY2020-2021. From Copy: Each Supervisor. (3)

From the Municipal Transportation Agency, pursuant to Administrative Code, Section 2.70, submitting the 2014 Transportation and Road Improvement General Obligation Bond Accountability Report, dated April 2021. Copy: Each Supervisor. (4)

From the Office of the Mayor, submitting a press release announcing the nomination of City Attorney Dennis Herrera to lead the San Francisco Public Utilities Commission. Copy: Each Supervisor. (5)

From the Office of the Controller, City Services Auditor, pursuant to Charter, Section F1.105, submitting the Summary of Implementation Status of Recommendations Followed up on in Q3 of FY2020-2021. Copy: Each Supervisor. (6)

From the Office of the Public Defender, regarding the proposed Resolution Supporting California State Assembly Bill No. 937 (Carrillo) - The VISION Act. File No. 210434. Copy: Each Supervisor. (7)

From the Public Utilities Commission, pursuant to Resolution No. 227-18, submitting the Quarterly Report regarding the Status of Applications to Pacific Gas and Electric Service. Copy: Each Supervisor. (8)

From the Department of Elections, submitting a press release regarding the 2021 Redistricting Task Force. Copy: Each Supervisor. (9)

From the Department of Human Resources, submitting the revised Interim Telecommute Policy for City and County employees. Copy: Each Supervisor. (10)

From concerned citizens, regarding Bayview Hunters Point and Treasure Island. Copy: Each Supervisor. (11)

From concerned citizens, regarding a proposed Ordinance amending the Administrative Code to require the Department of Homelessness and Supportive Housing to establish a Safe Sleeping Sites Program. File No. 201187. 2 letters. Copy: Each Supervisor. (12)

From concerned citizens, regarding a proposed Ordinance amending the Administrative Code to rename and modify the Places for People Program as the Shared Spaces Program. 44 letters. File No. 210284. Copy: Each Supervisor. (13)

From Paul Aguilar, regarding the proposed Resolution supporting California State Senate Bill No. 110 (Wiener) - Recovery Incentives Act. File No. 210059. Copy: Each Supervisor. (14)

From Eileen Boken, regarding the proposed Ordinance in the Planning Code for Landmark Designation at Lyon-Martin House, 651 Duncan Street. File No. 210286. Copy: Each Supervisor. (15)

From concerned citizens, regarding the Hearing on Impacts of Proposed Cuts to Courses and Staff Layoffs at City College of San Francisco. File No. 210294. 2 letters. Copy: Each Supervisor. (16)

From concerned citizens, regarding the proposed Appointments to the Cannabis Oversight Committee. File No. 210416. 3 letters. Copy: Each Supervisor. (17)

From Anonymous, regarding Assembly Bill No. 339 (Lee and Garcia) and Senate Bill No. 16 (Skinner). Copy: Each Supervisor. (18)

From the Black Employee Alliance, regarding telecommuting when employed by the City and County of San Francisco. 3 letters. Copy: Each Supervisor. (19)

From concerned citizens, regarding defunding the Police Department. 2 letters. Copy: Each Supervisor. (20)

From concerned citizens, regarding homelessness and drugs in San Francisco. 3 letters. Copy: Each Supervisor. (21)

From Japantown Merchants Association, regarding the Neighborhood Anchor Business Registry. Copy: Each Supervisor. (22)

From the San Francisco League of Conservation Voters, regarding funding for tree planting in Public Works' capital budget. Copy: Each Supervisor. (23)

From Wynship Hillier, regarding seats on the San Francisco Behavioral Health Commission. Copy: Each Supervisor. (24)

From Anastasia Glikshtern, regarding the upcoming poison drop at the Farallon Islands. Copy: Each Supervisor. (25)

From Andrew Jones, regarding operating motorized scooters on sidewalks. Copy: Each Supervisor. (26)

From: Mchugh, Eileen (BOS)

To: <u>BOS-Supervisors</u>; <u>BOS-Legislative Aides</u>; <u>BOS-Administrative Aides</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Young, Victor (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS);

Nagasundaram, Sekhar (BOS); Hickey, Jacqueline (BOS); PEARSON, ANNE (CAT); Kittler, Sophia (MYR);

Peacock, Rebecca (MYR)

Subject: TIME SENSITIVE: Mayoral Appointment 3.100(18) - Commission of the Status of Women

 Date:
 Friday, April 23, 2021 4:18:57 PM

 Attachments:
 04.23.21 - COB Memo - Mayoral Appt.pdf

 2024 Appr. Mayoral Appt.pdf
 0000 Appr. Mayoral Appt.pdf

2021-Anne Moses-COSW-Appt Letter.pdf 2021-Anne Moses-Draft F700 final.pdf

2021-Anne Moses-Bio.pdf

Hello,

The Office of the Mayor submitted the attached complete appointment package pursuant to Charter, Section 3.100(18). Please see the attached memo from the Clerk of the board for more information and instruction.

Thank you,

Eileen McHugh
Executive Assistant
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244

San Francisco, CA 94102-4689

Phone: (415) 554-7703 | Fax: (415) 554-5163 eileen.e.mchugh@sfgov.org | www.sfbos.org

#### **BOARD of SUPERVISORS**



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

#### **MEMORANDUM**

Date: April 23, 2021

To: Members, Board of Supervisors

From: Angela Calvillo, Clerk of the Board

Subject: Mayoral Appointment - Commission on the Status of Women

On April 23, 2021, the Mayor submitted the following complete appointment packages pursuant to Charter, Section 3.100(18). Appointments in this category are effective immediately unless rejected by a two-thirds vote of the Board of Supervisors within 30 days (May 23, 2021).

# • Dr. Anne Moses - term ending April 13, 2024

Pursuant to Board Rule 2.18.3, a Supervisor may request a hearing on a Mayoral appointment by timely notifying the Clerk in writing.

Upon receipt of such notice, the Clerk shall refer the appointment to the Rules Committee so that the Board may consider the appointment and act within 30 days of the transmittal letter as provided in Charter, Section 3.100(18).

If you would like to hold a hearing on this appointment, please let me know in writing by 12:00 p.m. on Friday, April 30, 2021, and we will work with the Rules Committee Chair to schedule a hearing.

c: Aaron Peskin- Rules Committee Chair

Alisa Somera - Legislative Deputy

Victor Young - Rules Clerk

Anne Pearson - Deputy City Attorney

Sophia Kittler - Mayor's Legislative Liaison



LONDON N. BREED MAYOR

# **Notice of Appointment**

April 23, 2021

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

Honorable Board of Supervisors,

Pursuant to Charter Section 3.100(18), of the City and County of San Francisco, I make the following appointment:

**Dr. Anne Moses** to the Commission on the Status of Women for the unexpired portion of a four-year term ending April 13, 2024, to the seat previously held by Julie Soo.

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

Should you have any question about this appointment, please contact my Director of Commission Affairs, Tyra Fennell, at 415-554-6696.

Sincerely,

London N. Breed

Mayor, City and County of San Francisco

BOS-11

From: Mchugh, Eileen (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Laxamana, Junko (BOS); Ng, Wilson (BOS); Nagasundaram, Sekhar

(BOS)

**Subject:** FW: New Health Officer Order No. C19-19 re minor consent for vaccination in some situations

**Date:** Thursday, April 29, 2021 9:01:02 AM

Attachments: 2021.04.28 FINAL Signed Health Officer Order No. C19-19 - Minor Consent to COVID-19 Vaccine.pdf

Hello,

Please see the attached Order from the Health Officer No. C19-19.

Thank you,

Eileen McHugh Executive Assistant Board of Supervisors

From: Pearson, Anne (CAT) <Anne.Pearson@sfcityatty.org>

Sent: Wednesday, April 28, 2021 9:30 PM

**To:** BOS-Supervisors <br/>
<br/> **Co:** Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>

Subject: New Health Officer Order No. C19-19 re minor consent for vaccination in some situations

Supervisors –

This email and the attached document are <u>public records</u> and may be freely disseminated.

This evening the Acting Health Officer issued a new order, C19-19, that relates to the ability of minors 12 and older to consent to receipt of the COVID-19 vaccine in some situations. The order goes into effect tomorrow morning, April 29, at 8 a.m. A copy of the order is attached.

#### **Brief Summary:**

Earlier this month, the State of California removed all eligibility requirements to receive an FDA-approved COVID-19 vaccine, and all Californians ages 16 and up are now eligible for vaccination. One vaccine manufacturer, Pfizer-BioNTech, has also requested the FDA to issue an emergency use authorization to administer its vaccine in adolescents between the ages of 12 to 15, and other vaccine manufacturers are conducting clinical trials for use in youth and adolescents. Accordingly, it is likely that in the coming weeks and months, vaccines will be made available for minors between the ages of 12 and 17. The Health Officer and DPH have determined it is critical that people in these age groups receive the vaccine, and the Health Officer wishes to minimize the barriers to administering the vaccine to minors who are willing and otherwise eligible to receive the vaccine. Normally, a parent or guardian must also consent to the minor's general medical care. While most minors will have a parent or guardian willing and available to consent to the minor's receipt of a vaccine, in some instances a minor's parent or guardian may be unwilling or unable to provide that consent. For example, the parent or guardian may not be reachable or may not be involved in the

minor's life.

For those reasons, the planned new Order has three main provisions:

- A minor may generally consent to receipt of the vaccine if they meet the following four criteria: (a) they are between 12 and 17 years of age; (b) they are located within the City; (c) they do not have parent or guardian consent; and (d) they fall within the age range of an FDA-approved COVID-19 vaccine.
- Before a vaccine provider administers the vaccine based on that minor's consent, that provider must first reasonably attempt to notify a person who has legal authority to consent to a minor's medical care, typically a parent or guardian.
- If the person with legal authority objects to the administration of the vaccine, then the vaccine provider cannot rely on the Order's authority to administer the vaccine. But if the vaccine provider cannot reasonably obtain consent or if the parent or guardian consents, then the provider may administer the COVID-19 vaccine.

The Order also clarifies that an emancipated minor or a self-sufficient minor may also consent to receipt of a COVID-19 vaccine consistent with state law on those concepts, and in those situations the vaccine provider is not required to notify the parent or guardian. The Order leaves the ultimate decision to administer a dose with the provider and similarly defers to the provider's method of reasonably attempting to contact a parent or guardian to obtain consent.

DPH will issue guidelines to its own clinics and facilities related to the provision of vaccine doses under this Order, and those guidelines will be available to other entities, although such other entities should consult their own counsel before determining how best to meet the Order's requirements.

Thanks, Anne

#### **Anne Pearson**

Deputy City Attorney
Office of the City Attorney
1 Dr. Carlton B. Goodlett Place, Suite 234
San Francisco, CA 94102
Tel: (415) 554-4706

anne.pearson@sfcityatty.org

Attorney-Client Communication - Do Not Disclose Confidential Attorney-Work Product - Do Not Disclose



#### ORDER OF THE HEALTH OFFICER No. C19-19

# ORDER OF THE HEALTH OFFICER OF THE CITY AND COUNTY OF SAN FRANCISCO ALLOWING MINORS TO CONSENT TO RECEIVE THE COVID-19 VACCINE AND ALLOWING VACCINE PROVIDERS IN THE CITY TO RELY ON THAT CONSENT

## (PUBLIC HEALTH EMERGENCY ORDER)

DATE OF ORDER: April 28, 2021

Please read this Order carefully. Violation of or failure to comply with this Order is a misdemeanor punishable by fine, imprisonment, or both. (California Health and Safety Code § 120295, et seq.; California Penal Code §§ 69, 148(a)(1); and San Francisco Administrative Code § 7.17(b)).

Summary: The ongoing Coronavirus Disease 2019 ("COVID-19") pandemic has caused untold social and economic consequences across the world. At this point in the pandemic, there are multiple vaccines that have been authorized by the United States Food and Drug Administration (the "FDA") for emergency use to protect against moderate to severe clinical outcomes of infection by SARS-CoV-2, the virus that causes COVID-19. In the coming months, not only is it likely that the authorization for such vaccines will be expanded (both in terms of the numbers of vaccines but also in terms of non-emergency approval), but it is also likely that the age range of those who are authorized to receive the vaccine in the United States will be expanded to allow for more minors to receive the vaccine. And although many people have received the COVID-19 vaccines, it is critical from a public health perspective that as many people as possible, including minors, receive the vaccine. Minors under the age of 18 are showing increasing numbers of infections, and California law does not generally allow such minors to consent to receipt of the vaccine even though the State considers the vaccine to be general medical care and national pediatric groups recommend the vaccine for those 16 years of age and older. Many minors have a parent, guardian, or other person with legal authority who will consent to their receipt of the vaccine, but that is not true in all situations. It remains vital to the health of all in the community—including adults who cannot or will not receive the vaccine as well as people who have been fully vaccinated (due to the ongoing possibility of breakthrough infections)—that every person, including minors, who wants to receive the vaccine be given the opportunity.

For those reasons, this Order does two things. <u>First</u>, it allows minors in the City and County of San Francisco (the "City") who are 12 years old or older to consent to receive any vaccine against COVID-19 that has been authorized by the FDA (whether authorized on an emergency use basis or fully approved) for receipt by someone who is the age of that minor. The healthcare provider administering the vaccine dose must reasonably attempt to notify a person with legal authority to consent to medical care for that minor, such as a parent or guardian, and allow that person the opportunity to object to



#### Order of The Health Officer No. C19-19

administration of that dose. This ability to consent is similar to the concept used elsewhere in state law that minors 12 years old or older may consent to the diagnosis or treatment of infectious diseases, including specifically COVID-19, without parental consent. Allowing prevention of the disease via vaccination is just as important as allowing a minor to be tested for that disease or to be treated for it. <u>Second</u>, this Order allows but does not require providers who are authorized by the State of California to administer an FDA-authorized or approved COVID-19 vaccine to administer such a vaccine to any minor in the City who is 12 years old or older and who provides consent consistent with this Order. For sake of clarity, this Order only applies to minors 12 years old or older and healthcare providers who are in the City at the time the vaccine is administered. This Order does not authorize giving a vaccine to a minor if the vaccine is not authorized or approved by the FDA for a person that age. And this Order does not mandate notice to a parent or guardian in the case of a minor who is emancipated or self-sufficient and is otherwise allowed by California law to consent to receipt of a COVID-19 vaccine.

# UNDER THE AUTHORITY OF CALIFORNIA HEALTH AND SAFETY CODE SECTIONS 101040, 101085, 120175, AND 120176, THE HEALTH OFFICER OF THE CITY AND COUNTY OF SAN FRANCISCO ORDERS:

# 1. Purpose and Findings.

a. Purpose and Intent. The City, in cooperation with the federal government, the State of California, and private healthcare providers, is administering vaccines to combat COVID-19. As of April 28, 2021, the FDA has issued an Emergency Use Authorization ("EUA") for three COVID-19 vaccines, including the Pfizer-BioNTech COVID-19 vaccine for use in people 16 years of age or older. Pfizer has also applied to the FDA for an EUA to administer its vaccine in adolescents between the ages of 12 to 15 years. Other vaccine manufacturers are conducting clinical trials for administration of COVID-19 vaccines in youth and adolescents. Scientific evidence submitted to the FDA indicates that the vaccine currently approved for use in minors between 16 and 17 years of age is safe and highly effective in preventing infections, and any future FDA authorizations for vaccinations used to prevent COVID-19 in minors should similarly meet those standards. Although serious illness from COVID-19 is less common in minors than in older adults, vaccinating minors is necessary to prevent as many infections as possible. Scientific evidence further indicates that broad community access to COVID-19 vaccines offers the clearest and quickest path to reduce the number of COVID-19 cases and to bring the pandemic to an end. This is essential for many reasons, including that some adults either cannot or will not be vaccinated, and in addition there are documented cases of breakthrough infections where people contract COVID-19 despite being fully vaccinated. Broad community access must include children and adolescents once the FDA approves a COVID-19 vaccine for those ages.



# Order of The Health Officer No. C19-19

With some exceptions, a parent or guardian must consent to a minor's medical care in order for a healthcare provider to treat that minor. In many cases, a parent or guardian will be available to provide the consent necessary to allow healthcare providers to administer a COVID-19 vaccine. But in some cases, it may be difficult to obtain the consent of a minor's parent or guardian. For example, consent may not be easily obtainable if the parent or guardian resides outside the City's jurisdiction (including outside the United States) or the minor resides with a relative who does not have authority to consent to a minor's medical care and the parent or guardian cannot be reached. Accordingly, if children and adolescents are unable to consent to receive an FDA-approved or authorized COVID-19 vaccine, then a segment of the population will remain at risk for contracting COVID-19, especially if and when children and youth return to in-person schooling. There is also a concern that new variants of the virus, such as those found in the United Kingdom, Brazil, and South Africa, are spreading in California, which in turn puts unvaccinated people, including children and adolescents, at risk.

The intent of this Order is to allow minors 12 years of age and older who desire to receive, and are otherwise eligible to receive, a COVID-19 vaccine to consent to a COVID-19 vaccine, even if they lack the consent of a person who is legally authorized to make healthcare decisions for the minor, such as a parent or guardian. This Order is necessary to effectively prevent and control the spread of COVID-19 in our community and reduce barriers to accessing approved or authorized vaccines.

- b. <u>Interpretation</u>. All provisions of this Order must be interpreted to effectuate the purpose and intent of this Order, as described in subsection 1.a above. Certain initially capitalized terms used in this Order have the meanings given them in Section 4 below or elsewhere in this Order. Initially capitalized terms not otherwise defined in this Order are defined in Health Officer Order No. C19-07v (the "Stay-Safer-at-Home Order"), including as it may later be amended.
- c. Continuing Severe Health and Safety Risk Posed by COVID-19. This Order is issued based on evidence of continued community transmission of COVID-19 within the City, throughout the Bay Area, across California, and across the United States; evidence that most COVID-19 infections are caused by people who have no symptoms at all of illness; scientific evidence and best practices regarding the most effective approaches to slow the transmission of communicable diseases generally and COVID-19 specifically, including broad distribution of effective vaccinations throughout the community; evidence that the age, condition, and health of a significant portion of the population of the City places it at risk for serious health complications, including death, from COVID-19; further evidence that others, including younger and otherwise healthy people, are also at risk for serious outcomes including death; evidence that breakthrough infections can occur in fully vaccinated



#### Order of The Health Officer No. C19-19

people; and the reality that SARS-CoV-2 infections and COVID-19 diagnoses remain prevalent throughout the world. Due to the outbreak of COVID-19 in the general public, which is a pandemic according to the World Health Organization, there is a public health emergency throughout the City, region, State, and nation. That immediate threat to public health and safety is also reflected in the continuing declarations of emergency referenced in Section 5 below.

d. <u>Cases, Hospitalizations, and Deaths</u>. As of April 23, 2021, there were 36,044 confirmed cases of COVID-19 in the City (up from 37 on March 16, 2020, the day before the first shelter-in-place order in the City went into effect) as well as at least 531 deaths (up from a single death on March 17, 2020). This information, as well as information regarding hospitalizations and hospital capacity, is regularly updated on the San Francisco Department of Public Health's website at <a href="https://data.sfgov.org/stories/s/fjki-2fab">https://data.sfgov.org/stories/s/fjki-2fab</a> and incorporated into this Order by this reference.

# 2. Minor Consent Requirements.

- a. Any Vaccine Provider within the City may accept the consent of a Minor to receive any FDA-authorized or approved COVID-19 Vaccine that is authorized or approved to be received by someone their age, provided that the Vaccine Provider reasonably attempts to notify a Legally Responsible Adult as described in Section 3 below and there is no objection from that Legally Responsible Adult. If consent from a Legally Responsible Adult cannot reasonably be obtained, then the Vaccine Provider may administer a COVID-19 Vaccine to the Minor upon receipt of a Minor's consent.
- b. Notwithstanding any other provision of this Order, this Order does not authorize the administration of any COVID-19 Vaccine to a Minor if that person does not meet the minimum age requirement mandated by the FDA's current approval or EUA for the specific COVID-19 Vaccine being offered. This Order also does not require administration of a COVID-19 Vaccine if receipt of the vaccine by the Minor is medically contraindicated.
- c. This Order is expressly issued to invoke the protections of Section 8659 of the California Government Code for any physician or surgeon, hospital, pharmacist, respiratory care practitioner, nurse, or dentist who administers a COVID-19 Vaccine to a Minor as a Vaccine Provider under this Order.

# 3. Notification Requirements.

a. Before any vaccination authorized by this Order, the Vaccine Provider must reasonably attempt to obtain the consent of any Legally Responsible Adult,



# Order of The Health Officer No. C19-19

either in person, in writing, or by telephone.

b. If a Legally Responsible Adult objects to the Minor's receipt of the COVID-19 Vaccine, then the Vaccine Provider may not rely on this Order to obtain the consent of the Minor to administer the vaccine to that Minor. This Order does not alter other avenues for obtaining minor consent under California law. Nothing in this Order prohibits a Minor from seeking an order of a court of law with jurisdiction to authorize receipt of a COVID-19 Vaccine by the Minor.

# 4. <u>Definitions</u>.

For purposes of this Order, the following initially capitalized terms have the meanings given below.

- a. *Vaccine Provider*. "Vaccine Provider" means any entity or person providing vaccinations of a COVID-19 Vaccine in the City who is authorized by the State of California to provide such vaccination.
- b. *COVID-19 Vaccine*. "COVID-19 Vaccine" means any vaccine that is either authorized for emergency use by the FDA or approved by the FDA for introduction into interstate commerce for the prevention of COVID-19.
- c. *Minor*. "Minor" means any person who is 12 years to 17 years old and is located within the jurisdiction of the City. Any person who is an emancipated minor under Section 7050 of the California Family Code and who may consent to medical care without parental consent, knowledge, or liability may consent to receipt of a COVID-19 Vaccine. Similarly, any person who is a self-sufficient minor under Section 6922 of the Family Code and who may consent to medical care without parental consent or liability may also consent to receipt of a COVID-19 Vaccine. Any such emancipated minor or self-sufficient minor may consent to receiving a COVID-19 Vaccine without the notice required by Section 3 above.
- d. *Legally Responsible Adult.* "Legally Responsible Adult" means a person, such as a parent or guardian, who has the legal authority to consent to the specific Minor's receipt of health care, including receipt of a COVID-19 Vaccine.

# 5. <u>Incorporation of State and Local Emergency Proclamations and State Health Orders.</u>

a. <u>State and Local Emergency Proclamations</u>. This Order is issued in accordance with, and incorporates by reference, the March 4, 2020 Proclamation of a State of Emergency issued by Governor Gavin Newsom, the March 12, 2020 Executive Order (Executive Order N-25-20) issued by Governor Gavin Newsom, the February 25,



#### Order of The Health Officer No. C19-19

2020 Proclamation by the Mayor Declaring the Existence of a Local Emergency issued by Mayor London Breed, as supplemented on March 11, 2020, the March 6, 2020 Declaration of Local Health Emergency Regarding Novel Coronavirus 2019 (COVID-19) issued by the Health Officer, and COVID-19-related guidance issued by the California Department of Public Health, as each of them have been and may be supplemented in the future.

- b. <u>State Health Orders</u>. This Order is also issued in light of the orders of the State Public Health Officer and the Governor and other State guidelines related to the pandemic and the State's response to the pandemic, including, but not limited to, guidelines of the California Department of Public Health for allocating COVID-19 vaccines.
- c. <u>Federal Orders</u>. This Order is also issued in light of federal orders, including the January 20, 2021 Executive Order on Protecting the Federal Workforce and Requiring Mask-Wearing, which requires all individuals in Federal buildings and on Federal land to wear Face Coverings, maintain physical distance, and adhere to other public health measures, and the February 2, 2021 Order of the United States Centers for Disease Control and Prevention, which requires use of a Face Covering on public transportation.
- a. <u>Health Officer Orders and Directives</u>. This Order is also issued in light of other orders and directives issued by the Health Officer as they relate to the pandemic and the City's response to the pandemic. Those orders and directives show the seriousness of the issue and the many efforts that the City, including but not limited to the Department of Public Health, have taken to address the spread of COVID-19 within the City. This Order incorporates by reference and is based in part on each of the other orders and directives issued by the Health Officer to this point, including as each of them may be updated in the future. That includes, without limitation, each of the following, including as they may be updated or amended in the future, in relation to this Order:
  - i. The Stay-Safer-At-Home Order (imposing restrictions on activities outside the home for all people in the City to protect all during the pandemic);
  - ii. Order No. C19-12e (with limited exceptions, requiring all people in the City to wear Face Coverings when near people from different Households):
  - iii. Order No. C19-15c (regarding COVID-19 testing); and
  - iv. Order No. C19-18 (requiring large healthcare providers to share COVID-19 vaccination plans and share vaccination data).



# Order of The Health Officer No. C19-19

# 6. Effective Date.

This Order becomes effective at 8:00 a.m. on April 29, 2021, and will continue in effect (as it may be updated) until the Health Officer rescinds, supersedes, or amends it in writing.

# 7. Copies.

The City must promptly provide copies of this Order as follows: (1) by posting on the Department of Public Health website (<a href="www.sfdph.org/healthorders">www.sfdph.org/healthorders</a>); (2) by posting at City Hall, located at 1 Dr. Carlton B. Goodlett Pl., San Francisco, CA 94102; and (3) by providing to any member of the public requesting a copy.

# 8. Severability.

If any provision of this Order or its application to any person or circumstance is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

Date: April 28, 2021

IT IS SO ORDERED:

Susan Philip, MD, MPH,

Acting Health Officer of the City and County of San Francisco

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>; <u>BOS-Legislative Aides</u>; <u>BOS-Administrative Aides</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

 Subject:
 FW: CMD FY20-21 Q1 Report

 Date:
 Monday, April 26, 2021 8:58:00 AM

 Attachments:
 CMD FY20-21 Q2 - FINAL.pdf

image002.png

From: Camua, Maria-Zenaida (ADM) <maria-zenaida.camua@sfgov.org>

Sent: Friday, April 23, 2021 5:04 PM

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

Cc: Asenloo, Romulus (ADM) < romulus.asenloo@sfgov.org>; Camua, Maria-Zenaida (ADM) < maria-

zenaida.camua@sfgov.org>; Fretty, Rochelle (ADM) <rochelle.fretty@sfgov.org>

**Subject:** CMD FY20-21 Q1 Report

Good afternoon,

Attached are the Cover Letter and CMD FY20-21 Q2 Report.

Best regards,

Maria-Zenaida Camua Madayag

Senior Administrative Analyst

City & County of San Francisco | Contract Monitoring Division

1155 Market Street | 4<sup>th</sup> Floor | San Francisco | CA | 94103

Email: <a href="mail-zenaida.camua@sfgov.org">maria-zenaida.camua@sfgov.org</a>
CMD Website <a href="www.sfgov.org/cmd">www.sfgov.org/cmd</a>

# City & County of San Francisco

London N. Breed, Mayor



# Office of the City Administrator

Carmen Chu, City Administrator Romulus Asenloo, Director, Contract Monitoring Division

April 21, 2021

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

Dear San Francisco Board of Supervisors

Pursuant to Chapter 14B.15 (A) of the San Francisco Administrative Code, please find the Local Business Enterprise ("LBE") Participation Quarterly Report for Q1 FY 20-21. The LBE Participation Report documents the LBE contract award statistics on work covered by Chapter 14B for the Airport, Public Works, Port, Public Utilities Commission, Recreation & Parks Department, Department of Public Health and Controller's Office.

Thank you for your continued support of CMD and the LBE Program. Should you have any questions, please do not hesitate to contact me at (415) 581-2320 or <a href="mailto:romulus.asenloo@sfgov.org">romulus.asenloo@sfgov.org</a>.

Sincerely

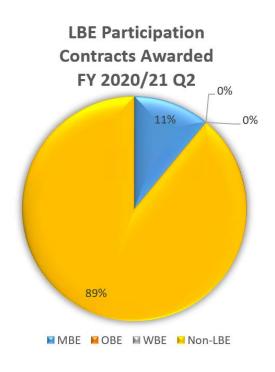
Romulus Asenloo

**Contract Monitoring Division** 

Director

# Office of the Controller (Data Source - F\$P)

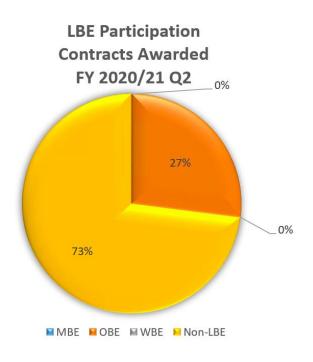
Total Number of Con	tracts for FY 20/21 Q2:	3		
Contract Type Description	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total to Date
Professional Services – Chapter 21	3	100.0%	183	100.0%
Grand Total	3	100.0%	183	100.0%
Contract Type Description	Amount Awarded FY 20/21 Q2	LBE Amount Awarded FY 20/21 Q2	Amount Awarded to Date	LBE Amount Awarded to Date
Professional Services – Chapter 21	\$344,155	\$38,895	\$180,133,962	\$9,012,555
Grand Total	\$344,155	\$38,895	\$180,133,962	\$9,012,555
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
LBE	0	0.0%	23	12.6%
Non-LBE	3	100.0%	160	87.4%
Grand Total	3	100.0%	183	100.0%
Prime Owner Type	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Minority Business Enterprise	0	0.0%	11	6.0%
Other Business Enterprise	0	0.0%	11	6.0%
Women Business Enterprise	0	0.0%	1	0.5%
Non-LBE	3	100.0%	160	87.5%
Grand Total	3	100.0%	183	100.0%



Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded FY 20/21 Q2	Percent of Total Award FY 20/21 Q2	Amount Awarded to Date	Percent of Total to Date
Minority Business Enterprise	African American	Prime			\$974,500	0.5%
		Sub			\$1,333,154	0.7%
	Asian American	Prime			\$763,630	0.4%
		Sub	\$38,895	11.3%	\$4,167,265	2.3%
		Sub			\$24,950	0.1%
Minority Business Enterprise Total			\$38,895	11.3%	\$7,263,499	4.0%
Other Business Enterprise		Prime			\$1,309,895	0.7%
		Sub			\$147,201	0.1%
Other Business Enterprise Total					\$1,457,096	0.8%
Women Business Enterprise		Prime			\$9,720	0.0%
		Sub			\$282,240	0.2%
Women Business Enterprise Total					\$291,960	0.2%
LBE Total			\$38,895	11.3%	\$9,012,555	5.0%
Non-LBE		Prime	\$305,260	88.7%	\$171,112,182	95.0%
		Sub			\$9,225	0.0%
Non-LBE Total			\$305,260	88.7%	\$171,121,407	95.0%
Grand Total			\$344,155	100.0%	\$180,133,962	100.0%

# San Francisco International Airport (Data Source - F\$P)

Contract Type Description	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Construction Contracts	4	100.0%	116	26.5%
Professional Services - Chapter 6	0	0%	81	18.5%
Professional Services - Chapter 21	0	0%	241	55.0%
Grand Total	4	100.0%	438	100.0%
Contract Type Description	Amount Awarded FY 20/21 Q2	LBE Amount Awarded FY 20/21 Q2	Amount Awarded to Date	LBE Amount Awarded to Date
Construction Contracts	\$11,654,051	\$2,317,431	\$6,197,568,519	\$1,179,399,959
Professional Services - Chapter 6	\$0	\$0	\$527,599,200	\$181,231,892
Professional Services - Chapter 21	\$0	\$0	\$1,313,875,079	\$37,175,365
Grand Total	\$11,654,051	\$2,317,431	\$8,039,042,798	\$1,397,807,216
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
LBE	2	50.0%	90	20.5%
Non-LBE	2	50.0%	348	79.5%
			100	100.0%
Grand Total	4	100.0%	438	
Grand Total  Prime Owner Type	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Prime Owner	Number of Contracts	Percent of Total Contracts	Number of Contracts	Percent of Total
Prime Owner Type Minority Business	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Prime Owner Type Minority Business Enterprise Other Business	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date 4.3%



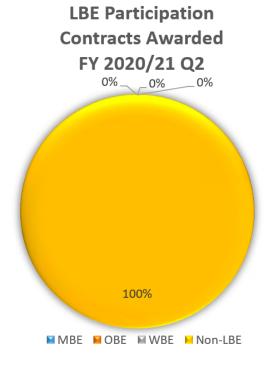
Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded FY 20/21 Q2	Percent of Total Award FY 20/21 Q2	Amount Awarded to Date	Percent of Total to Date
Minority Business Enterprise	African American  Arab American  Asian American  Iranian	Prime			\$1,264,551	0.0%
		Sub			\$1,016,018	0.0%
	Arab American	Sub     \$1,0°       Prime     \$4,6°       Sub     \$17       Prime     \$42       Sub     \$4,9°       Prime     \$2,5°       Sub     \$1,4°       Prime     \$1,7°       Sub     \$2,6°       Sub     \$88       \$21,7°	\$4,672,650	0.2%		
		Sub			\$170,519	0.0%
	Asian American	Prime			\$429,493	0.0%
		Sub			\$4,961,993	0.2%
	Iranian	Prime			\$2,569,626	0.1%
		Sub			\$1,428,811	0.0%
	Latino	Prime			\$1,710,194	0.0%
		Sub			\$2,654,596	0.1%
		Sub			\$857,467	0.0%
Minority Business Enterprise Total					\$21,735,919	0.6%
Other Business Enterprise		Prime	\$3,528,854	21.5%	\$37,981,968	1.0%
		Sub	\$820,471	5.0%	\$15,733,834	0.4%
Other Business Enterprise Total			\$4,349,325	26.5%	\$53,715,802	1.4%
Women Business Enterprise		Prime			\$18,683,040	0.5%
		Sub			\$19,701,735	0.5%
Women Business Enterprise Total					\$38,384,775	1.0%
LBE Total			\$4,349,325	26.5%	\$113,836,496	3.0%
Non-LBE		Prime	\$11,945,722	73.0%	\$3,555,320,433	94.4%
		Sub	\$89,440	0.5%	\$98,788,102	2.6%
Non-LBE Total			\$12,035,162	73.5%	\$3,654,108,535	97.0%
Grand Total			\$16,384,487	100.0%	\$3,767,945,031	100.0%

## Notes:

<sup>1)</sup> All column headings are defined as per CMD (e.g. "to Date" refers to active contracts with term start date of 7/1/13 or later)
2) Due to FAMIS to PeopleSoft conversion, not all original award amounts may have been captured

# **Department of Public Health (Data Source - F\$P)**

Contract Type Description	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Construction Contracts	0	0%	45	5.7%
Professional Services - Chapter 6	2	14.3%	631	80.5%
Professional Services - Chapter 21	12	85,7%	108	13.8%
Grand Total	14	100.0%	784	100.0%
Contract Type	Amount Awarded	LBE Amount	Amount Awarded to	LBE Amount
Description	FY 20/21 Q2	Awarded FY 20/21 Q2	Date Date	Awarded to Date
Construction Contracts	\$0	\$0	\$0	\$0
Professional Services - Chapter 6	\$440,000	\$0	\$54,290,000	\$32,425,000
Professional Services - Chapter 21	\$25,392,239	\$0	\$4,145,814,442	\$42,548,019
Grand Total	\$25,832,239	\$0	\$4,200,104,442	\$74,973,019
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
LBE	0	0%	43	5.5%
Non-LBE	14	100.0%	741	94.5%
Grand Total	14	100.0%	784	100.0%
Prime Owner	Number of	Percent of Total	Number of Contracts	Percent of Total
Туре	Contracts FY 20/21 Q2	Contracts FY 20/21 Q2	to Date	Contracts to Date
Minority Business Enterprise	0	0%	16	2.0%
Other Business Enterprise	0	0%	11	1.4%
Women Business Enterprise	0	0%	11	1.4%
Non-LBE	14	100.0%	746	95.2%
Non-LBE		100.078	740	33.27



Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded FY 20/21 Q2	Percent of Total Award FY 20/21 Q2	Amount Awarded to Date	Percent of Total to Date
Minority Business Enterprise	Asian American	Prime			\$4,392,300	0.1%
	Latino	Prime			\$12,625,000	0.3%
		Prime			\$2,581,813	0.1%
Minority Business Enterprise	Total				\$19,599,113	0.5%
Other Business Enterprise		Prime			\$32,620,634	0.8%
Other Business Enterprise To	otal				\$32,620,634	0.8%
Women Business Enterprise		Prime			\$11,953,272	0.3%
Women Business Enterprise	Total				\$11,953,272	0.3%
LBE Total					\$64,173,019	1.6%
Non-LBE		Prime	\$25,832,239	100.0%	\$4,135,931,423	98.4%
Non-LBE Total			\$25,832,239	100.0%	\$4,135,931,423	98.4%
Grand Total			\$25,832,239	100.0%	\$4,200,104,442	100.0%

# Public Works (Data Source - F\$P)

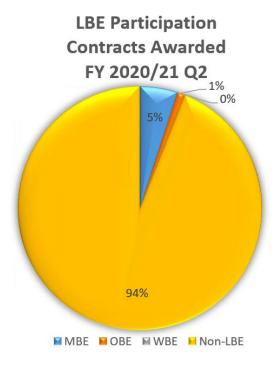
Contract Type Description	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Construction Contracts	6	50.0%	447	56.4%
Professional Services - Chapter 6	6	50.0%	321	40.5%
Professional Services - Chapter 21	0	0%	24	3.1%
Grand Total	12	100.0%	792	100.0%
Contract Type Description	Amount Awarded FY 20/21 Q2	LBE Amount Awarded FY 20/21 Q2	Amount Awarded to Date	LBE Amount Awarded to Date
Construction Contracts	\$29,960,055	\$8,400,607	\$3,424,567,265	\$1,131,390,599
Professional Services - Chapter 6	\$5,400,000	\$1,971,000	\$596,697,507	\$222,027,226
Professional Services - Chapter 21	\$0	\$0	\$7,639,087	\$ 6,489,976
Grand Total	\$35,360,055	\$10,371,607	\$4,028,903,859	\$1,359,907,801
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
LBE	4	33.3%	424	53.5%
Non-LBE	8	66.7%	368	46.5%
Grand Total	12	100.0%	792	100.0%
	1			
Prime Owner Type	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Minority Business Enterprise	2	16.7%	175	22.1%
Other Business Enterprise	0	0%	160	20.2%
Women Business Enterprise	2	16.7%	73	9.2%
Non-LBE	8	66.6%	384	48.5%
Non-LBE		00.070	004	10.070



Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded FY 20/21 Q2	Percent of Total Award FY 20/21 Q2	Amount Awarded to Date	Percent of Total to Date
Minority Business Enterprise	African American	Prime			\$27,480,318	0.7%
		Sub	\$45,000	0.1%	\$21,718,744	0.5%
	Arab American	Prime			\$3,497,500	0.1%
		Sub	\$9,000	0.0%	\$5,211,373	0.1%
	Asian American	Prime	\$675,000	1.9%	\$111,505,239	2.8%
		Sub	\$2,396,708	6.8%	\$143,901,018	3.6%
	Iranian	Prime			\$5,408,000	0.1%
		Sub			\$5,950,589	0.1%
	Latino	Prime			\$168,614,896	4.2%
		Sub	\$591,326	1.7%	\$59,458,903	1.5%
	Native American	Sub			\$20,000	0.0%
	Other	Sub			\$735,679	0.0%
		Prime	\$1,434,817	4.1%	\$42,553,214	1.1%
		Sub	\$648,000	1.8%	\$16,746,462	0.4%
Minority Business Enterprise	Total		\$5,799,851	16.4%	\$612,801,935	15.2%
Other Business Enterprise		Prime			\$391,695,029	9.7%
		Sub	\$3,433,733	9.7%	\$161,049,703	4.0%
Other Business Enterprise To	tal		\$3,433,733	9.7%	\$552,744,732	13.7%
Women Business Enterprise		Prime	\$837,000	2.3%	\$91,447,199	2.3%
		Sub	\$301,023	0.9%	\$59,325,009	1.4%
Women Business Enterprise 1	otal		\$1,138,023	3.2%	\$150,772,208	3.7%
LBE Total			\$10,371,607	29.3%	\$1,316,318,875	32.7%
Non-LBE		Prime	\$18,571,535	52.5%	\$2,478,131,025	61.5%
		Sub	\$6,416,913	18.2%	\$234,453,957	5.8%
Non-LBE Total			\$24,988,448	70.7%	\$2,712,584,982	67.3%
Grand Total			\$35,360,055	100.0%	\$4,028,903,857	100.0%

# Port of San Francisco (Data Source - F\$P)

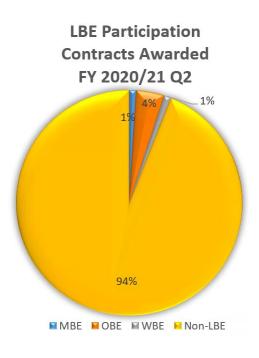
Contract Type Description	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Construction Contracts	1	20.0%	25	31.2%
Professional Services - Chapter 6	1	20.0%	21	26.3%
Professional Services - Chapter 21	3	60.0%	34	42.5%
Grand Total	5	100.0%	80	100.0%
O	_ A	1.DE A	A	LDE America
Contract Type Description	Amount Awarded FY 20/21 Q2	LBE Amount Awarded FY 20/21 Q2	Amount Awarded to Date	LBE Amount Awarded to Date
Construction Contracts	\$1,419,896	\$20,500	\$100,665,325	\$28,765,017
Professional Services - Chapter 6	\$100,000	\$100,000	\$88,963,525	\$29,625,192
Professional Services - Chapter 21	\$451,284	\$0	\$31,136,164	\$8,270,466
Grand Total	\$1,971,180	\$120,500	\$220,765,014	\$66,660,675
Prime LBE Status	1 1 1		Number of	Percent of Total
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Contracts to Date	Contracts to Date
LBE	1	20.0%	40	50.0%
Non-LBE	4	80.0%	40	50.0%
Grand Total	5	100.0%	80	100.0%
Prime Owner	Number of	Percent of Total	Number of	Percent of Total
	Contracts	Contracts FY 20/21 Q2	Contracts to Date	Contracts to Date
Туре	FY 20/21 Q2		4.4	13.7%
Minority Business Enterprise	1	20.0%	11	13.776
Minority Business		20.0%	11	13.7%
Minority Business Enterprise Other Business	1			
Minority Business Enterprise  Other Business Enterprise  Women Business	0	0%	11	13.7%



Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded FY 20/21 Q2	Percent of Total Award FY 20/21 Q2	Amount Awarded to Date	Percent of Total to Date
Minority Business Enterprise	African American	Prime	\$100,000	5.1%	\$1,543,384	0.7%
		Sub			\$2,740,014	1.2%
	Arab American	Sub			\$64,000	0.0%
	Asian American	Prime			\$2,645,406	1.2%
		Sub			\$6,109,525	2.8%
	Iranian	Sub			\$1,979,511	0.9%
	Latino	Prime			\$1,878,073	0.9%
		Sub			\$2,787,698	1.3%
	Other	Sub			\$189,995	0.1%
		Sub			\$848,059	0.4%
Minority Business Enterprise Total			\$100,000	5.1%	\$20,785,665	9.5%
Other Business Enterprise		Prime			\$9,118,101	4.1%
		Sub	\$20,500	1.0%	\$12,552,894	5.7%
Other Business Enterprise Total			\$20,500	1.0%	\$21,670,995	9.8%
Women Business Enterprise		Prime			\$9,821,159	4.4%
		Sub			\$8,956,701	4.1%
Women Business Enterprise Total					\$18,777,860	8.5%
LBE Total			\$120,500	6.1%	\$61,234,520	27.8%
Non-LBE		Prime	\$1,508,751	76.5%	\$115,277,316	52.2%
		Sub	\$341,929	17.4%	\$44,253,177	20.0%
Non-LBE Total			\$1,850,680	93.9%	\$159,530,493	72.2%
Grand Total			\$1,971,180	100.0%	\$220,765,013	100.0%

# **Public Utilities Commission (Data Source - SOLIS 3)**

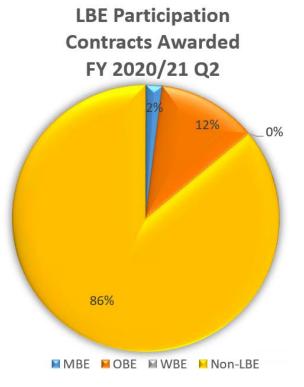
Contract Type	Number of		Number of Contracts	Percent of Total
Description	Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	to Date	Contracts to Date
Construction Contracts	2	25.0%	224	39.2%
Professional Services - Chapter 6	1	12.5%	161	28.1%
Professional Services - Chapter 21	5	62.5%	187	32.7%
Grand Total	8	100%	572	100.00%
Contract Type	Amount Awarded	LBE Amount	Amount Awarded to	LBE Amount Awarded
Description	FY 20/21 Q2	Awarded FY 20/21 Q2	Date	to Date
Construction Contracts	\$154,076,328	\$8,373,036	\$3,757,840,096	\$1,024,535,069
Professional Services - Chapter 6	\$52,050	\$0	\$1,321,876,935	\$278,321,814
Professional Services - Chapter 21	\$599,800	\$408,000	\$395,252,997	\$114,730,999
Grand Total	\$154,728,178	\$8,781,036	\$5,474,970,028	\$1,417,587,882
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
LBE	5	62.5%	212	37.09
LBE Non LBE	5	62.5% 37.5%	212 361	37.09 63.09



Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded	Percent of Total
Minority Business Enterprise	African American	Prime	\$129,000	0.1%
		Sub		
	Latino	Prime		
		Sub	\$650,000	0.5%
		Prime		
		Sub	\$288,600	0.2%
Minority Business Enterprise Total			\$1,067,600	0.8%
Other Business Enterprise		Prime	\$50,000	0.1%
		Sub	\$5,564,562	3.9%
Other Business Enterprise Total			\$5,614,562	4.0%
Women Business Enterprise		Prime	\$487,822	0.3%
		Sub	\$1,611,052	1.1%
Women Business Enterprise Total			\$2,098,874	1.4%
LBE Total			\$8,731,036	6.2%
Non-LBE		Prime	\$117,157,858	83.3%
		Sub	\$14,782,345	10.5%
Non-LBE Total			\$131,940,203	93.8%
Grand Total			\$140,721,239	100.0%

# Recreation and Parks Department (Data Source - F\$P)

Contract Type Description	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Construction Contracts	11	91.7%	199	87.7%
Professional Services - Chapter 6	1	8.3%	21	9.2%
Professional Services - Chapter 21	0	0%	7	3.1%
Grand Total	12	100.0%	227	100.0%
Contract Type Description	Amount Awarded FY 20/21 Q2	LBE Amount Awarded FY 20/21 Q2	Amount Awarded to Date	LBE Amount Awarded to Date
Construction Contracts	\$2,243,971	\$315,063	\$47,423,598	\$23,420,944
Professional Services - Chapter 6	\$111,735	\$0	\$19,437,470	\$10,937,611
Professional Services - Chapter 21	\$0	\$0	\$35,188,125	\$600,000
Grand Total	\$2,355,706	\$315,063	\$102,049,193	\$34,958,555
Prime LBE Status	Number of Contracts FY 20/21 Q2	Percent of Total Contracts FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
LBE	3	25.0%	104	45.8%
Non-LBE	9	75.0%	123	54.2%
Grand Total	12	100.0%	227	100.0%
Prime Owner Type	Number of Contracts FY 20/21 Q2	Percent of Total FY 20/21 Q2	Number of Contracts to Date	Percent of Total Contracts to Date
Minority Business Enterprise	0	0%	24	10.6%
Other Business Enterprise	3	25.0%	67	29.5%
Women Business Enterprise	0	0%	13	5.7%
Non-LBE	9	75.0%	123	54.2%
	12	100.0%	227	100.0%



Owner Type	Ethnicity/Race	Prime or Sub	Amount Awarded FY 20/21 Q2	Percent of Total Award FY 20/21 Q2	Amount Awarded to Date	Percent of Total to Date
Minority Business Enterprise	African American	Prime			\$1,648,163	1.6%
		Sub			\$14,563	0.0%
	Arab American	Sub			\$137,500	0.1%
	Asian American	Prime			\$384,996	0.4%
		Sub	\$9,900	0.4%	\$2,034,337	2.0%
	Iranian	Prime			\$2,125,000	2.1%
		Sub			\$746,786	0.7%
	Latino	Prime			\$4,241,004	4.2%
		Sub	\$29,050	1.2%	\$282,522	0.3%
		Sub			\$70,458	0.1%
Minority Business Enterprise Total			\$38,950	1.6%	\$11,685,339	11.5%
Other Business Enterprise		Prime	\$276,113	11.7%	\$13,356,977	13.1%
		Sub			\$2,370,095	2.3%
Other Business Enterprise Total			\$276,113	11.7%	\$15,727,072	15.4%
Women Business Enterprise		Prime			\$3,632,675	3.5%
		Sub			\$2,134,649	2.1%
Women Business Enterprise Total					\$5,767,324	5.6%
LBE Total			\$315,063	13.3%	\$33,179,735	32.5%
Non-LBE		Prime	\$1,749,629	74.3%	\$60,209,177	59.0%
		Sub	\$291,014	12.4%	\$8,660,290	8.5%
Non-LBE Total			\$2,040,643	86.7%	\$68,869,467	67.5%
Grand Total			\$2,355,706	100.0%	\$102,049,202	100.0%

From: Board of Supervisors, (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS)

Subject: FW: SFMTA Accountability Report Date: Tuesday, April 27, 2021 4:42:06 PM

Attachments: <u>image001.png</u>

SFMTA Accountability Report 4th Iss signed.pdf

From: Wu, Charlotte < Charlotte. Wu@sfmta.com>

Sent: Tuesday, April 27, 2021 11:21 AM

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

<ben.rosenfield@sfgov.org>; Cisneros, Jose (TTX) <jose.cisneros@sfgov.org>; Van Degna, Anna
(CON) <anna.vandegna@sfgov.org>; Campbell, Severin (BUD) <severin.campbell@sfgov.org>

**Cc:** Rewers, Jonathan (MTA) <Jonathan.Rewers@sfmta.com>; Goldberg, Joel (MTA)

<Joel.Goldberg@sfmta.com>; Trivedi, Vishal (CON) <vishal.trivedi@sfgov.org>; Manglicmot, Timothy
(MTA) <Timothy.Manglicmot@sfmta.com>

Subject: SFMTA Accountability Report

Good morning,

Please see SFMTA's GO Bond Accountability Report attached. Please let me know if you have any questions.

Thank you,

#### Charlotte Wu

Acting Manager Funding Strategy & Programs Budget, Financial Planning and Analysis



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San Francisco Municipal Transportation Agency

# 2014 Transportation & Road Improvement General Obligation Bond

Accountability Report April 2021

Updates through March 2021



London Breed, Mayor

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Jeffrey Tumlin, Director of Transportation

Date: April 23, 2021

To: Angela Calvillo, Clerk of the Board of Supervisors

Ben Rosenfield, City Controller

José Cisneros, Treasurer

Anna Van Degna, Director, Office of Public Finance

Harvey Rose, Budget Analyst

From: Jonathan Rewers, Acting Chief Financial Officer

SUBJECT: Transmittal of 2014 Transportation and Road Improvement GO Bond

**Accountability Report** 

In accordance with Administrative Code 2.70, attached please find a copy of the 2014 Transportation and Road Improvement General Obligation Bond Accountability Report.

The San Francisco Municipal Transportation Agency certifies that the report is true and correct. With the issuance of this report, the San Francisco Municipal Transportation Agency (SFMTA) requests approval to proceed with the sale of \$140,000,000 in General Obligation bonds. This is the third issuance of the \$500,000,000 in General Obligation bonds approved by voters on November 4, 2014 to improve and enhance the City's existing transportation system and expand it for the future. The first issuance of General Obligation funds totaled \$67,005,000. The second issuance totaled \$174,445,000. And with the third issuance of \$140,000,000, total General Obligation bonds issued on behalf of the SFMTA are \$377,215,000. General Obligation bonds will fund a total of 55 projects in the following categories: Muni Forward Rapid Network Improvements, Muni Facility Upgrades, Pedestrian Safety Improvements, Complete Streets Improvements, Caltrain Upgrades, Accessibility Improvements, Major Transit Corridor Improvements, and Traffic Signal Improvements.

Of the \$500,000,000 in voter-approved General Obligation bond funds, about \$5,000,000 has reserved for issuance and oversight costs.

If you have any questions, please contact Jonathan Rewers, Acting Director of Finance and Information Technology at jonathan.rewers@sfmta.com.

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# **Executive Summary**

In November 2014, the San Francisco Transportation & Road Improvement General Obligation Bond (GO Bond) was passed by City voters to make critical investments in the City's transportation system. The \$500 million investment will make Muni less crowded and more reliable. It will also improve safety for everyone getting around San Francisco. The bond funds have been authorized for following eight investment categories: Muni Forward, Muni Facility Upgrades, Pedestrian Safety Improvements, Complete Streets Improvements, Caltrain Upgrades, Accessibility Improvements, Major Transit Corridor Improvements, and Traffic Signal Improvements. Current GO Bond investment levels are shown in Figure 1. The Bond is the first component of a long-term plan developed by the Mayor's Transportation Task Force in 2013 to raise up to \$3 billion by 2030 to improve and enhance the City's existing transportation system and expand it for the future. The San Francisco Transportation 2045 Task Force, consisting of individuals representing neighborhoods, small and large businesses, transportation, housing and environmental justice advocacy groups, labor and civic organizations, and city and regional transportation agencies, identified critical funding needs of San Francisco's transportation systems from now through the year 2045. The GO Bond programming is guided by the Task Force's six recommendations for transportation system priorities:

- 1. Transit Service and Affordability
- 2. Muni Fleet, Facilities and Infrastructure
- 3. Transit Optimization and Expansion
- 4. Regional Transit and Smart Systems Management
- 5. Vision Zero, Safer and Complete Streets
- 6. Street Resurfacing

The benefits of the Bond will be felt in every San Francisco neighborhood and will create a safer, more efficient, and more affordable transportation system, as well as move the City toward Vision Zero, the City's commitment to eliminate traffic deaths by 2024.

Along with our partners at Public Works and Caltrain, SFMTA now has allocated GO Bond funding to 55 projects. Of these, the following have reached substantial completion and are available for public use:

- 9 San Bruno
- 10 Townsend
- 1 California: Laurel Village
- 8 Bayshore: San Bruno
- 8<sup>th</sup> and Market Transit Boarding Island
- 19 Polk
- UCSF Platforms
- 30 Stockton: Chestnut
- 5 Fulton
- Arguello
- Islais Creek Maintenance and Operations Facility Phase II
- Mission Street & Trumbull Street Intersection Upgrade
- Muni Metro East Facility Phase II, N Judah Transit Priority
- UCSF Platform Extension and Crossover Track
- Mission Bay Loop
- Underground Storage Tanks Project



- Pedestrian Countdown Signals on High-Injury Corridors
- 22 Fillmore: OCS on Church/Duboce
- 4th St I-80 Vision Zero Improvements
- Contract 64
- Potrero Avenue Roadway Improvements.

Updates on the projects and programs supported by these funds and quarterly reports to the Citizen's General Obligation Bond Oversight Committee are available at <a href="https://cgoboc.sfgov.org/streets-and-infrastructure.html">https://cgoboc.sfgov.org/streets-and-infrastructure.html</a>. T2045 information is available at <a href="https://sftransportation2045.com/">https://sftransportation2045.com/</a>.



# First Issuance and Supplemental Appropriation

The first issuance of the Bond occurred in June 2015, appropriating \$67,005,000 of proceeds from general obligation bonds. In late June 2017, the Board of Supervisors approved an ordinance to re-appropriate \$26,200,000 of the 2014 Transportation & Road Improvement General Obligation Bond Series 2015B funded investment categories, including Better Market Street, Muni Forward Rapid Network improvements, and Pedestrian Safety Improvements projects, to the Muni Facility Upgrades investment category. The ordinance was signed into law by the Mayor on July 21, 2017.

# Second Issuance

In February 2018, the Board of Supervisors appropriated the second issuance of 2014 Transportation & Road Improvement GO bonds for \$174,445,000. The 2018B issuance funded Complete Streets Improvements, Muni Facility Upgrades, Muni Forward Rapid Network improvements, Pedestrian Safety Improvements, Traffic Signal Improvements, Better Market Street, BART's Market Street station entrance canopies, and Caltrain electrification.

# Third Issuance

The Series 2020B bond funds were approved by the Board of Supervisors on July 21, 2020 for \$135,765,000. Proceeds of the sale were programmed to various capital projects for Caltrain Upgrades, Complete Streets Improvements, Muni Forward Rapid Network, Pedestrian Safety Improvements, and Traffic Signal Improvements.

# Fourth Issuance

At its April 6, 2021 meeting, the SFMTA Board of Directors approved a request that the San Francisco Board of Supervisors appropriate the fourth issuance of 2014 Transportation & Road Improvement GO bonds. Together with the \$67 million from the first issuance, the \$174 million from the second issuance, and \$136 million from the third issuance, the fourth issuance would increase the authorized appropriation of GO bond funds to \$500 million (Table 1). The fourth issuance will not exceed \$122,785,000. The fourth issuance includes amounts to be allocated to large corridor projects that are either in active construction or slated to begin construction in the Fiscal Year 2021-22. The following project categories will receive funding: Accessibility Improvements, Complete Streets Improvements, Muni Forward Rapid Network, Pedestrian Safety Improvements, and Traffic Signal Improvements.

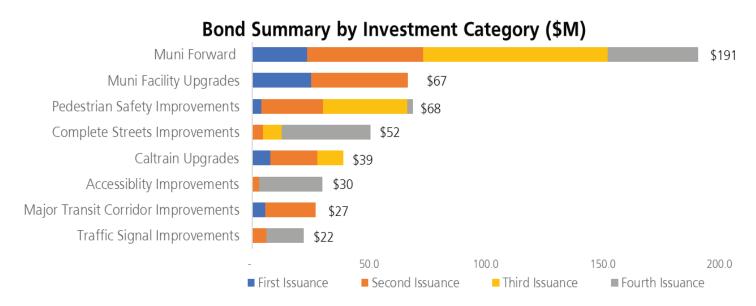


Figure 1. GO Bond first, second, third, and fourth issuance cumulative funding by investment category.





# **Project Status Reports**

(Updates as of March 31, 2021)

# **Bond Funded Projects: Description and Status**

# **6th Street Streetscape**





Improve street safety and create a more inviting pedestrian environment on 6th Street from Market Street to Brannan Street by removing one lane of vehicle travel in each direction. A broad scope of streetscape improvements will be implemented, including: sidewalk widening, pedestrian safety bulb-outs, raised crosswalks at alleyways, new traffic signals, landscaping, and other improvements to the pedestrian environment. This project will also remove peak-hour tow-away lanes on 6th Street, and install a class II bike lane on 6th Street from Market Street to Folsom Street to connect to the existing bike network.

#### Project Status through March 31, 2021:

Project has advertised and received bids. The team continues sending monthly email updates and created shared spaces event on Stevenson & 6th. The Construction Mitigation Plan was updated.

PROJECT MANAGER: Leung, Kimberly CURRENT PROJECT PHASE: Detail Design SUBSTANTIAL COMPLETION DATE: 12/31/2022

# **FUNDING/SCHEDULE**

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Total		
Allocated to Date	\$0	\$3,235,000	\$3,235,000		
Encumbered	\$0	\$709	\$709		
Expended	\$0	\$2,145,542	\$2,145,542		
Remaining Balance	\$0	\$1,088,749	\$1,088,749		

planning design construction

Schedule

 FY 16/17
 FY 17/18
 FY 18/19
 FY 19/20
 FY 20/21
 FY 21/22
 FY 22/23
 FY 23/24

 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q1 Q2 Q3 Q4 Q1

# **Bond Funded Projects: Description and Status**

# 7 Haight-Noriega: Haight Street Transit Priority Project (Formerly 71 Haight-Noriega)





The 7 Haight-Noriega is an important eastwest bus route serving about 13,000 customers every day. This project includes optimizing transit stop locations, adding transit bulbs, creating signalized transit queue jumps, and replacing all-way, stopcontrolled intersections with traffic signals. The changes are expected to reduce transit travel time by 20% in the corridor.

#### Project Status through March 31, 2021:

All lower haight traffic signals have been activated and turned on. The contractor is working with SFPUC to remove old streetlight poles. The project team is performing punchlist before starting project close-out on the lower haight traffic signals contract.

Kwong, Kenneth PROJECT MANAGER: **CURRENT PROJECT PHASE:** Construction

FY 21/22

FY 22/23

SUBSTANTIAL COMPLETION DATE: 7/1/2021

# **FUNDING/SCHEDULE**

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Total		
Allocated to Date	\$1,560,917	\$8,766,975	\$10,327,892		
Encumbered	\$0	\$235,309	\$235,309		
Expended	\$1,215,718	\$7,830,390	\$9,046,108		
Remaining Balance	\$345,199	\$701,276	\$1,046,475		

FY 17/18 FY 18/19 FY 19/20 FY 20/21 Q1 Q2 Q3 Q4 Schedule

## **Bond Funded Projects: Description and Status**

#### 14 Mission: Inner Mission Transit Priority Project





Mission Street carries some of the heaviest loads in the Muni system. Causes of delay include long passenger boarding times, friction between parking and loading vehicles, getting stuck behind right-turning cars, and areas of closely spaced transit stops. This project will construct transit and streetscape improvements to reduce travel times for the 14 Mission in the Inner Mission along Mission Street between 11th Street and Randall Street. Improvements will include new transitonly lanes and enhancements to existing transit-only lanes, transit bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets and optimized transit stop placements.

#### Project Status through March 31, 2021:

The project team is working with the Board of Supervisors' Office and CURRENT PROJECT PHASE: the Merchants Group to build the bulbs without impacting the shared spaces and minimizing community impact prior to work starting.

PROJECT MANAGER: Kwong, Kenneth

Construction

**SUBSTANTIAL COMPLETION DATE:** 12/31/2021

#### **FUNDING/SCHEDULE**

GO Bond Funding				
Funds Currently Allocated				
	First Issuance	Second Issuance	Total	
Allocated to Date	\$1,164,450	\$627,151	\$1,791,601	
Encumbered	\$0	\$0	\$0	
Expended	\$910,804	\$36,733	\$947,537	
Remaining Balance	\$253,646	\$590,418	\$844,064	

FY 17/18 FY 19/20 FY 20/21 FY 21/22 FY 18/19 FY 22/23 FY 23/24 

Schedule

#### 14 Mission: Mission & S Van Ness Transit Priority Project





Transit priority improvements at the intersection of Mission and South Van Ness. Improvements to be coordinated with the Van Ness Bus Rapid Transit Project. Improvements to the safety of the intersection for people walking, biking and reliability improvements for Muni riders. Construction will include new sidewalk extensions, roadway striping changes, and other improvements to complement the Van Ness BRT project and the 14 Mission Rapid Project.

#### Project Status through March 31, 2021:

The project has completed utility work. Bulb Work is dictated by the Van Ness BRT Project and coordination with the adjacent building construction. The bus island will be built by 30 Otis in Summer 2021 as part of construction.

PROJECT MANAGER: Kwong, Kenneth
CURRENT PROJECT PHASE: Construction

**SUBSTANTIAL COMPLETION DATE:** 07/31/2021

#### **FUNDING/SCHEDULE**

GO Bond Funding					
Funds Currently Allocated					
First Issuance Second Issuance Total					
Allocated to Date	\$1,390,000	\$0	\$1,390,000		
Encumbered	\$0	\$0	\$0		
Expended	\$1,053,993	\$0	\$1,053,993		
Remaining Balance	\$336,007	\$0	\$336,007		

planning design construction FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23 FY 23/24
Q1 Q2 Q3 Q4 Schedule

#### 22 Fillmore: 22 Fillmore Extension to Mission Bay (16th Street Transit Priority Project)





This corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. Additionally, the Mission Bay neighborhood, which is currently experiencing a large amount of development, lacks a direct and efficient transit connection to the Mission District and central San Francisco. This project will build transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities. The project will also include extending the overhead catenary contact system (OCS) on 16th Street from Kansas Street to Third Street to allow for zero-emission transit service into Mission Bay. The changes will result in 25% reduced travel times and improved reliability on the 22 Fillmore corridor, primarily along 16th Street between the intersection of Church Street and Market Street and the Mission Bay neighborhood, which represents a new terminal location for the route.

#### Project Status through March 31, 2021:

Phase I: Substantially complete. This phase is continuing punch list work and review of as-built drawings.

Phase II: Staff performed some value engineering to reduce costs. Phase II is scheduled to re-advertise the revised scope in May.

PROJECT MANAGER: Maleki, Parand

**CURRENT PROJECT PHASE:** Administrative Closure

**SUBSTANTIAL COMPLETION DATE:** 09/02/2022

#### **FUNDING/SCHEDULE**

GO Bond Funding					
	Funds Currently Allocated				
	First Issuance	Second Issuance	Third Issuance	Total	
Allocated to Date	\$2,532,379	\$13,649,871	\$17,043,069	\$33,225,319	
Encumbered	\$0	\$0	\$0	\$0	
Expended	\$2,532,885	\$13,649,871	\$10,165	\$16,192,921	
Remaining Balance	-\$506	\$0	\$17,032,904	\$17,032,398	



FY 23/24

#### **Bond Funded Projects: Description and Status**

#### 28 19th Avenue: 19th Ave Transit Priority Project





The corridor along Park Presidio and 19th Avenue faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will construct, in coordination with a Caltrans repaying project, various enhancements throughout the corridor, such as stop placement optimization, turn pockets, and bus bulbs. The changes will result in 20% reduced travel times and improved reliability on the 28 19th Avenue between the intersections of California Street and Park Presidio and Junipero Serra Boulevard and 19th Avenue.

#### Project Status through March 31, 2021:

The project has been split into segments to minimize the impacts to the neighborhood. The contractor must complete all work within a segment before they can advance to the next segment. Once they move onto a different segment they will not need to come back and disrupt the neighborhood again.

Segment 1 (Lincoln to Noriega) is in progress, with Segment 2 (Noriega to Taraval) to begin in late summer/early fall.

PROJECT MANAGER: Alaba, Darcie

**CURRENT PROJECT PHASE:** Construction **SUBSTANTIAL COMPLETION DATE: 8/31/2023** 

### **FUNDING/SCHEDULE**

	GO Bond Funding					
	Funds Currently Allocated					
	First Issuance	Second Issuance	Third Issuance	Total		
Allocated to Date	\$13,631	\$2,000,000	\$18,100,000	\$20,113,631		
Encumbered	\$0	\$195,693	\$7,852,699	\$8,048,392		
Expended	\$13,631	\$463,504	\$5,906	\$483,041		
Remaining Balance	\$0	\$1,340,803	\$10,241,395	\$11,582,199		

FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23 Schedule

#### 30 Stockton: East of Van Ness Ave Transit Priority Project





The 30 Stockton is one of Muni's busiest routes, serving about 28,000 customers every day. The corridor faces significant congestion that frequently prevents efficient transit vehicle movement. This project includes optimizing bus stop locations, adding new transit bulbs and extending existing transit bulbs, establishing transit-only lanes, and widening travel lanes to reduce travel time and improve reliability on the 30 Stockton corridor. To capitalize on opportunities to coordinate work with other construction projects, this project will be delivered in multiple segments.

Construction

#### Project Status through March 31, 2021:

Most components of this projects are complete. The remaining work **CURRENT PROJECT PHASE**: on Van Ness Ave will be done as part of the Van Ness BRT project in first half of 2021 and will be dictated by Van Ness Project Schedule.

PROJECT MANAGER: Kwong, Kenneth

**SUBSTANTIAL COMPLETION DATE:** 06/01/2021

#### **FUNDING/SCHEDULE**

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Total		
Allocated to Date	\$3,726,167	\$0	\$3,726,167		
Encumbered	\$0	\$0	\$0		
Expended	\$3,211,355	\$0	\$3,211,355		
Remaining Balance	\$514,812	\$0	\$514,812		

FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 Schedule

#### Add Pedestrian Countdown Signals on High Injury Corridors





This project will plan, design, and upgrade traffic signals at fifteen locations so that Pedestrian Countdown Signals (PCS) can be added on WalkFirst Pedestrian High Injury Corridors. Pedestrian countdown signals display the time remaining for people walking to finish crossing the street. This allows people to determine if they have enough time to safely cross or if they should wait for the next cycle.

#### Project Status through March 31, 2021:

The project is 99% complete. Punch list items were sent to contractor CURRENT PROJECT PHASE: in October 2020. Minor issues recently resolved to allow the rest of punch list to proceed.

PROJECT MANAGER: De Leon, Geraldine

Construction **SUBSTANTIAL COMPLETION DATE:** 06/30/2020

#### **FUNDING/SCHEDULE**

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Total		
Allocated to Date	\$492,076	\$1,725,422	\$2,217,498		
Encumbered	\$0	\$104,882	\$104,882		
Expended	\$456,226	\$1,073,164	\$1,529,390		
Remaining Balance	\$35,850	\$547,377	\$583,227		

FY 16/17 FY 15/16 FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 Q1 Q2 Q3 Q4 Schedule

#### Alemany Interchange Improvement Project - Phase I





The Alemany Interchange Improvements Project proposes striping changes for safer cycling and walking through the "Alemany Maze" including new buffered bike lanes, flexible delineator posts to separate the bikeways from vehicles, hatched shoulders and narrowed travel lanes to reduce speeding, and high visibility crosswalks. The project also proposes a buffered bike lane southbound on San Bruno Avenue from Alemany Boulevard to Silver Avenue. SFMTA staff anticipate no changes to parking from these improvements

#### Project Status through March 31, 2021:

SFMTA staff re-submitted the Design Standard Decision Document with responses to Caltrans comments (4th submittal). SFMTA and Caltrans District 4 staff began regular, biweekly coordination meetings for this project for traffic routing during construction and implementation of the bikeway improvements with overhead construction completion. The westbound and eastbound Alemany bikeway will be completed and is open for use. The San Bruno Ave portion of the bikeway project was completed in March. With the completion of San Bruno Ave, the project will transition to the closeout phase through June 30, 2021.

Schedule

**PROJECT MANAGER:** Robinson, Ellen

**CURRENT PROJECT PHASE:** Closeout **SUBSTANTIAL COMPLETION DATE:** 3/12/2021

#### **FUNDING/SCHEDULE**

GO Bond Funding					
	Funds Currently Allocated				
First Issuance Second Issuance Total					
Allocated to Date	\$0	\$186,890	\$186,890		
Encumbered	\$0	\$0	\$0		
Expended	\$0	\$201,003	\$201,003		
Remaining Balance	\$0	-\$14,113	-\$14,113		

FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4



#### Application-Based Residential Street Traffic Calming FY16/17



Accept and review community-based traffic calming applications to select and then design and construct traffic calming projects on residential streets citywide. Applications are evaluated based on criteria such as speeds, collisions, and volumes. SFMTA reviews and evaluates applications, informs applicants of whether or not their requested location will receive a traffic calming project the following year, and asks residents on accepted blocks to vote. Fifty percent of returned ballots must be in favor of the measure in order to move forward into design and construction.

#### Project Status through March 31, 2021:

The project is near completion. The project has constructed traffic calming measures at over 40 locations. The remaining locations are anticipated to reach substantial completion in the summer of 2021.

**PROJECT MANAGER:** Curtis, Damon

CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 6/29/2018

#### **FUNDING/SCHEDULE**

GO Bond Funding				
Funds Currently Allocated				
First Issuance Second Issuance Total				
Allocated to Date	\$0	\$179,564	\$179,564	
Encumbered	\$0	\$0	\$0	
Expended	\$0	\$69,047	\$69,047	
Remaining Balance	\$0	\$110,517	\$110,517	

planning design construction

#### **BART Canopies**





The Market Street entrance modernization project will provide new, street-level canopies at each of the entrances. The current, open design of the entrances does not provide weather protection for the escalators from weather. The scope consists of off-site fabrication and the installation of a new support system for the canopies with a glass enclosure, new lighting system and light fixtures and a real time display unit. These canopies will incorporate lessons learned from the Phase 1 canopy installations at Powell and Civic Center Stations.

#### Project Status through March 31, 2021:

Continued review and submittal process on the Market Street Canopies Contract. BART, designers, contractor, ceiling fabricator, and artists collaborated to optimize digital art files and logistics to incorporate canopy ceiling art. Continued coordination with project stakeholders. Performed initial subsurface investigation to discover hidden obstacles in advance to be able to develop plan for mitigation of potential delays these would cause if were encountered by surprise during construction.

PROJECT MANAGER: Mark Dana
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 12/18/2026

#### **FUNDING/SCHEDULE**

GO Bond Funding						
Funds Currently Allocated						
	First Issuance	Second Issuance	Fourth Issuance	Total		
Allocated to Date	\$0	\$3,000,000	\$0	\$3,000,000		
Encumbered	\$0	\$0	\$0	\$0		
Expended	\$0	\$83,364	\$0	\$83,364		
Remaining Balance	\$0	\$2,916,636	\$0	\$2,916,636		



FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22

Q1 Q2 Q3 Q4 Q1

#### **Beale Street Bikeway Improvements**





Plan, design, and construct a protected north-south bikeway that connects to or passes near the new Transbay Transit Center. The project will improve cycling comfort and safety while addresssing transit issues and accessibility needs. Work may include the following: street markings, signs, raised elements along the bikeway, signal modifications or retiming, and curb ramps.

#### Project Status through March 31, 2021:

The project completed the quick build portion of the project; a two-way cycletrack, between Market and Howard Streets, and a Muni-only lane between Market and Natoma Streets. Detailed design coordination meetings have started on a bi-weekly basis.

Trout, lan **PROJECT MANAGER: CURRENT PROJECT PHASE:** Detail Design **SUBSTANTIAL COMPLETION DATE:** 12/30/2023

#### **FUNDING/SCHEDULE**

GO Bond Funding					
Funds Currently Allocated					
	First Issuance	Second Issuance	Fourth Issuance	Total	
Allocated to Date	\$0	\$240,000	\$0	\$240,000	
Encumbered	\$0	\$0	\$0	\$0	
Expended	\$0	\$226,692	\$0	\$226,692	
Remaining Balance	\$0	\$13,308	\$0	\$13,308	

Schedule

FY 18/19

FY 19/20

FY 20/21

FY 21/22

FY 22/23

FY 17/18

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### **Better Market Street**



Market Street is the spine of the City's transportation system, with approximately 464,000 riders accessing transit on Market Street each weekday. As such, transit improvements on Market Street perpetuate significant benefits to transit service systemwide. This proposed project would deliver improvements to decrease transit travel time and improve transit reliability. In addition, the project includes numerous pedestrian, bicycling and streetscaping improvements that will benefit all users of the street. Improvements to Market Street may include: pedestrian bulbs, enhancement to transit stops, stop spacing adjustments (including the introduction of Rapid stop spacing on Market), and accessibility improvements, including wider boarding platforms. Additional state of good repair improvements may also include rehabilitation of Muni rail and overhead lines and traffic signals. The project will significantly improve mobility and safety for all users, and improve travel time while increasing accessibility.

#### Project Status through March 31, 2021:

The SFMTA project team has gone from 95% design to 100% design of phase 1 in the last quarter except for new scope (overhead catenary system) to support construction. SFPUC is developing their water and AWSS scope of work. The project team has been working to identify funding and meeting with internal stake holders to develop the new scope. It has been agreed to restrict the scope to the area between Fifth and Eighth Streets unless additional work has to be added to provide the final performance requirements of the project. Completed the draft of the construction sequencing plan.

PROJECT MANAGER: Gabancho, Peter

CURRENT PROJECT PHASE: Preliminary Engineering

**SUBSTANTIAL COMPLETION DATE: 6/28/2024** 

#### **FUNDING/SCHEDULE**

GO Bond Funding						
Funds Currently Allocated						
	First Issuance	Second Issuance	Third Issuance	Fourth Issuance	Total	
Allocated to Date	\$5,500,000	\$12,593,275	\$22,882,581	\$0	\$40,975,856	
Encumbered	\$0	\$876,409	\$0	\$0	\$876,409	
Expended	\$5,498,518	\$14,392,648	\$1,820,034	\$0	\$21,711,200	
Remaining Balance	\$1,482	-\$2,675,781	\$21,062,547	\$0	\$18,388,247	

planning Q1 Q2

design Schedule

construction

FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23 FY 23/24

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### **Burke Facility Renovation**





Rehabilitate the Burke Warehouse facility to prepare it for new transit fleet maintenance functions, specifically the housing of overhead lines with increased storage capacity. Work will include the installation of a new roof, new building cladding, insulation, foundation improvements, new lighting, new HVAC systems, and interior improvements.

#### Project Status through March 31, 2021:

This project is substantially complete. SFPW Construction Management is working to complete contract closeout.

PROJECT MANAGER:

Kavanagh, Tess

**CURRENT PROJECT PHASE:** Administrative Closure

**SUBSTANTIAL COMPLETION DATE:** 05/06/2019

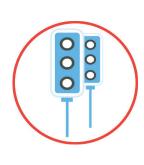
#### **FUNDING/SCHEDULE**

GO Bond Funding					
	Funds Currently Allocated				
	First Issuance	Second Issuance	Total		
Allocated to Date	\$10,079,730	\$34,438,410	\$44,518,140		
Encumbered	\$812	\$117,078	\$117,890		
Expended	\$9,923,792	\$32,031,941	\$41,955,733		
Remaining Balance	\$155,126	\$2,289,392	\$2,444,517		

FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23

planning design construction

#### **Caltrain Communications-Based Overlay Signal System Positive Train Control Project (CBOSS-PTC)**





Caltrain is installing an Advance Signal System, also known as Positive Train Control or PTC. PTC is a system that tracks train locations and prevents unsafe train movements and is a vital solution that provides all the required safety features specifically mandated by the Railroad Safety Act of 2008 and the Code of Federal Regulations for a PTC system.

#### Project Status through March 31, 2021:

Caltrain has received PTC Safety Plan approval and full certification on December 17, 2020.

PROJECT MANAGER: Skinner, Peter CURRENT PROJECT PHASE: Construction SUBSTANTIAL COMPLETION DATE: 10/31/2016

#### **FUNDING/SCHEDULE**

GO Bond Funding					
	Funds Currently Allocated				
First Issuance Second Issuance Total					
Allocated to Date	\$7,760,000	\$0	\$7,760,000		
Encumbered	\$28,030	\$0	\$28,030		
Expended	\$7,731,970	\$0	\$7,731,970		
Remaining Balance	\$0	\$0	\$0		

planning design construction FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21
Q1 Q2 Q3 Q4 Schedule

#### **Caltrain Electrification**



The Peninsula Corridor Electrification Project (PCEP) will electrify and upgrade the performance, operating efficiency, capacity and reliability of Caltrain's commuter rail service. PCEP includes the electrification of approximately 51 miles of the existing Caltrain corridor between between the San Francisco 4th and King station in San Francisco County and the San Jose Diridon Station in Santa Clara County and the replacement of the majority of Caltrain's diesel service with high-performance electric trains called Electric Multiple Units (EMUs). Electrify the northern terminal of the Caltrain Corridor starting at San Francisco's 4th and King Caltrain Station where there are local connections to Muni bus and rail services.

#### Project Status through March 31, 2021:

In November, a transformer was installed at Paralleling Station (PS) PS-5 along **CURRENT PROJECT PHASE:** with the gantry and cables. PG&E began work at the Traction Power Substation (TPS) TPS-2 Interconnection. Other construction activities this period included potholing, foundation, pole, and cable installation, ductbank installation at PS-2, and fences, walls, and enclosures at paralleling stations and traction power substations. Stadler's Trainset 1 type testing began in November, but then was delayed again due to staff contracting Coronavirus Disease 2019 (COVID-19) and associated guarantining requirements. At this time 61 car shells have been shipped from Stadler Switzerland, with 46 onsite in Stadler's Salt Lake City facility. The carshell that was returned to Altenrhein due to shipping damage has now been repaired and is being prepped to ship back to Salt Lake City. Construction progress at the Centralized Equipment Maintenance and Operations Facility (CEMOF) included installation of a partial storm drain line, removal of slabs and backfilling walls, grouting steel frames and removal of shoring, and conduit installation.

Schedule

PROJECT MANAGER: Skinner, Peter Construction

**SUBSTANTIAL COMPLETION DATE: 7/27/2022** 

#### **FUNDING/SCHEDULE**

GO Bond Funding							
Funds Currently Allocated							
	First Issuance	Second Issuance	Third Issuance	Total			
Allocated to Date	\$0	\$20,020,000	\$11,220,000	\$31,240,000			
Encumbered	\$0	\$235,227	\$0	\$235,227			
Expended	\$0	\$19,784,772	\$0	\$19,784,772			
Remaining Balance	\$0	\$0	\$11,220,000	\$11,220,000			

FY 18/19 FY 19/20 FY 20/21

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### **Contract 65: New Traffic Signals**





Design and construct new traffic signals and/or flashing signal systems at up to six locations citywide. Locations are to be determined.

#### Project Status through March 31, 2021:

65% design complete. Project staff continues coordination with PW.

PROJECT MANAGER:

De Leon, Geraldine

**CURRENT PROJECT PHASE:** 

Detail Design

**SUBSTANTIAL COMPLETION DATE:** 11/30/2022

#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	First Issuance	Second Issuance	Total			
Allocated to Date	\$0	\$260,000	\$260,000			
Encumbered	\$0	\$0	\$0			
Expended	\$0	\$102,358	\$102,358			
Remaining Balance	\$0	\$157,642	\$157,642			

planning design construction FY 17/18 FY 18/19

FY 19/20

FY 20/21

FY 21/22

FY 22/23

FY 23/24

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### **Elevator Modernization**





This project will result in modernized elevators at five parking garages: Sutter Stockton, Union Square, Polk Bush, Vallejo, and Moscone. Work will include an existing conditions assessment for each garage, design and specification of required improvements, then bidding and construction of required upgrades.

#### Project Status through March 31, 2021:

Work substantially complete at all garages. The project is in closeout.

PROJECT MANAGER: Malone, Rob
CURRENT PROJECT PHASE: Construction

**SUBSTANTIAL COMPLETION DATE:** 12/31/2020

#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	First Issuance	Second Issuance	Total			
Allocated to Date	\$0	\$3,942,417	\$3,942,417			
Encumbered	\$0	\$184,501	\$184,501			
Expended	\$0	\$3,523,496	\$3,523,496			
Remaining Balance	\$0	\$234,420	\$234,420			

planning design construction 
 FY 15/16
 FY 16/17
 FY 17/18
 FY 18/19
 FY 19/20
 FY 20/21

 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

 Schedule

#### **Castro Station Accessibility Improvements Project**





This project will install a new four-stop elevator on the south side of Market Street at the Castro Muni Station. The top level of the new elevator structure will be located at the Market Street sidewalk, while also serving Harvey Milk Plaza, the concourse and platform levels of the Station below. The new elevator structure will integrate with the existing architectural and structural framework of the building. This project also includes creating an accessible path from the southwest corner of Market and Castro Streets to the Plaza-level elevator entrance.

#### Project Status through March 31, 2021:

Project received approval from the Transportation Capital Committee (TCC) for new fourth stop scope and schedule. Team presented to the Civic Design Review Committee on December 21 and received approval for new fourth stop design revisions. Project team working with public information officer to prepare community outreach materials to update the neighborhood on project progress. SFPW and SFMTA design team continue the development of revised design for BART review.

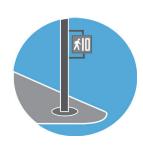
PROJECT MANAGER: Kavanagh, Tess
CURRENT PROJECT PHASE: Detail Design
SUBSTANTIAL COMPLETION DATE: 07/01/2022

#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	First Issuance	Second Issuance	Total			
Allocated to Date	\$0	\$2,250,000	\$2,250,000			
Encumbered	\$0	\$0	\$0			
Expended	\$0	\$0	\$0			
Remaining Balance	\$0	\$2,250,000	\$2,250,000			

planning design construction FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23 FY 23/24 FY 24/25
Q1 Q2 Q3 Q4 Schedule

#### Geary Pedestrian Improvements (part of the Geary Bus Rapid Transit Phase 1 Project)





This project represents the first phase of the Geary Bus Rapid Transit Project. Bond funds will be used to cover pedestrian safety improvements along the Geary Corridor. The scope of improvements will include pedestrian countdown signals, new traffic signals, new pedestrian bulb outs, and traffic signs and striping in support of Vision Zero.

#### Project Status through March 31, 2021:

Overall, construction of the Geary Rapid Project continues onschedule. Construction of PUC's Sewer and Water contract (JMB) was completed in October 2020. The succeeding surface contract, SFPW Geary West of Van Ness Surface (Esquivel), began field work in May and is currently focused between Steiner-Van Ness streets. Construction of SFPW's Geary East of Van Ness contract (Mitchell Engineering) began in August 2019 with water work currently underway between Taylor-Kearny and sidewalk work between Leavenworth-Jones. The outreach team continues to work with organizations representing each of the four neighborhoods for business support services, a part of our comprehensive outreach plan during construction.

PROJECT MANAGER: Mackowski, Daniel CURRENT PROJECT PHASE: Construction

SUBSTANTIAL COMPLETION DATE: 9/11/2021

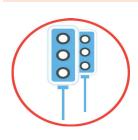
#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	First Issuance	Second Issuance	Total			
Allocated to Date	\$2,051,506	\$7,400,000	\$9,451,506			
Encumbered	\$0	\$436,726	\$436,726			
Expended	\$2,030,823	\$6,137,094	\$8,167,917			
Remaining Balance	\$20,683	\$826,179	\$846,863			



FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22
Q1 Q2 Q3 Q4 Q1 Q1

#### **Geneva Avenue Traffic Signals**





This project will add new traffic signals at the intersections of Geneva/London and Geneva/Athens. It will also add vehicle and pedestrian signal improvements at Geneva/Naples, Geneva/Paris, and Geneva/Moscow. Signal improvements will likely include the installation of new pedestrian countdown signals, new accessible pedestrian signals, and new mast arm signals to improve signal visibility.

#### Project Status through March 31, 2021:

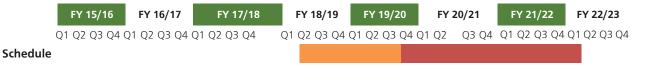
Electrical design of the project is 99% completion. Curb ramp scope CURRENT PROJECT PHASE: is being added from the Mission/Excelsior project, and that ramp work went from 65% design to 95% design. 75% constructability walkthrough and ADA review is scheduled to be completed shortly.

PROJECT MANAGER: De Leon, Geraldine Detail Design

**SUBSTANTIAL COMPLETION DATE:** 07/01/2022

#### **FUNDING/SCHEDULE**

GO Bond Funding						
Funds Currently Allocated						
	First Issuance	Second Issuance	Total			
Allocated to Date	\$0	\$500,000	\$500,000			
Encumbered	\$1	\$0	\$1			
Expended	\$2	\$378,053	\$378,055			
Remaining Balance	-\$3	\$121,947	\$121,944			



#### **King Street Substation Upgrade**





Install upgrades and additional power capacity at the King Street Power Substation to provide capacity to support light rail vehicles along the Embarcadero. Additional capacity is needed to accommodate planned system growth as well as to support special event service associated with AT&T Park and the proposed Warriors Arena.

#### Project Status through March 31, 2021:

All testing to the mobile station and the communication center has been completed. Staff is currently coordinating for the cutoff of power to the permanent station.

PROJECT MANAGER: Balan, Kannu CURRENT PROJECT PHASE: Construction SUBSTANTIAL COMPLETION DATE: 07/31/2021

#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	Second Issuance	Third Issuance	Total			
Allocated to Date	\$10,002,337	\$3,284,922	\$13,287,259			
Encumbered	\$3,604,238	\$0	\$3,604,238			
Expended	\$6,378,700	\$52,984	\$6,431,685			
Remaining Balance	\$19,399	\$3,231,938	\$3,251,337			



FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23
Q1 Q2 Q3 Q4 Q1

#### **L-Taraval Transit Improvements**





Replace approximately 23,000 track feet of existing tie and ballast paved track along the L Taraval between Forrest Side Avenue near West Portal to La Playa with a new direct fixation track, new rails and fastening systems. Replace worn Overhead Catenary System special work, trolley wire and trolley poles west of 15th Avenue/Taraval Street.

#### Project Status through March 31, 2021:

Segment A: Water and Sewer: Substantially completed all water and sewer work for the entire project on 03/18/21. Curb Ramps: All completed except SE corner of 40th Avenue and the bulbout at NE and SW corners of 38th Avenue (to be completed by end of March 2021). OCS: Continued adjusting alignment and elevations of new contact wires within project limit. Civil: Continued installing pavers at all boarding islands and decorative detailed work Key Stops within the project limit. Started asphalt paving work at south side of Taraval between Sunset and 46th Avenue. Completed working on Key Stop platform at 37th Avenue and boarding islands between Sunset Boulevard and 46th Avenue. Started working on Key Stop at East Bound Taraval between 42nd and 43rd Avenues. Continued replacing street base between 41st and 46th Avenue, Electrical: Completed installing OCS poles and streetlight wirings within the project limit. Rail: Continued removing and replacing rails between 40th and 41st Ave and between 46th and 48th Ave. OCS: Completed replacing new guywires and contact wires at zoo loop. Started replacing guy wires along Taraval between Sunset Blvd and 46th Ave. Segment B: The project was advertised on January 21, 2021.

PROJECT MANAGER: Kyi, Keanway
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 02/15/2022

#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	First Issuance	Second Issuance	Third Issuance	Fourth Issuance	Total	
Allocated to Date	\$4,335,627	\$8,505,723	\$22,914,760	\$0	\$35,756,110	
Encumbered	\$0	\$15,771	\$0	\$0	\$15,771	
Expended	\$4,296,027	\$8,176,665	\$0	\$0	\$12,472,692	
Remaining Balance	\$39,600	\$313,287	\$22,914,760	\$0	\$23,267,648	

planning design construction 
 FY 15/16
 FY 16/17
 FY 17/18
 FY 18/19
 FY 19/20
 FY 20/21
 FY 21/22

 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q

#### **Lombard Street Streetscape**



Design and construct traffic calming and pedestrian safety treatments at all intersections between Richardson Avenue/Francisco Street and Lombard Street/Franklin Street. Proposed treatments include: daylighting, leading pedestrian bulbs, advanced stop bars, continental crosswalks, upgrading signal conduit, bulb-outs, pedestrian islands, transit bulbs, and/or removal of actuated pedestrian buttons. This work is being coordinated with the San Francisco Public Utilities Commission (SFPUC) and the California Department of Transportation (Caltrans).

#### Project Status through March 31, 2021:

Substantial completion issued on 8/7/2020. A few remaining traffic signal issues still need to be resolved that came up during the punch list walkthrough.

PROJECT MANAGER:

Alaba, Darcie

CURRENT PROJECT PHASE:

Construction

**SUBSTANTIAL COMPLETION DATE:** 8/7/2020

#### **FUNDING/SCHEDULE**

,							
GO Bond Funding							
	Funds Currently Allocated						
	First Issuance	Second Issuance	Total				
Allocated to Date	\$0	\$6,801,416	\$6,801,416				
Encumbered	\$0	\$10,311	\$10,311				
Expended	\$0	\$6,415,396	\$6,415,396				
Remaining Balance	\$0	\$375,709	\$375,709				



FY 15/16 FY 16/17 F

FY 17/18 FY 18/19

FY 19/20

FY 20/21

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### **Mission Bay Loop**





Construct a single-track transit loop for the Third Street Light Rail Line (T Line), including adjacent roadway surface improvements on Illinois Street, between 18th and 19th streets. The addition of this short line to SFMTA's T Line is designed to double the frequency of light rail transit service to Mission Bay and provide enhanced connections between Mission Bay and downtown San Francisco.

#### Project Status through March 31, 2021:

The project team is continuing to work on the punch list items. Project team is currently working on an agreeable substantial completion date.

PROJECT MANAGER: Gabancho, Peter
CURRENT PROJECT PHASE: Construction

**SUBSTANTIAL COMPLETION DATE:** 05/31/2019

#### **FUNDING/SCHEDULE**

GO Bond Funding							
	Funds Currently Allocated						
	First Issuance	Second Issuance	Total				
Allocated to Date	\$1,013,550	\$1,477,227	\$2,490,777				
Encumbered	\$125,000	\$7,346	\$132,346				
Expended	\$626,813	\$1,312,724	\$1,939,537				
Remaining Balance	\$261,737	\$157,156	\$418,893				



 FY 15/16
 FY 16/17
 FY 17/18
 FY 18/19
 FY 19/20
 FY 20/21

 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

 Schedule

FY 21/22

#### **Bond Funded Projects: Description and Status**

#### **New Signals on High Injury Corridors**





This project will plan, design, and install new traffic signals at nine locations along WalkFirst Pedestrian High Injury Corridors in support of Vision Zero.

#### Project Status through March 31, 2021:

99% of construction is complete. All 10 signals have been activated. Public Works Construction Management processing final change order and trying to close out the project.

Schedule

PROJECT MANAGER:

De Leon, Geraldine

**CURRENT PROJECT PHASE:** 

Construction

**SUBSTANTIAL COMPLETION DATE:** 03/29/2019

#### **FUNDING/SCHEDULE**

GO Bond Funding							
	Funds Currently Allocated						
	First Issuance	Second Issuance	Total				
Allocated to Date	\$596,620	\$1,349,194	\$1,945,814				
Encumbered	\$0	\$0	\$0				
Expended	\$691,209	\$1,129,680	\$1,820,889				
Remaining Balance	-\$94,589	\$219,514	\$124,925				

planning design construction FY 15/16 FY 16/17 FY 17/18 FY 18/19 FY 19/20 FY 20/21

#### **Permanent Painted Safety Zone Conversion**



This project will provide DETAILED DESIGN of up to 25 painted-safety zones for upgrade to permanent bulbouts.

Painted-safety zones with the highest-priority collision patterns that warrant permanent bulbouts will be considered for upgrade. The total amount is for DETAILED DESIGN and associated legislation, consisting of Livable Streets labor and work authorization to other Design Services groups (i.e. Public Works, CP&C, etc.)

#### Project Status through March 31, 2021:

MTA and SFPW staff continue detailed design work for the new bulbouts.

PROJECT MANAGER:

Curtis, Damon

CURRENT PROJECT PHASE:

Detail Design

**SUBSTANTIAL COMPLETION DATE:** 06/30/2025

#### **FUNDING/SCHEDULE**

GO Bond Funding						
	Funds Currently Allocated					
	First Issuance	Second Issuance	Total			
Allocated to Date	\$0	\$300,349	\$300,349			
Encumbered	\$0	\$0	\$0			
Expended	\$0	\$172,758	\$172,758			
Remaining Balance	\$0	\$127,591	\$127,591			

planning design construction FY 18/19 FY 19/20

FY 20/21

FY 21/22

FY 22/23

FY 23/24

FY 24/25

Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### **Rectangular Rapid Flashing Beacons**





Project includes planning, design and construction of Rectangular Rapid Flashing Beacons (RRFB). RRFBs are purchased through a separate funding source.

#### Project Status through March 31, 2021:

The WalkFirst Rectangular Rapid Flashing Beacon (RRFB) project planned, designed and constructed RRFBs at seven (7) intersections to improve visibility and safety conditions at these crosswalks. All locations are non-Stop or Signal-controlled and all have had vehicle-pedestrian collisions in the past several years. All seven were built using two job order contracts through the Department of Public Works (SFPW). Intersections that received RRFBs include: Mission Street at Whipple Street, San Jose Avenue at Farralones Street, San Bruno Avenue at Burrows Street, and Bright Street at Randolph Street, Mission Street at Florentine Street, Mission Street at France Street, and Mission Street at Ottawa Street. Construction work included RRFB installation, curb ramps and catch basin construction, striping and curb paint.

PROJECT MANAGER: Banks, Jeff
CURRENT PROJECT PHASE: Closeout
SUBSTANTIAL COMPLETION DATE: 12/31/2020

#### **FUNDING/SCHEDULE**

GO Bond Funding								
Funds Currently Allocated								
First Issuance Second Issuance Total								
Allocated to Date	\$0	\$575,000	\$575,000					
Encumbered	\$0	\$0	\$0					
Expended	\$0	\$483,425	\$483,425					
Remaining Balance	\$0	\$91,575	\$91,575					



#### **Taylor Safer Street**





Working with Taylor Street residents, workers, local community groups and advocacy organizations, develop a new vision for Taylor Street that meets the city's Vision Zero goals of ending traffic fatalities for all road users. Solutions developed through this effort will immediately enter the engineering design phase to make the project ready for full implementation and will serve as a model on how to end traffic-related fatalities through streetscape improvements. The project will likely extend from Market Street to Sutter Street.

#### Project Status through March 31, 2021:

Public Works opened 6 bids and is awarding contract to low bidder Esquivel Grading & Paving for \$9.1M.

PROJECT MANAGER: Ho, Gabriel
CURRENT PROJECT PHASE: Construction
SUBSTANTIAL COMPLETION DATE: 06/30/2023

#### **FUNDING/SCHEDULE**

GO Bond Funding										
Funds Currently Allocated										
First Issuance Second Issuance Third Issuance Total										
Allocated to Date	\$0	\$0	\$20,192,170	\$20,192,170						
Encumbered	\$0	\$0	\$0	\$0						
Expended	\$0	\$0	\$0	\$0						
Remaining Balance	\$0	\$0	\$20,192,170	\$20,192,170						



 FY 17/18
 FY 18/19
 FY 19/20
 FY 20/21
 FY 21/22
 FY 22/23
 FY 23/24

 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### Van Ness BRT SFGo





Detailed Design And Construction Of Traffic Signals Infrastructure Such As Signal Mast Arms, Pedestrian Signals, And Accessible Pedestrian Signals; Transit Signal Priority; Traffic Communications System; and ITS infrastructure on the Van Ness Avenue Corridor.

#### Project Status through March 31, 2021:

The Contractor continues to install pole foundations, traffic signal poles, vehicle signals, pedestrian countdown signals, and traffic signal cabinets and about half of the 32 intersections have new poles, signals, and cabinets installed at this point. On 4/6/21, the Van Ness/McAllister intersection was switched over to the new traffic signal system. The McAllister intersection has minor work remaining such as removing old poles that are no longer needed and the boarding island push button poles coordinated with the median busway work. The remaining 31 intersections along the corridor will be switched over to the new traffic signal system between April and July as the contractor completes each intersection's signal work.

PROJECT MANAGER: Liu, Cheryl CURRENT PROJECT PHASE: Construction SUBSTANTIAL COMPLETION DATE: 6/30/2021

#### **FUNDING/SCHEDULE**

GO Bond Funding									
Funds Currently Allocated									
Second Issuance Third Issuance Total									
Allocated to Date	\$352,000	\$15,994,668	\$16,346,668						
Encumbered	\$0	\$0	\$0						
Expended	\$33,726	\$0	\$33,726						
Remaining Balance	\$318,274	\$15,994,668	\$16,312,942						



FY 19/20 FY 20/21 FY 21/22 FY 22/23 FY 23/24 FY 24/25 FY 25/26
Q1 Q2 Q3 Q4 Schedule

#### **Van Ness Bus Rapid Transit Associated Improvements**





Construct a package of transit, streetscape and pedestrian safety improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include conversion of two mixed-flow traffic lanes into dedicated bus lanes, consolidated transit stops, high quality stations, transit signal priority, all-door low floor boarding, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements.

#### Project Status through March 31, 2021:

10% of the boarding island (civil) work has been completed on McAllister east of Van Ness. The other associated improvements at Mission (bulbs and boarding island) and at Bay (bulb) have not started yet in terms of civil work. The sewer/utility for the associated improvements are close to 100% completion.

PROJECT MANAGER: Gabancho, Peter CURRENT PROJECT PHASE: Construction

**SUBSTANTIAL COMPLETION DATE:** 10/20/2021

#### **FUNDING/SCHEDULE**

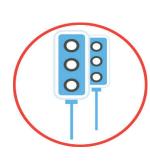
GO Bond Funding								
Funds Currently Allocated								
First Issuance Second Issuance Total								
Allocated to Date	\$0	\$2,317,072	\$2,317,072					
Encumbered	\$0	\$0	\$0					
Expended	\$0	\$140,801	\$140,801					
Remaining Balance	\$0	\$2,176,271	\$2,176,271					



 FY 17/18
 FY 18/19
 FY 19/20
 FY 20/21
 FY 21/22
 FY 22/23

 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q2 Q3 Q4 Q1 Q2 Q3 Q4
 Q2 Q3 Q4 Q1 Q2 Q3 Q4

#### Western Addition Area - Traffic Signal Upgrades





Design and construct pedestrian countdown signals (PCS) and/or signal visibility improvements at 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area. These locations have been selected primarily due to safety concerns. Signal improvements will include adding installing PCS, larger 12 inch signals, mast arm signals, curb ramps, and Accessible Pedestrian Signals (APS). Signal hardware improvements include new poles, conduits, detection, and signal interconnect as needed. Beacon improvements will include upgraded curb ramps and speed feedback signs at selected locations. Installation of PCS and/or signal visibility improvements include the following locations: Steiner/Turk, Divisadero/Turk, Divisadero/Garrell, Divisadero/Golden Gate, Divisadero/McAllister, Divisadero/Fulton, Scott/Turk, Pierce/Turk, Steiner/Turk, Fillmore/Turk, Laguna/Turk, Golden Gate/Scott, Golden Gate/Pierce, Golden Gate/Steiner, Fillmore/Golden Gate, Golden Gate/Laguna, Fillmore/Hayes, Fillmore/Fulton, Fillmore/McAllister, Eddy/Fillmore, Laguna/Sutter, Fulton/Laguna, Fulton/Steiner, Buchanan/Eddy, Buchanan/Turk, Buchanan/Golden Gate, Buchanan/McAllister, Buchanan/Fulton, McAllister/Octavia, Golden Gate/Octavia, Octavia/Turk, Ellis/Fillmore, and Hayes/Webster.

#### Project Status through March 31, 2021:

Conceptual design proceeding towards 65% milestone.

**PROJECT MANAGER:** De Leon, Geraldine

**CURRENT PROJECT PHASE:** Detail Design **SUBSTANTIAL COMPLETION DATE:** 12/31/2023

#### **FUNDING/SCHEDULE**

GO Bond Funding								
Funds Currently Allocated								
	First Issuance   Second Issuance   Third Issuance   Fourth Issuance   Total							
Allocated to Date	\$0	\$1,004,000	\$1,693,259	\$0	\$2,697,259			
Encumbered	\$0	\$40,656	\$0	\$0	\$40,656			
<b>Expended</b> \$0 \$659,752 \$0 \$0 \$659,75								
Remaining Balance	\$0	\$303,592	\$1,693,259	\$0	\$1,996,851			

FY 17/18 FY 18/19 FY 19/20 FY 20/21 FY 21/22 FY 22/23 FY 23/24
Q1 Q2 Q3 Q4 Q1





## **Budget Balancing**

#### **Prop A General Obligation Bond**

Projects Substantially Completed with Balances to Be Reprogrammed / Projects with Negative Balances. All projects are managed by SFMTA.

GO Bond funded projects with remaining balances will have funds shifted (reprogrammed) to other projects within their approved program categories.

GO Bond funded projects with negative balances will have funds shifted either from other GO Bond funds or other revenue sources to be identified.

Substantially completed projects are in public service or are moving to full close-out pending resolution of punch list tasks, final billings, and interagency coordination. Minimal or no further General Obligation Bond revenues are anticipated.

			Balances				
Project	Substantially Completed	First Issuance	Program	Second Issuance	Program		al to Be grammed
1 California: Laurel Village	Yes			\$ 365,960	Muni Forward Rapid Network Improvements	\$	365,960
5 Fulton: East of 6th Ave Transit Priority Project	Yes	\$ (246,691)	Muni Forward Rapid Network Improvements	\$ 244,000	Muni Forward Rapid Network Improvements	\$	(2,691)
8 Bayshore: San Bruno	Yes			\$ 602,048	Muni Forward Rapid Network Improvements	\$	602,048
8th & Market Street Transit Boarding Island	Yes	\$ 61,418	Pedestrian Safety Improvements			\$	61,418
9 San Bruno: 11th St and Bayshore Blvd Rapid Project	Yes	\$ (46,795)	Muni Forward Rapid Network Improvements			\$	(46,795)
10 Townsend: Sansome Contraflow Signals	Yes	\$ 76,380	Muni Forward Rapid Network Improvements			\$	76,380
19 Polk: Polk Street Transit Priority Project	Yes			\$ 74,000	Muni Forward Rapid Network Improvements	\$	74,000
22 Fillmore: 22 Fillmore Extension to Mission Bay (16th Street Transit Priority Project)	No	\$ (506)	Muni Forward Rapid Network Improvements			\$	(506)
22 Fillmore: OCS on Church/Duboce (overhead lines)	Yes			\$ 324,610	Muni Forward Rapid Network Improvements	\$	324,610
30 Stockton Transit Priority Project (Chestnut St)	Yes	\$ 514,812	Muni Forward Rapid Network Improvements			\$	514,812
30 Stockton: East of Van Ness Ave Transit Priority Project	No	\$ (205,444)	Muni Forward Rapid Network Improvements	\$ 650,871	Muni Forward Rapid Network Improvements	\$	445,427
Add PCS to High Injury Corridors (18 locations) Phase I	yes	\$ 35,850	Pedestrian Safety Improvements	\$ 547,425	Pedestrian Safety Improvements	\$	583,276
Arguello Boulevard Traffic Signals Upgrade	Yes	\$ (1,169)	Pedestrian Safety Improvements			\$	(1,169)
Alemany Interchange Improvement Project - Phase I	No			\$ (47,770)	Complete Streets Improvement	\$	(47,770)
Application-based Residential St Traffic Calming FY16/17	No			\$ 118,322	Complete Streets Improvement	\$	118,322
Better Market Street	No	\$ 1,482	Major Transit Corridor Improvements	\$ (5,143,340)	Major Transit Corridor Improvements	\$ (5	5,141,858)
Burke Facility Renovation	Yes	\$ 155,126	Muni Facility Upgrades	\$ 2,277,636	Muni Facility Upgrades	\$ 2	2,432,762
Elevator Modernization	Yes			\$ 42,992	Pedestrian Safety Improvements	\$	42,992
Elevator Modernization	Yes			\$ 163,707	Complete Streets Improvement	\$	163,707
Gough (Signals)	Yes			\$ 1,941	Pedestrian Safety Improvements	\$	1,941
Islais Creek Maint and Ops Facility - Phase II	Yes	\$ 56,807	Muni Facility Upgrades			\$	56,807
King Street Substation	Yes			\$ 19,399	Major Transit Corridor Improvements	\$	19,399
Lombard Streetscape	Yes			\$ 269,312	Muni Forward Rapid Network Improvements	\$	269,312
Lombard Streetscape	Yes			\$ 106,397	Pedestrian Safety Improvements	\$	106,397
Mission Bay Loop	Yes	\$ 309,551	Muni Forward Rapid Network Improvements	\$ 157,156	Muni Forward Rapid Network Improvements	\$	466,708
Mission Street & Trumbull Street Intersection Upgrade	Yes	\$ 18,145	Pedestrian Safety Improvements	\$ 70,000	Pedestrian Safety	\$	88,145
MT Escalator Replacement Ph 2	Yes	\$ 65,266	Muni Facility Upgrades			\$	65,266
Muni Metro East Facility - Phase II	Yes			\$ 254,786	Muni Facility Upgrades	\$	254,786
N Judah Transit Priority Project (Arguello to 9th Ave)	Yes	\$ (697,780)	Muni Forward Rapid Network Improvements	\$ 227,068	Muni Forward Rapid Network Improvements	\$	(470,712)
New Signals on High Injury Corridors	Yes	\$ (94,589)	Pedestrian Safety Improvements	\$ 219,514	Pedestrian Safety Improvements	\$	124,925
Total						\$ 1	1,547,899



# Budget, Funding, and Expenditures\*

Figure 2. Table showing GO Bond first issuance, second issuance, third issuance, and fourth issuance.

Program	1st Sale (2015B)		2nd Sale (2018B)		3rd Sale (2020B)		4th Sale (2021C)		Total
Muni Forward Rapid Network Improvements	\$ 23,474,342	\$	49,736,011	\$	79,100,000	\$	38,567,200	\$:	190,877,553
Caltrain Upgrades	\$ 7,760,000	\$	20,020,000	\$	11,220,000	\$	-	\$	39,000,000
Accessibility Improvements		\$	3,000,000	\$	21,120,000	\$	27,000,000	\$	51,120,000
Muni Facility Upgrades	\$ 25,186,451	\$	41,522,343	\$	-	\$	-	\$	66,708,794
Major Transit Corridor Improvements	\$ 5,500,000	\$	21,588,937	\$	-	\$	-	\$	27,088,937
Pedestrian Safety Improvements	\$ 4,080,740	\$	26,268,525	\$	21,885,429	\$	2,645,304	\$	54,879,998
Traffic Signal Improvements		\$	6,000,000			\$	15,882,578	\$	21,882,578
Complete Streets Improvements		\$	4,607,184			\$	37,230,800	\$	41,837,984
Contingency				\$	974,571	\$	788,333	\$	1,762,904
Cost of Issuance	\$ 1,003,467	\$	1,702,000	\$	1,465,000	\$	670,785	\$	4,841,252
Program Total	\$ 67,005,000	\$:	174,445,000	\$:	135,765,000	\$:	122,785,000	\$!	500,000,000

Figure 3. Summary table of first issuance bond expenditures, encumbrances and remaining balances by program.

Program	1st Bond Issuance	2nd Bond Issuance	3rd Bond Issuance	Total Actual Expenditures	Total Encumbrance	Total Balance	Total % Expended	Total Encumbered & Expended
Muni Forward Rapid Network Improvements	\$23,474,342	\$49,736,011	\$79,100,000	60,475,206	8,565,665	\$4,169,482	83%	94%
Caltrain Upgrades	\$7,760,000	\$20,020,000	\$11,220,000	27,516,743	263,257	\$0	99%	100%
Accessibility Improvements		\$3,000,000	\$0	83,364	-	\$2,916,636	3%	3%
Muni Facility Upgrades	\$25,186,450	\$41,522,343	\$0	61,179,010	470,163	\$5,059,620	92%	92%
Major Transit Corridor Improvements	\$5,500,000	\$21,588,937	\$0	30,327,131	3,620,009	\$(3,460,255)	112%	125%
Pedestrian Safety Improvements	\$4,080,742	\$26,268,525	\$35,005,429	25,766,037	1,599,508	\$2,983,722	85%	90%
Traffic Signal Improvements		\$6,000,000	\$0	2,755,261	876,409	\$2,368,330	46%	61%
Complete Streets Improvements		\$4,607,184	\$8,974,571	3,889,183	168,195	\$549,806	84%	88%
Total	\$66,001,534	\$172,743,000	\$134,300,000	\$211,991,935	\$15,563,206	\$18,047,596	89%	95%

<sup>\*</sup> The financial information included in this report is through March 31, 2021. The total authorization for the 2014 Transportation & Road Improvement Bond program is \$500,000,000. Figure 3 excludes Costs of Issuances and Reserves.



## **Accountability Measures**

The SFMTA's 2014 Transportation & Road Improvement Bond has a wide variety of accountability measures including public oversight, internal approvals and controls, reporting accountability, and financial accountability:

- **GO Bond Oversight Committee (GOBOC):** The SFMTA prepares quarterly status reports and presentations for GOBOC meetings. These reports include project scopes, schedules, budgets, milestones, accomplishments, challenges, and upcoming work. Any deviations from original project scopes, schedules, or budgets is also noted in these reports. Members of the public are encouraged to participate and provide feedback on the 2014 Transportation & Road Improvement Bond and its programs. Please see <a href="https://cgoboc.sfgov.org/streets-and-infrastructure.html">https://cgoboc.sfgov.org/streets-and-infrastructure.html</a>
- **Board of Supervisors Approval:** All issuances of GO Bond funds for SFMTA programs are subject to the approval of the Board of Supervisors. The SFMTA must also seek Board approval of a request for supplemental appropriation to reallocate GO Bond funds.
- **SF Transportation 2045:** The SFMTA has developed a website, <a href="https://www.sftransportation2045.com/">https://www.sftransportation2045.com/</a>, where anyone can learn more about how bond funded projects will improve life in San Francisco.
- **GO Bond Liaison Meetings:** Prior to each quarterly GOBOC meeting, SFMTA staff meet with GOBOC liaisons to review the most recent status reports and financials for GO bond funded projects.
- **The City's 10-year capital plan**: The 2014 Transportation & Road Improvement Bond is a part of the City's 10-year capital plan. This plan is updated every odd year and provides fiscal constraints and capital planning for all city departments, including the SFMTA.
- **Bond Accountability Report:** The SFMTA is required to submit a bond accountability report at least 60 days prior to the issuance of any bond funds to the Clerk of the Board, the Controller, the Treasurer, the Director of Public Finance, and the Budget Analyst describing the current status of all GO Bond funded projects and whether it complies with the expressed will of the voters. This report is intended to fulfill this reporting requirement.
- **Controller's Office Annual Report:** The City Performance Uunit of the Controller's Office issues annual reports highlighting the scope, schedule, and budget of every active general obligation (GO) bond program in the City and County of San Francisco. The report provides a high-level overview of the progress and status of each program and its respective components. SFMTA programs are included in this report.
- **Memorandums of Understanding (MOUs):** These agreements between SFMTA and other City Departments ensure that work is completed within the scope, schedule, and budget of the project. Even so, the terms of each contract steer the relationships SFMTA has with other departments.
- Internal Accountability Measures: the SFMTA holds monthly meetings of its Transportation Capital Committee (TCC), and weekly Project Management Office (PMO) meetings. Both of these groups play a role in the accountable initiation, management, and delivery of bond funded projects.
- TCC: This committee provides capital program development and administration. It is responsible for approving new SFMTA capital needs for the Capital Plan, capital projects (scopes, schedules, and budgets), scope changes, major budget changes, and all schedule changes
- **PMO**: This group provides capital program definitions and standards. It is responsible for establishing, standardizing, and improving project delivery standards within the SFMTA.



# Appendix A: First Issuance Expenditure Report

#### **Prop A General Obligation Bond**

## Bond Expenditure Summary Third Quarter Report of Fiscal Year 2021

#### First Issuance

Series 2015B Bonds, Issued on June 18, 2015

	PROGRAMMED	AVAILABLE	HOLDING	EXPENDED IN	EXPENDED	AMOUNT	REMAINING FROM
PROJECT	AMOUNT	FUNDING	ACCOUNT	QUARTER 3	TO DATE	ENCUMBERED	AVAIL FUNDING
	(a)	(b)	(a-b)	(c)	(d)	(e)	(b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 7 Haight-Noriega: Haight Street Rapid Project	1,560,917	1,560,917	-	443	1,215,718	-	345,199
2) 10 Townsend: Sansome Contraflow Signals	1,665,839	1,665,839	-	-	1,589,460	-	76,380
3) 9 San Bruno: 11th St and Bayshore Blvd Rapid Project	2,152,883	2,152,883	-	-	2,199,678	-	(46,795
4) 5 Fulton: East of 6th Ave (Inner) Rapid Project	2,582,424	2,582,424	-	-	2,829,115	-	(246,691
5) N Judah: Arguello to 9th Ave Rapid Project	684,330	684,330	-	-	1,382,110	-	(697,780
6) 30 Stockton: East of Van Ness Ave Transit Priority Project	331,461	331,461	-	-	536,905	-	(205,444
7) 30 Stockton: Chestnut St (W of VN) Transit Priority Project	3,726,167	3,726,167	-		3,211,355	-	514,812
8) 14 Mission: Division to Randall (Inner) Rapid Project	1,164,450	1,164,450	-	14,232	908,084	-	256,366
9) 22 Fillmore: OCS on Church/Duboce (overhead lines)	80,000	80,000	-	-	80,000	-	-
10) 28 19th Avenue: 19th Ave Rapid Project	13,631	13,631	-	-	13,631	-	-
11) 14 Mission: Mission & S Van Ness Transit Priority Project	1,390,000	1,390,000	-	739	1,045,261	-	344,739
12) 22 Fillmore Extension to Mission Bay	2,532,379	2,532,379	-	-	2,532,885	-	(506
13) L-Taraval Transit Improvement Project	4,335,627	4,335,627	-	288	4,296,027	-	39,600
14) Mission Bay Loop GOB	1,013,550	1,013,550	-	67,890	578,998	125,000	309,551
15) Contingency	240,684	-	240,684	-	-	-	-
	23,474,342	23,233,658	240,684	83,593	22,419,226	125,000	689,432
Caltrain Upgrades							
1) CBOSS - San Francisco Contribution	7,760,000	7,760,000	-	-	7,731,970	28,030	-
	7,760,000	7,760,000	-	-	7,731,970	28,030	-
Muni Facility Upgrades							
1) 1570 Burke Facility	10,079,730	10,079,730	-	-	9,923,792	812	155,126
2) Underground Storage Tanks	1,300,000	1,300,000	-	-	1,300,000	-	
3) Muni Metro East Phase II	4,056,720	4,056,720	-	-	4,056,720	-	
4) Islais Creek Phase II	8,498,466	8,498,466	-	839	8,441,659		56,807
5) MT Escalator Replacement Ph 2	1,251,534	1,251,534		-	886,268	300,000	65,266
	25,186,450	25,186,450	-	839	24,608,440	300,812	277,199
Pedestrian Safety Improvements	<u> </u>						
Mission Street & Trumbull Street Intersection Upgrade	205,995	205,995	-	-	177,007	10,842	18,145
2) Potrero Avenue Roadway Improvements	392,634	392,634	_	-	392,633	-	
3) 8th & Market Street Transit Boarding Island	335,800	335,800	_	-	274,382	-	61,418
4) Add PCS to High Injury Corridors (18 locations) Phase I	492,076	492,076	-	-	456,226	-	35,850
5) Geary Pedestrian Improvements	2,051,506	2,051,506	-	(6,776)	2,030,823	-	20,683
6) Arguello Boulevard Traffic Signals Upgrade	6,111	6,111	_	-	7,280	-	(1,169
7) New Signals on High Injury Corridors (10 intersections)	596,620	596,620	-	-	691,209	-	(94,589
	4,080,742	4,080,742	-	(6,776)	4,029,560	10,842	40,340
	1						
TOTAL PROP A GO BOND - MTA	60,501,534	60,260,850	240,684	77,655	58,789,195	464,684	1,006,971
DEPARTMENT OF PUBLIC WORKS (DPW)							
Major Transit Corridor Improvements							
1) Better Market Street	5,500,000	5,500,000	-	-	5,498,518	- 1	1,482
,	5,500,000	5,500,000	-	_	5,498,518	-	1,482
TOTAL PROP A GO BOND - DPW	5,500,000	5,500,000	-	-	5,498,518	-	1,482
		•					
OVERALL TOTAL FIRST ISSUANCE	66,001,534	65,760,850	240.684	77,655	64,287,714	464.684	1,008,452

<sup>\*</sup>The first issuance is undergoing a clean up to resolve project negatives. This process has seen delays due to coordination with outsides agencies and accounting complications.



# Appendix B: Second Issuance Expenditure Report

#### **Prop A General Obligation Bond**

**Bond Expenditure Summary** Third Quarter Report of Fiscal Year 2021

#### Second Issuance

	PROGRAMMED	AVAILABLE	HOLDING	EXPENDED IN	EXPENDED	AMOUNT	REMAINING FROM
PROJECT	AMOUNT (a)	FUNDING (b)	ACCOUNT (a-b)	QUARTER 3 (c)	TO DATE (d)	ENCUMBERED (e)	AVAIL FUNDING (b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (M	TA)						
Muni Forward Rapid Network Improvements							
7 Haight-Noriega: Haight Street Rapid Project		6,766,975	-	8,358	6,327,395	76,478	363,102
2) 5 Fulton: East of 6th Ave (Inner) Rapid Project	244,000	244,000	-		1,599,775	155 240	244,000
3) N Judah: Arguello to 9th Ave Rapid Project 4) 30 Stockton: East of Van Ness Ave Transit Price	1,982,083 675,000	1,982,083 675,000	-	-	24,129	155,240	227,068 650,871
5) 14 Mission: Division to Randall (Inner) Rapid I	627,151	627,151	-	25,397	25,397		601,754
6) 22 Fillmore: OCS on Church/Duboce (overhea		1,127,000	-	644	802,390		324,610
7) 28 19th Avenue: 19th Ave Rapid Project	2,000,000	2,000,000	-	143,456	417,345	195,693	1,386,962
8) 22 Fillmore Extension to Mission Bay (16th St	13,649,871	13,649,871	-	-	13,649,871		
9) L-Taraval Transit Improvements*	3,512,398	3,512,398	-		1,463,368		2,049,030
10) 8 Bayshore: San Bruno	1,300,000	1,300,000	-	148	697,952		602,048
11) 19 Polk: Polk Street Transit Priority Project	74,000	74,000	-				74,000
12) 1 California: Laurel Village	1,200,000	1,200,000	-	16,789	824,172	9,868	365,960
13) Lombard Streetscape	2,293,416 2,317,072	2,293,416 2,317,072	-	- 64.254	2,024,104		269,312 2,180,411
14) Van Ness BRT Associated Improvements 15) UCSF Platforms	6,358,388	6,358,388	-	64,254	136,661 6,358,388		2,100,411
16) Mission Bay Loop	1,477,227	1,477,227	-		1,312,724	7,346	157,156
17) Muni Roadway Elevation Improvements	2,627,150	2,627,150	-	36,500	1,150,368	83,091	1,393,691
18) Bus Transit Signal Priority	1,357,040	1,357,040	-	60,250	1,201,443	60,250	95,347
19) Contingency	147,240	-	147,240				
	49,736,011	49,588,771	147,240	355,795	38,015,484	587,966	10,985,322
Caltrain Upgrades				3,127,521	(2,771,726)		
Caltrain Electrification	20,020,000	20,020,000	-	-	19,784,772	235,227	-
	20,020,000	20,020,000	-	-	19,784,772	235,227	
Accessibility Improvements							
1) BART Canopies	3,000,000	3,000,000	-	-	83,364	-	2,916,636
Muni Engility Ungrades	3,000,000	3,000,000	-	-	83,364	-	2,916,636
Muni Facility Upgrades 1) 1570 Burke Facility	34,438,410	34,438,410	_	15,231	32,024,384	136,390	2,277,636
Underground Storage Tanks	500,000	500,000	_	-	500,000	130,330	2,277,030
3) Muni Metro East Phase II	1,933,933	1,933,933	-	-	1,679,147	-	254,786
4) MME HVAC & Boiler Improvement	2,400,000	2,400,000	-	598,043	2,367,039	32,961	
5) Castro Station Accessibility Improvement	2,250,000	2,250,000	-		-		2,250,000
	41,522,343	41,522,343	-	613,273	36,570,570	169,351	4,782,422
Major Transit Corridor Improvements							
1) King Street Substation	10,002,337	10,002,337	-		6,378,700	3,604,238	19,399
2) L-Taraval Transit Improvements*	4,993,325	4,993,325	-	2,580	6,713,297	15,771	(1,735,743
3) Better Market Street	6,593,275	6,593,275	-	(333,712)	11,736,615	-	(5,143,340
Dadastrian Cafatri Incomensus	21,588,937	21,588,937	-	(331,132)	24,828,613	3,620,009	(6,859,684)
Pedestrian Safety Improvements	70,000	70,000					70,000
<ol> <li>Mission Street &amp; Trumbull Street Intersection</li> <li>Potrero Avenue Roadway Improvements</li> </ol>	461,984	461,984	-		352,514	-	109,470
3) 8th & Market Street Transit Boarding Island	186,000	186,000	_		186,000	_	105,470
4) Geary Pedestrian Improvements (BRT)	7,400,000	7,400,000	-	320,062	6,083,733	640,191	676,077
5) 6th Street Streetscape	3,235,000	3,235,000	-	90,184	2,140,213	709	1,094,078
6) Lombard Streetscape	4,508,000	4,508,000	-	76,982	4,391,291	10,311	106,397
7) 4th Street I-80 Vision Zero Improvements	960,000	960,000	-	33,865	200,544	384,919	374,536
8) Gough (Signals)	243,889	243,889	-		241,948	-	1,941
9) New Signals on High Injury Corridors (10 inte	1,349,194	1,349,194	-		1,129,680	-	219,514
10) Add PCS to High Injury Corridors (18 location	1,725,422	1,725,422	-	13,457	1,073,115	104,882	547,425
11) Western Addtion Area - Traffic Signal Upgra	1,004,000	1,004,000	-	95,470	617,536		386,464
12) Contract 64	1,196,000	1,196,000	-	148,603	843,606	185,763	166,631
13) Contract 65	260,000	260,000	-	34,347	95,465	-	164,535
<ol> <li>Walk First Rectangular Rapid Flasing Beacor</li> <li>Van Ness BRT: SFGo</li> </ol>	497,036 352,000	497,036 352,000	-		417,877 33,726	-	79,159 318,274
15) Van Ness BRT: SFG0 16) 7 Haight-Noriega: Haight Street Rapid Projec		2,000,000	-	111,634	1,440,262	217,720	342,018
10) 7 Haight-Norlega. Haight Street Kapia Project 17) Elevator Modernization	820,000	820,000	-	60	732,837	44,171	42,992
,	26,268,525	26,268,525	-	924,664	19,980,348	1,588,666	4,699,512
Traffic Signal Improvements				32.,004		_,555,550	-,,033,312
1) Better Market Street	6,000,000	6,000,000	-	151,433	2,755,261	876,409	2,368,330
	6,000,000	6,000,000	-	151,433	2,755,261	876,409	2,368,330
Complete Streets Improvement							
Walkfirst Painted Safety Zone Conversion	300,349	300,349	-	45,878	153,328	-	147,021
<ol><li>Geneva Avenue Traffic Signals (Improvement</li></ol>		500,000	-	41,293	362,734	-	137,266
3) Walk First Rectangular Rapid Flashing Beacon	77,964	77,964	-		65,547	-	12,417
4) Beale Street Bikeway Improvements	240,000	240,000	-	13,363	221,156	-	18,844
5) Alemany Interchange Improvement Project -	186,890	186,890	-	74,533	234,660	-	(47,770
6) Application-based Residential St Traffic Calmi	179,564	179,564	-	14,239	61,242	100.105	118,322
7) Elevator Modernization	3,122,417 <b>4,607,184</b>	3,122,417	-	229	2,790,515	168,195	163,707
	4,007,184	4,607,184	-	189,536	3,889,183	168,195	549,806



# Appendix C: Third Issuance Expenditure Report

#### **Prop A General Obligation Bond**

Bond Expenditure Summary
Third Quarter Report of Fiscal Year 2021

#### Third Issuance

Series 2020B Bonds, Issued on September 30, 2020

	PROGRAMMED	AVAILABLE	HOLDING	EXPENDED IN	EXPENDED	AMOUNT	REMAINING FROM
PROJECT	AMOUNT	FUNDING	ACCOUNT	QUARTER 3	TO DATE	ENCUMBERED	AVAIL FUNDING
	(a)	(b)	(a-b)	(c)	(d)	(e)	(b-d-e)
MUNICIPAL TRANSPORTATION AGENCY (MTA)							
Muni Forward Rapid Network Improvements							
1) 28 19th Avenue: 19th Ave Rapid Project	18,100,000	18,100,000	-	5,610	5,610	7,852,699	10,241,69
2) 22 Fillmore Extension	17,043,069	17,043,069	-	-	-	-	17,043,06
3) L-Taraval Transit Improvement Project	22,914,760	21,215,078	1,699,682	-	-	-	21,215,07
4) Van Ness BRT	11,250,000	-	11,250,000	-	-	-	
5) King Street Substation	3,284,922	3,284,922	-	34,887	34,887	-	3,250,03
5) Better Market Street	6,507,249	-	6,507,249	-	-	-	
	79,100,000	59,643,069	19,456,931	40,497	40,497	7,852,699	51,749,87
Caltrain Upgrades							
1) Caltrain Electrification	11,220,000	11,220,000	-	-	-		11,220,00
	11,220,000	11,220,000	-	-	-	-	11,220,00
Pedestrian Safety Improvements							
1) Better Market Street	8,375,332	6,000,000	2,375,332	1,044,789	1,756,130		4,243,87
2) Western Addition	1,693,259	1,693,259	-	-	-	-	1,693,25
3) Taylor Street	20,192,170	20,192,170	-	-	-	-	20,192,17
4) Van Ness: SFgo	4,744,668	4,744,668	-		-	-	4,744,66
5) Contingency	974,571		974,571		-		
	35,980,000	32,630,097	3,349,903	1,044,789	1,756,130	-	30,873,96
Complete Streets Improvement				<u> </u>			
1) Better Market Street	8,000,000		8,000,000	-	-		
	8,000,000	-	8,000,000	-	-	-	
TOTAL PROP A GO BOND - MTA	134,300,000	103,493,166	30,806,834	1,085,286	1,796,627	7,852,699	93,843,84
		<u>'</u>					
OVERALL TOTAL THIRD ISSUANCE	134,300,000	103,493,166	30,806,834	1,085,286	1,796,627	7,852,699	93,843,84





# Appendix D: Environmental Review (CEQA) Status

PROJECT	CEQA Status
Muni Forward Rapid Network Improvements	
7 Haight-Noriega: Haight Street Rapid Project	Completed
10 Townsend: Sansome Contraflow Signals	Completed
9 San Bruno: 11th St and Bayshore Blvd Rapid Project	Completed
5 Fulton: East of 6th Ave (Inner) Rapid Project	Completed
N Judah: Arguello to 9th Ave Rapid Project	Completed
30 Stockton: East of Van Ness Ave Transit Priority Project	Completed
30 Stockton: Chestnut St (W of VN) Transit Priority Project	Completed
14 Mission: Division to Randall (Inner) Rapid Project	Completed
22 Fillmore: OCS on Church/Duboce (overhead lines)	In Progress
19th Avenue: 19th Ave Rapid Project	Completed
14 Mission: Mission & S Van Ness Transit Priority Project	Completed
22 Fillmore Extension to Mission Bay	Completed
L-Taraval Transit Improvement Project	Completed
Mission Bay Loop	Completed
8 Bayshore: San Bruno	Completed
19 Polk: Polk Street Transit Priority Project	Completed
1 California: Laurel Village	Completed
Lombard Streetscape	Completed
Van Ness BRT Associated Improvements	Completed
UCSF Platforms	Completed
Muni Roadway Elevation Improvements	Completed
Bus Transit Signal Priority	Completed
Caltrain Upgrades	<del></del>
CBOSS - San Francisco Contribution	Completed
Caltrain Electrification – San Francisco contribution	Completed
Accessibility Improvements	<del></del>
BART Canopies	Completed
Muni Facility Upgrades	
1570 Burke Facility	Completed
Underground Storage Tanks	Completed
Muni Metro East Phase II	Completed
Islais Creek Phase II	Completed
MME HVAC & Boiler Improvement	Completed
Major Transit Corridor Improvements	<del></del>
Better Market Street	Completed
King Street Substation	Completed
L-Taraval Transit Improvements	Completed



Pedestrian Safety Improvements			
Mission Street & Trumbull Street Intersection Upgrade	Completed		
Potrero Avenue Roadway Improvements	Completed		
8th & Market Street Transit Boarding Island	Completed		
Add PCS to High Injury Corridors (18 locations) Phase I	Completed		
Geary Pedestrian Improvements	Completed		
Arguello Boulevard Traffic Signals Upgrade	Completed		
New Signals on High Injury Corridors (10 intersections)	Completed		
6th Street Streetscape	Completed		
Lombard Streetscape	Completed		
4th Street I-80 Vision Zero Improvements	Completed		
Gough Street Traffic Signal Upgrades	Completed		
New Signals on High Injury Corridors (10 intersections)	Completed		
Western Addition Area - Traffic Signal Upgrades	In Progress		
Contract 64	Completed		
Contract 65	In Progress		
Walk First Rectangular Rapid Flashing Beacons	Completed		
Van Ness BRT: SFGo	Completed		
7 Haight-Noriega: Haight Street Rapid Project	Completed		
Elevator Modernization	Completed		
Taylor Street Streetscape	Completed		
Transit Signal Improvements	<del>-</del>		
Better Market Street	Completed		
Complete Streets Improvements	_		
Walkfirst Painted Safety Zone Conversion	Completed		
Geneva Avenue Traffic Signals (Improvements)	Completed		
Walk First Rectangular Rapid Flashing Beacons	Completed		
Beale Street Bikeway Improvements	Completed		
Alemany Interchange Improvement Project - Phase I	Completed		
Application-based Residential St Traffic Calming FY16/17	Completed		
Elevator Modernization	Completed		





2014 Transportation & Road Improvement General Obligation Bond Accountability Report – April 2021

San Francisco Municipal Transportation Agency | Finance and Information Technology



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BOS-11

From: Board of Supervisors, (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Laxamana, Junko (BOS); Ng, Wilson (BOS); Nagasundaram, Sekhar

(BOS); Hosmon, Kiely (BOS); Gibson, Alistair (BOS)

Subject: FW: \*\*\* PRESS RELEASE \*\*\* MAYOR LONDON BREED NOMINATES CITY ATTORNEY DENNIS HERRERA TO

LEAD THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION

**Date:** Monday, April 26, 2021 11:26:00 AM

Attachments: 04.26.21 SFPUC.pdf

From: Press Office, Mayor (MYR) <mayorspressoffice@sfgov.org>

Sent: Monday, April 26, 2021 10:00 AM

**To:** Press Office, Mayor (MYR) <mayorspressoffice@sfgov.org>

Subject: \*\*\* PRESS RELEASE \*\*\* MAYOR LONDON BREED NOMINATES CITY ATTORNEY DENNIS

HERRERA TO LEAD THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION

#### FOR IMMEDIATE RELEASE:

Monday, April 26, 2021

Contact: Mayor's Office of Communications, mayorspressoffice@sfgov.org

#### \*\*\* PRESS RELEASE \*\*\*

## MAYOR LONDON BREED NOMINATES CITY ATTORNEY DENNIS HERRERA TO LEAD THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION

As the new General Manager of the SFPUC, Herrera would bring decades of experience serving San Francisco residents and advancing the fight for significant environmental policies

San Francisco, CA — Today Mayor London N. Breed nominated City Attorney Dennis Herrera to serve as the next General Manager of the San Francisco Public Utilities Commission (SFPUC). Herrera was elected as City Attorney of San Francisco in 2001, and will bring decades of experience serving City residents and advancing environmental policies through his nationally-recognized office.

The SFPUC provides retail drinking water and wastewater services to the City of San Francisco, wholesale water to three Bay Area counties, green hydroelectric and solar power to Hetch Hetchy electricity customers, and power to the residents and businesses of San Francisco through the CleanPowerSF program.

"I am proud to nominate Dennis Herrera to serve as General Manager of the San Francisco Public Utilities Commission," said Mayor Breed. "Dennis has been a great champion in San Francisco across a wide range of issues from civil rights to protecting our environment, and most importantly he has been someone who always puts the people of this City first. By bringing his experience in office and his commitment to public service to this new position, I am confident the SFPUC will be able to deliver the high-quality services our residents deserve while continuing to advance nationally-recognized programs like CleanPowerSF and pursue ambitious efforts like public power. Dennis is the right leader for the hard-working employees of the SFPUC and this City."

"I will always cherish the groundbreaking work we have done in the City Attorney's Office over these nearly 20 years," Herrera said. "We advanced equality for all, pushed affordable housing at every turn, gave our children better opportunities to grow and thrive, and took innovative steps to protect the environment. We never shied from the hard fights. Above all, our approach to government has had an unwavering focus on equity, ethics and integrity."

"It is that focus that drives me to this new challenge," Herrera said. "Public service is an honor. When you see a need, you step up to serve. The test of our age is how we respond to climate change. San Francisco's public utility needs clean, innovative and decisive leadership to meet that challenge. I am ready to take the lead in ensuring that all San Franciscans have sustainable and affordable public power, clean and reliable water, and, overall, a public utility that once again makes them proud. I want to thank Mayor Breed for this unique opportunity to stand up for ratepayers and usher in a new era of clean leadership at the top of the San Francisco Public Utilities Commission."

The next step for the nomination is for the five-member commission that oversees the SFPUC to interview City Attorney Herrera and forward him as a formal recommendation to the Mayor. After this, and once a contract is finalized, City Attorney Herrera would be officially appointed by the Mayor and confirmed by the Commission. This process will take a number of weeks.

For nearly two decades, Herrera has been at the forefront of pivotal water, power and sewer issues. He worked to save state ratepayers \$1 billion during PG&E's first bankruptcy in the early 2000s and has been a leading advocate for San Francisco to adopt full public power for years. In 2009, he reached a key legal agreement with Mirant to permanently close the Potrero Power Plant, San Francisco's last fossil fuel power plant. The deal also included Mirant paying \$1 million to help address pediatric asthma in nearby communities. In 2017, Herrera sued the top five investor-owned fossil fuel companies in the world, including ExxonMobil and Royal Dutch Shell, seeking billions of dollars for infrastructure to protect San Francisco against sea-level rise caused by their products, including large portions of the SFPUC's combined sewer and stormwater system.

In 2018, Herrera defeated an attempt to drain Hetch Hetchy Reservoir, the crown jewel of the SFPUC system, which provides emissions-free hydroelectric power and clean drinking water to 2.7 million Bay Area residents. He is also leading efforts before the Federal Energy Regulatory Commission and the courts to fight PG&E's predatory tactics to grow its corporate monopoly by illegally overcharging public projects like schools, homeless shelters and affordable housing to connect to the energy grid.

Herrera was first elected City Attorney in December 2001, and went on to build what *The American Lawyer* magazine hailed as "one of the most aggressive and talented city law departments in the nation."

Herrera's office was involved in every phase of the legal war to achieve marriage equality, from early 2004 to the U.S. Supreme Court's landmark rulings in June 2013. Herrera was also the first to challenge former President Trump's attempts to deny federal funding to sanctuary cities. He repeatedly defeated the Trump administration in different cases as it sought to punish sanctuary cities, deny basic benefits like food stamps to legal immigrants, and discriminate in health care against women, the LGBTQ community and other vulnerable groups. He brought groundbreaking consumer protection cases against payday lenders, credit

card arbitrators and others. He also brought pioneering legal cases to protect youth, including blocking an attempt to strip City College of San Francisco of its accreditation and getting ecigarettes off San Francisco store shelves until they received required FDA approval.

###



#### FOR IMMEDIATE RELEASE:

Monday, April 26, 2021

Contact: Mayor's Office of Communications, mayorspressoffice@sfgov.org

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#### Office of the Mayor San Francisco



LONDON N. BREED MAYOR

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###

From: Board of Supervisors, (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Laxamana, Junko (BOS); Ng, Wilson (BOS); Mchugh, Eileen (BOS);

Nagasundaram, Sekhar (BOS)

Subject: FW: Issued - City Services Auditor Summary of Implementation Status of Recommendations Followed up on in the

Third Quarter of Fiscal Year 2020-21

**Date:** Monday, April 26, 2021 11:48:00 AM

From: San Francisco Controller's Office Reports <controller.reports@sfgov.org>

Sent: Monday, April 26, 2021 10:38 AM

To: Mchugh, Eileen (BOS) <eileen.e.mchugh@sfgov.org>

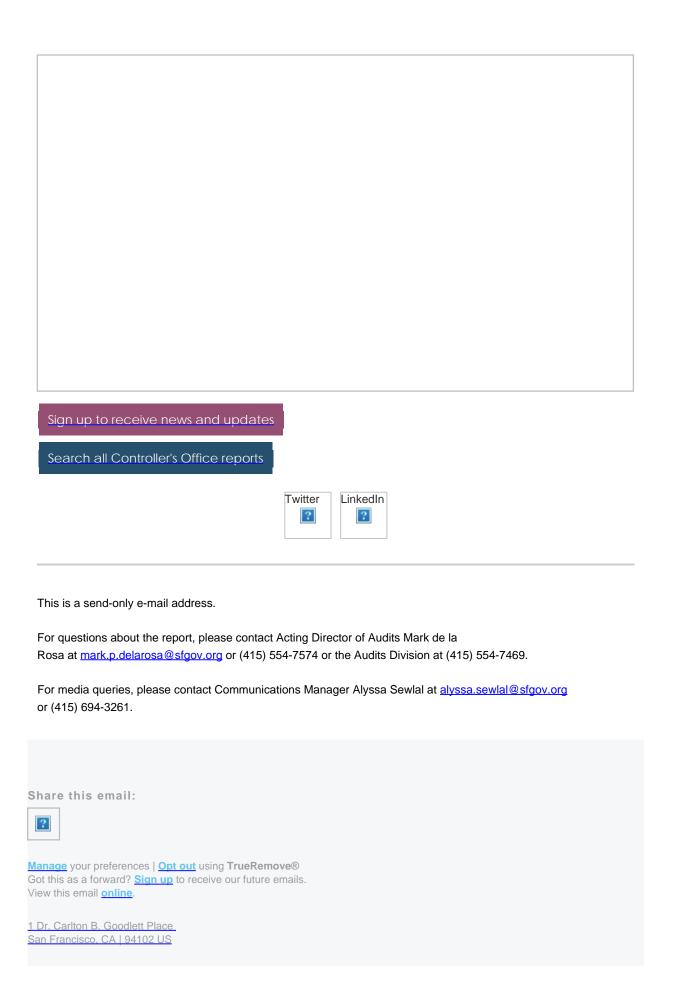
**Subject:** Issued – City Services Auditor Summary of Implementation Status of Recommendations

Followed up on in the Third Quarter of Fiscal Year 2020-21



The Office of the Controller's City Services Auditor (CSA) today issued a memorandum on the follow-up of its recommendations conducted in the third quarter of fiscal year 2020-21. As reported in the memorandum, of the 39 recommendations followed up on, 13 (33 percent) are now closed.

Download the full report



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## OFFICE OF THE CONTROLLER

CITY AND COUNTY OF SAN FRANCISCO

Ben Rosenfield Controller

Todd Rydstrom
Deputy Controller

## MEMORANDUM

**TO:** Government Audit and Oversight Committee, Board of Supervisors

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

**DATE:** April 26, 2021

SUBJECT: City Services Auditor Summary of Implementation Status of Recommendations

Followed up on in the Third Quarter of Fiscal Year 2020-21

The City Services Auditor (CSA), Audits Division, of the Office of the Controller (Controller) follows up on all recommendations it issues to departments of the City and County of San Francisco (City) every six months after original issuance. CSA reports on the results of its follow-up activity to the Board of Supervisors' Government Audit and Oversight Committee. This process fulfills the requirement of the San Francisco Charter, Section F1.105, for auditees to report on their efforts to address the Controller's findings and, if relevant, report the basis for deciding not to implement a recommendation.

The regular follow-up begins when CSA sends a questionnaire to the responsible department requesting an update on the implementation status of each recommendation. CSA assigns a summary status to the report or memorandum for each responsible department according to the status of each recommendation. The statuses are described in the table below.

**Summary of Follow-Up Statuses** 

Summary Status	Status of Recommendations	Further Regular Follow-Up?
Closed	All closed	No
Open	At least one open, including any that the department contests	Yes

Based on its review of the department's response, CSA assigns a status to each recommendation. A status of:

- Open indicates that the recommendation has not yet been fully implemented.
- Contested indicates that the department has chosen not to implement the recommendation.
- **Closed** indicates that the response described sufficient action to fully implement the recommendation or an acceptable alternative or a change occurred to make the recommendation no longer applicable or feasible.

Also, CSA periodically selects reports or memorandums for a more in-depth, field follow-up assessment, in which CSA tests to verify the implementation status of the recommendations.

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## **ABBREVIATIONS**

Abbreviated Name	Full Name
Airport (AIR)	Airport Commission (San Francisco International Airport)
Controller (CON)	Office of the Controller
CSA	City Services Auditor (part of the Office of the Controller)
Housing and Community Development (MOHCD)	Mayor's Office of Housing and Community Development
Human Resources (DHR)	Department of Human Resources
ORCP	Office of Resilience and Capital Planning
Public Library (LIB)	Library Commission (San Francisco Public Library)
Public Works (DPW)	San Francisco Public Works (Department of Public Works)
SFMTA (MTA)	San Francisco Municipal Transportation Agency
Sheriff (SHF)	Sheriff's Department
Technology (DT)	Department of Technology

## REGULAR FOLLOW-UP ACTIVITY – THIRD QUARTER

#### **Summary**

During the third quarter of fiscal year 2020-21, CSA followed up on 39 open recommendations from 11 reports or memorandums. Of the 39 open recommendations, departments reported implementing 13 (33 percent).

Exhibit 1 shows the number of recommendations CSA followed up on and their resulting status during the quarter and summarizes the status of reports for each department.

Exhibit 1: Number of recommendations followed up on and closed in Quarter 3 and open reports as of 3/31/21

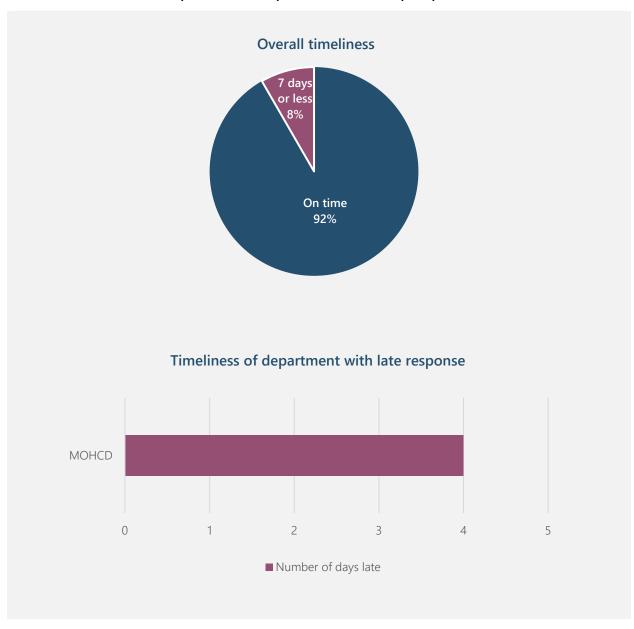
	Recomme	Reports	
Department*	Followed Up On	Closed Through 3/31/21	Open
Airport (AIR)	4	1	1
Controller (CON)	1	-	1
Housing and Community Development (MOHCD)	10	5	2
Public Library (LIB)	1	-	1
SFMTA (MTA)	16	3	5
Sheriff (SHF)	7	4	1
Total	39	13	11

<sup>\*</sup> CSA delayed following up on the Citywide Facilities Maintenance report this quarter due to new demands on the City's resources during the COVID-19 pandemic and because of leadership changes at the involved departments. CSA continues to work with the involved departments to identify the most effective way to implement the report's 14 open recommendations, which require a collaborative approach from many stakeholders.

### **Response Timeliness**

Most responses were received on time. CSA gives departments two weeks to respond to its follow-up requests and grants extensions upon request. If an extension is granted, timeliness is calculated based on the extended deadline. Exhibit 2 shows how quickly departments responded to CSA's follow-up requests in the quarter.

Exhibit 2: Timeliness of departments' responses to follow-up requests in Quarter 3



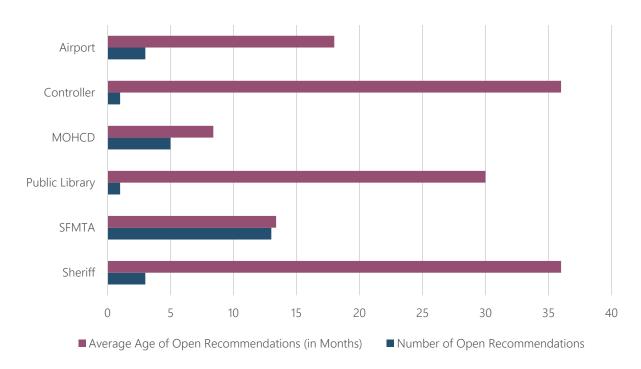
#### **Open Recommendations**

Although most of CSA's recommendations are implemented within two years of their issuance, some remain outstanding for longer. The average age of the open recommendations is 17 months, and ages range from 6 to 36 months. Five open recommendations are older than 24 months:

- Three recommendations directed to the Sheriff are 36 months old.
- One recommendation directed to the Controller is 36 months old.
- One recommendation directed to the Public Library is 30 months old.

Exhibit 3 shows the number of open recommendations, by department, and their average age.

Exhibit 3: Number and average age of open recommendations followed up on, by department, in Quarter 3



In some cases, a department has implemented few or none of CSA's recommendations. This does not necessarily indicate that the department is not trying to resolve the underlying issues. In some instances, the department has not yet had the opportunity because the recommendations relate to events that happen only periodically, such as labor agreement negotiations, or because the recommendations were issued too recently for the department to have achieved full implementation.

Exhibit 4 summarizes the reasons departments reported for not yet fully implementing the open recommendations addressed to them.

Exhibit 4: Summary of open reports in Quarter 3

Dept.	Issue Date	Report Title	No. of Open Recs.	Reason Reported for Not Yet Implementing Open Recommendation(s)
AIR	9/12/19	The Airport Must Improve Inventory Management to Effectively Mature Its Operations	3	The department is working to secure additional stockrooms to facilitate inventory tracking and to document standard operating procedures to enforce departmental policies and procedures for inventory management.
CON	2/1/18	Citywide Employee Separations: Combined Report of Two Audits	1	The department is working with other city departments, including Human Resources and DT, to evaluate the most viable tools to conduct employee separations.
CON	2/19/19	Citywide Facilities Maintenance: The City Needs More Centralized Leadership, Monitoring, and Relevant Data to Ensure Cost- Effective Facilities Maintenance*	3	The department is collaborating with other city departments to analyze the feasibility of using SF Financials and SF Procurement, modules of the City's financial system, to monitor the City's spending on facilities maintenance.
DPW	2/19/19	Citywide Facilities Maintenance: The City Needs More Centralized Leadership, Monitoring, and Relevant Data to Ensure Cost- Effective Facilities Maintenance*	1	The department is exploring best practices to better anticipate estimating assessments for capital projects to improve the City's ability to anticipate costs.
LIB	7/11/18	The Information Technology Division Must Adopt a Governance Framework to Improve Accountability and Mature Beyond Reactive Operations	1	The department will implement a maturity model assessment to improve the Information Technology Division's maturity level.
MOHCD	2/25/20	The MOHCD Has Adequately Mitigated Enterprise Risk Throughout the Life Cycle of Its Affordable Housing Assets and Its Next Steps Should Be to Develop a Risk Management Policy and Improve Its Asset Management Database	2	The department is migrating data in its Asset Management Database to the Salesforce platform, which it plans to complete in Fall 2021.
MOHCD	7/2/20	MOHCD Appropriately Awards Below Market Rate Rental Units but Must Improve Data Management and Program Oversight	3	The department will work with other city departments to ensure all stakeholder departments have reliable access to accurate data.
MTA	8/7/19	SFMTA's Workers' Compensation Program Is Managed Effectively, but a Few Improvements Can Enhance Program Delivery	4	The department will address a more effective case assignment process in the next round of labor contract negotiations.

Exhibit 4: Summary of open reports in Quarter 3

Dept.	Issue Date	Report Title	No. of Open Recs.	Reason Reported for Not Yet Implementing Open Recommendation(s)
МТА	8/29/19	SFMTA's Imperial Parking (U.S.), LLC, Needs to Improve Some Controls to Strengthen Its Operations at the Lombard Street Garage	2	The department is updating parking regulations to reflect current business processes and requirements, which it plans to complete in June 2021.
МТА	8/29/19	SFMTA's LAZ Parking, LLC, Needs to Improve Some Controls to Strengthen Its Operations at the Polk Bush Garage	2	The department is updating parking regulations to reflect current business processes and requirements, which it plans to complete in June 2021.
MTA	7/16/20	SFMTA's LAZ Parking LLC Adequately Performed Operational Duties, but a Few Improvements Can Strengthen Its Operations at the North Beach Parking Garage	3	The department is working to develop a system-generated occupancy report by April 2021 and update a formal parking agreement with the Police Department in June 2021.
MTA	7/16/20	SFMTA's LAZ Parking LLC Adequately Performed Operational Duties, but a Few Improvements Can Strengthen Its Operations at the Vallejo Parking Garage	2	The department is working to track, review, and implement a monetary penalty on unauthorized manual gate lifts.
ORCP	2/19/19	Citywide Facilities Maintenance: The City Needs More Centralized Leadership, Monitoring, and Relevant Data to Ensure Cost- Effective Facilities Maintenance*	10	The department needs to develop a framework for use by city departments to support citywide strategic planning for facilities maintenance.
SHF	2/15/18	The Department Can Better Address Critical Information Technology Needs With Improved Staffing, Organization, and Governance	3	The department adopted a tracking system to reassess the staffing level of the Information Technology Support and Services unit and will use the results to set the new staffing level.

<sup>\*</sup> CSA delayed following up on the Citywide Facilities Maintenance report this quarter due to new demands on the City's resources during the COVID-19 pandemic and because of leadership changes at the involved departments. CSA continues to work with the involved departments to identify the most effective way to implement the report's 14 open recommendations, which require a collaborative approach from many stakeholders.

## FIELD FOLLOW-UP ACTIVITY - THIRD QUARTER

Any audit report or memorandum may be selected for a more in-depth field follow-up regardless of summary status. Field follow-ups result in memorandums that are also subject to CSA's regular follow-ups. No field follow-ups were completed or in progress in Quarter 3.

From: Board of Supervisors, (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS);

Nagasundaram, Sekhar (BOS); Mchugh, Eileen (BOS)

Subject: FW: Letter from PD Mano Raju in support of BOS Resolution 210434 Supporting AB 937 (Carrillo) - The VISION

Act

**Date:** Tuesday, April 27, 2021 8:39:00 AM

Attachments: Letter from PD Raju to BOS re- VISION Act Support -4-26-21.pdf

From: Goossen, Carolyn (PDR) <carolyn.goossen@sfgov.org>

Sent: Monday, April 26, 2021 9:59 PM

**To:** BOS-Supervisors <br/>
<br/>
bos-supervisors@sfgov.org>; BOS-Legislative Aides <br/>
<br/>
bos-

legislative\_aides@sfgov.org>

Subject: Letter from PD Mano Raju in support of BOS Resolution 210434 Supporting AB 937 (Carrillo)

- The VISION Act

Dear Supervisors and Aides,

Please see Public Defender Mano Raju's letter of support for Resolution 210434, introduced by Supervisors Walton, Ronen, Haney and Mar - *Supporting California State Assembly Bill No. 937 (Carrillo) - The VISION Act*, which will be voted on by the full Board of Supervisors tomorrow.

Please feel free to contact me if you have any questions.

Thank you and warm regards, Carolyn

Carolyn Ji Jong Goossen 譚子莊 She/Her/Hers SF Policy Director San Francisco Public Defender's Office

Cell: 415-370-5621

carolyn.goossen@sfgov.org

#### SAN FRANCISCO PUBLIC DEFENDER

MANOHAR RAJU – PUBLIC DEFENDER MATT GONZALEZ – CHIEF ATTORNEY



April 26, 2021

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

Re: BOS Resolution 210434 Supporting AB 937 (Carrillo) — The VISION Act

Dear Members of the Board of Supervisors:

I am writing in strong support of Resolution 210434, *Supporting California State Assembly Bill No. 937 (Carrillo) - The VISION Act*, which will be voted on by the full Board of Supervisors tomorrow. Thank you, Supervisors Walton, Ronen, and Haney, and Mar for co-sponsoring and championing this resolution.

My office is an official co-sponsor of AB 937, the Voiding Inequality and Seeking Inclusion for Out Immigrant Neighbors (VISION) Act, because this bill has the potential to greatly reduce harms to families across the state. As you know, the San Francisco Public Defender Office is one of only a handful of public defender offices in the country to provide legal representation to detained immigrants facing deportation who are unable to afford an attorney. We have spent the last two decades witnessing the unjust double-punishment of non-citizens, who after completing their sentences and rehabilitating, are nonetheless subjected to the deportation system — a system that lacks basic due process safeguards.

Often, immigrants to plead to offenses without being aware that their conviction will lead to mandatory immigration detention, automatic deportation, and ineligibility for future legalization. In fact, it is often upon their release from criminal custody that immigrants learn for the first time that they are subject to mandatory detention and deportation permanent banishment from the country, from their families, their homes, and their livelihoods. Many of our long-term residents ultimately prevail in their deportation proceedings, and yet, they suffer for years in the most degrading detention conditions run by private for-profit companies.

In recent years, with the passing of SB 260, SB 261, SB 1437, AB 1812 (which amended Penal Code 1170(d)(1)), Proposition 47, the legislature and California voters have demonstrated a strong commitment to reforming our criminal justice system and ending mass incarceration. However, the State's role in funneling California residents to the custody of ICE undercuts our progress towards a more equitable society, and unfairly targets immigrants and refugees.

As the city with one of the largest immigrant communities in the state, San Francisco has an ethical obligation to take action to protect the rights of all refugees and immigrants who call San Francisco home, including those eligible for release from our local jails and state prisons.

Community members transferred to ICE are refugees, lawful permanent residents, people who entered the United States as children, parents, caretakers, essential workers, or are otherwise valued San Francisco residents. The devastating effects of ICE transfers have widespread consequences, and our continued engagement in it will inflict irreparable harm to those who came here fleeing war and genocide or to simply build a better life for themselves and their children.

ICE transfers and incarceration are harmful to public health. Countless studies document negative health impacts of incarceration in jails, prisons, and ICE detention centers. People who have been incarcerated have worse health outcomes and, overall, have lower life expectancies. Given the racial inequities plaguing the carceral system, the significant health risk posed by incarceration and transfers weigh heavily on California's Black, Latinx, and Asian and Islander American communities. Ending ICE transfers is good for public health and health equity. In fact, non-cooperation policies with ICE have no demonstrable effect on public safety. According to a recent and comprehensive study by the Stanford Immigration Policy Lab, "sanctuary policies have no measurable effect on crime."

For the above reasons, the San Francisco Public Defender's office is proud to co-sponsor The VISION Act, AB 937, and strongly urges the San Francisco Board of Supervisors to put San Francisco on the forefront of this fight and support the passage of AB937 into law.

Sincerely,

Manohar Raju

San Francisco Public Defender

Marcha Kýn

<sup>&</sup>lt;sup>1</sup> See Sanctuary Policies Protect Immigrants But Don't Threaten Public Safety: New Stanford Immigration Policy Lab (Oct. 2020), available at: https://law.stanford.edu/press/sanctuary-policies-protect immigrants-but-dont-threaten-public-safety-new-stanford-research/

From: Board of Supervisors, (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: Quarterly Power Report - April 2021

Date: Monday, April 26, 2021 10:13:00 AM

Attachments: <u>image001.png</u>

4-23-21 Memo for Quarterly Report Apr. 2021 v.6.pdf Attachment A - List of Projects Apr2021.pdf Attachment B - Map of Interconnection Issues.pdf Attachment C - Cost impacts Apr 2021.pdf

From: Castorena, Edith < ECastorena@sfwater.org>

**Sent:** Monday, April 26, 2021 8:56 AM

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

<angela.calvillo@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>

**Cc:** Scarpulla, John (PUC) <JScarpulla@sfwater.org>

Subject: Quarterly Power Report - April 2021

Dear Board of Supervisors staff,

Please see the attached San Francisco Public Utilities Commission's Quarterly Report to the Board of Supervisors (dated April 23, 2021) on the Status of Applications to PG&E for Electric Service. This report is being submitted in accordance with Resolution No. 227-18.

The following is a list of the accompanying documents:

- 1. Quarterly Power Report Memo
- 2. Attachment A List of Projects
- 3. Attachment B Map of Interconnection Issues
- 4. Attachment C Cost Impacts

Thank you, Edith

Edith Castorena (she/her/hers & they/them/theirs) Policy & Government Affairs San Francisco Public Utilities Commission ecastorena@sfwater.org



April 23, 2021

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) and adopted on July 20, 2018.

Pursuant to Resolution No. 227-18, 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." This resolution was re-affirmed by the Board on April 6, 2021. The SFPUC provides retail electric service from our Hetch Hetchy Power public utility to over 4,000 accounts, relying on our Hetch Hetchy generation and other sources for supply and purchased transmission and distribution services from PG&E. The SFPUC pays PG&E about \$10 million a year for this distribution service and another \$25 million to wheel the power on PG&E's transmission lines. The terms and conditions of the purchased distribution service are described in PG&E's Wholesale Distribution Tariff (WDT), as approved by the Federal Energy Regulatory Commission (FERC). The SFPUC purchases PG&E's transmission services through the California Independent System Operator.

#### **REPORT SUMMARY:**

For the reporting period of September 2020 through March 2021, the SFPUC has identified 72 projects that have experienced interconnection delays, requests for additional and/or unnecessary information, or increased project costs, as listed in

**Attachment A.** Since the last quarterly report, 5 projects have been added and 10 projects have been energized. To avoid further delays to important City services, 3 additional projects were forced to apply for PG&E's retail service instead of taking Hetchy service, bringing the total to 22 projects that have had to pay higher electric rates to PG&E.

Updates and changes to projects since the previous quarterly report are detailed in Column P of Attachment A. Attachment B contains a map providing the location of each project.

Attachment C 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 (also included in the 'Impacts' column of Attachment A). The total cost impacts to the City are now estimated to be more than \$12 million. Total costs do not include estimated costs for 17 projects that are at a standstill as those costs are still to be determined.

#### ONGOING ELECTRICAL INTERCONNECTION ISSUES:

The City continues to face major delays in PG&E's processing of its interconnection requests. PG&E continues to require City projects to install oversized and cost prohibitive equipment without clear regulatory, technical, safety or reliability justification. New PG&E requirements and actions identified below are also creating additional challenges to connecting City loads and have resulted in delays and increased costs to the City. In some cases, City departments are forced to apply for PG&E's retail service to avoid further delays.

- Delays throughout the application process
  - a. Example: PG&E has recently started using a new estimating process that significantly delays when the City receives a finalized construction design. This delay makes it difficult for the City to plan ahead for construction work and budgeting for its costs.
- Unreasonable primary equipment requirements for small projects
  - a. Example: PG&E continues to require primary equipment for important City projects that are normally served at secondary such as Cleveland Elementary School. This site cannot accommodate primary equipment due to space and budget constraints and, therefore, the project is at a standstill.
  - b. Example: The City has also had to relinquish temporary construction power to PG&E retail for several affordable housing projects to avoid project delays, because PG&E is requiring primary service even for construction power. The projects in turn have to pay a higher rate for power to PG&E.

- c. Example: PG&E refuses to accept several applications for service to affordable housing projects where the projects cannot install primary equipment due to lack of space.
- Denial of City's requested capacity for essential City services
  - a. Example: For phased development projects, PG&E has refused to acknowledge the City's load calculations and will only provide what PG&E believes is necessary for the initial phase. This is problematic as PG&E's values did not accommodate the load ramp up the City has projected as other phases are developed. This will require the City to incur additional future costs and likely result in additional delays that otherwise could have been avoided.
- Demands for costly and unnecessary upgrades to PG&E's distribution system
  - a. Example: PG&E delayed a project by initially requiring the City to pay for major upgrades to PG&E's existing transformer to serve a 1 kW irrigation control. After many months of discussion, PG&E finally agreed to serve the load without requiring the upgrades.
- Refusal to acknowledge the City's control of distribution facilities
  - a. Example: PG&E has refused to connect projects in which the City controls (rather than owns) the facilities required in the WDT. The City has obtained control of the necessary facilities pursuant to an agreement between the SFPUC and the property owner/customers. The WDT makes no distinction between the treatments of controlled or owned facilities.

#### **WDT3 ISSUES:**

PG&E has filed the WDT3 application with FERC seeking to amend the rates, terms and condition of service under its WDT. The application also formalizes and incorporates many of the practices noted in the issues section above. San Francisco, the California Public Utilities Commission, and other customers and agencies have intervened in the FERC proceeding to challenge many of PG&E's proposed amendments to the WDT.

PG&E has proposed several new amendments in its WDT3 filing that are concerning to the City due to the following anti-competitive requirements and restrictions:

- Elimination of unmetered load all unmetered load such as streetlights, traffic signals, and bus shelters would have to be served by primary equipment or be converted to PG&E retail service by the end of 2021.
- Elimination of any interconnections to PG&E's "downtown network" prohibits any new load or upgrades to existing load in SF's downtown area (includes all of Market St. from Embarcadero through Civic Center).
- Elimination of all new secondary interconnections prohibits the connection of any loads at secondary despite the size. This would also prohibit the City

from providing secondary service to any existing customers with secondary interconnections if their facilities are being modified for reasons such as building renovations or decarbonization (increased electrification) of existing buildings.

 Major Increase in Distribution Rates – the City expects to see a doubling or more of distribution costs under PG&E's newly filed rates. There are also major concerns about how PG&E's proposed rate design inequitably overallocates costs to wholesale customers.

#### STATUS OF DISPUTES WITH PG&E BEFORE FERC:

As we previously informed you, on November 21, 2019, FERC issued an order in the City's 2014 complaint and related cases rejecting the City's claim that all of its load is eligible for service under the Federal Power Act without adding new facilities because the City had been serving the same customers for decades. On December 20, 2019, the City filed a request for rehearing of FERC's order. On June 4, 2020, FERC issued an order on rehearing that, for the most part, affirmed its prior order. The City has filed petitions to review these FERC orders with the Court of Appeals for the District of Columbia Circuit. These matters have been fully briefed. We anticipate that the Court will schedule an oral argument in these matters sometime this year.

In January 2020, the City and PG&E participated in an evidentiary hearing before a FERC Administrative Law Judge (ALJ) in a dispute over WDT service to an SFMTA substation at 6 Berry Street. The issues in that proceeding are: (i) whether PG&E is wrongfully charging the City for upgrades to its system; and (ii) whether PG&E's cost estimates lack sufficient detail. On July 2, 2020, the ALJ issued an initial decision in which the ALJ found for PG&E on the issue concerning the cost of upgrades and for the City on the issue concerning the cost estimates. Both the City and PG&E have filed exceptions to the initial decision asking FERC to reject the ALJ's rulings against them. We await a FERC decision.

On April 16, 2020, FERC issued an order dismissing the City's second complaint against PG&E in which the City claimed that PG&E violated its WDT by demanding primary service for small loads. FERC found that PG&E has the discretion to grant or deny a request for secondary service based on the specifics of each particular request. On May 18, 2020, the City filed a request for rehearing of FERC's order. On September 17, 2020, FERC issued an order on rehearing sustaining its dismissal of the complaint. The City has filed petitions to review these FERC orders with the Court of Appeals for the District of Columbia Circuit. The final brief in these matters is due on May 28, 2021. The Court has ordered that the oral argument in these matters will be on the same day as the prior appeal discussed above.

The City received a favorable ruling from FERC following the City's protest over PG&E's rejection of the City's request to serve a customer that had requested a transfer from PG&E retail service to SFPUC service. FERC found that "PG&E's WDT does not permit it to refuse to grant a customer's requested reserved capacity when available distribution capacity exists to meet the request."

Please find attached copies of the following documents related to this report:

- Attachment A: List of projects with active interconnection applications to PG&E for electric service as of April 2021
- Attachment B: Map of projects with PG&E power connection delays as of April 2021
- Attachment C: Cost impacts

OP. Cali

Should you have any questions, please contact Barbara Hale, SFPUC Assistant General Manager for Power, at BHale@sfwater.org and 415-613-6341.

Sincerely,

Michael P. Carlin

Acting General Manager

	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	t 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	PG&E committed to work w/ SF to energize in 2018	Impacts	Updates/Changes since Last Report (Sept. 2020)
1	114449998	600 32nd Avenue - George Washington High School	1	SFUSD	Upgrading and relocating existing secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1) Further delays caused by dispute over PG&E's proposed design.	3/27/2018	7/3/2019	9/1/2018	Yes	500 kW/Yes	х	Project delayed - project was in dispute from Feb. 2018 - Jun. 2018. (3-4 months). PG&E is currently delaying energization, SF is waiting for PG&E to finish its portion of work. Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation) PG&E's proposed design would require an additional \$1M in trenching/construction costs. SF is disputing this design as PG&E is applying design requirements inconsistently.	No impacts update. Project was energized in Sept. 2020 and will be removed on next quarter's report.
2	15047431/11 5322749	4545 Anza Street - Lafayette Elementary	1	SFUSD	New temporary service for interim trailers and replacing existing secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with secondary service.	10/9/2018	3/20/2020	7/1/2019	Yes	150 kW /Yes		Project delayed - project was in dispute from Oct. 2018 - Oct. 2019 (1 year).  Temp. power service for classroom trailers will be served by PG&E at retail - \$14k in lost gross revenue to SFPUC. \$31k in additional power costs to the project due to PG&E's higher rates.  50,000 lbs. of CO2 emissions (temporary period of 17 months)	No impacts update. Project was energized in Sept. 2020 and will be removed on next quarter's report.
3	118155073	3401 Geary Blvd Streetlights and Traffic Controller	1	SFMTA	New temporary service for interim trailers and replacing existing secondary service	Delays caused by PG&E providing the Service Agreement late.	11/7/2019	11/19/2019	2/3/2020	No	1 kW/Yes		Pedestrian and traffic safety is at risk as PG&E delays the energization of these streetlights and traffic signals.	No impacts update. Project was energized in Jan. 2021 and will be removed on next quarter's report.
4	120533309	600 Arguello Blvd Rossi Pool	1	SFRPD	Request for shutdown (for meter replacement)	Delays caused by PG&E providing the Service Agreement late.  Engineering estimation by PG&E.	12/11/2020	2/12/2021	4/4/2021	N/A	N/A		Overhead/delays costs TBD. Pool will also not be available for public use until work is done.	Project added.
5	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)	12/9/2016	1/5/2017	8/1/2017	Yes	144 kW/Yes	х	Seismic improvements and architectural upgrades to increase reliability of the pumping station have been delayed.  Additional project costs - \$75k (interrupter, #7 box, & installation)  Further delays caused by PG&E still not providing necessary cost detail to the Service Agreement (7 month delay).	No impacts update.
6	114713666	2110 Greenwich Street - Tule Elk Elementary	2	SFUSD	Upgrading and relocating existing secondary service		6/15/2018	4/2/2020	6/1/2019	Yes	300 kW/Yes		Project delayed - project was in dispute from Jun. 2018 - Oct. 2019 (14-15 months) Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)	No impacts update.
7	115675911	2445 Hyde St Francisco Park	2	SFRPD	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	1/9/2019	4/7/2020	12/27/2019	Yes	70 kW/Yes		Project delayed - project was in dispute from Jun. 2019 - Oct. 2019 (3-4 months). Additional project costs - \$75k (interrupter, #7 box, & installation) The project expects overhead/delay costs of at least \$168k (assuming a 30-day delay).	No impacts update.
8	PG&E withholding NN#	102 Marina Blvd Fort Mason (EVGo)	2	EVGo	New secondary service	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	. 12/13/2018		7/15/2019	Yes	600 kW/Yes		Project delayed - project has been in dispute since Dec. 2018 (17-18 months). If required, primary switchgear would cost the project an additional \$500k.	No update - project remains at a standstill.
9	117492329	950 Golden Gate Avenue - Margaret Hayward Park	3	SFRPD	Remove/replace existing transformer and utility boxes and provide new single secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	3/15/2018	6/5/2018	4/1/2020	Yes	100 kW/Yes		Project slightly delayed - project was in dispute from Mar. 2018 - May 2018. (2-3 months) Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation) Further delays (6-8 weeks) as PG&E has informed the project of more inspections and work. The project expects overhead/delay costs of at least \$330k (assuming a 40-day delay).	No impacts update. Project was energized in Sept. 2020 and will be removed on next quarter's report.
10	115020677	88 Broadway - Affordable Housing (125 units)	3	MOHCD (BRIDGE Housing)	New secondary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1) Further delays caused by PG&E mistake.	10/1/2018	3/19/2019	12/2/2019	N/A	500 kW/Yes		Temp. construction power service by PG&E at retail - $$68k$ in lost gross revenue to SFPUC. $$15k$ in additional power costs to PG&E's higher rates.  Additional project costs - $$150k$ (2 interrupters, 2 #7 boxes, & installation) 90,625 lbs. of $CO_2$ emissions (construction period of 18 months)	Temp. construction power costs updated. Project was energized in Jan. 2021 and will be removed on next quarter's report.
11	115019804	735 Davis - Affordable Housing (53 units)	3	MOHCD (BRIDGE Housing)	New secondary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	10/1/2018	3/8/2019	12/2/2019	N/A	683 kW/Yes		Temp. construction power service by PG&E at retail - \$114k in lost gross revenue to SFPUC. \$25k in additional power costs to the project due to PG&E's higher rates.  Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)  148,837 lbs. of CO <sub>2</sub> emissions (construction period of 19 months)	Temp. construction power costs updated. Project was energized in Nov. 2020 and will be removed on next quarter's report.

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	PG&E NN#	Project Location	District # Client Organization	Project Description (wh SF applied for)	at Projec	t 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	PG&E committed to work w/ SF to energize in 2018	Impacts	Updates/Changes since Last Report (Sept. 2020)
12	114088011	Lake Merced Blvd & Sunset Blvd - Restroom	4 SFRPD	New secondary service	Delays caused by dispute over primary vs secondary.	. Project Cancelled	12/8/2017		1/15/2019	Yes	10 kW/Yes		Project delayed - project has been in dispute since late Aug. 2018. (4-5 months) Bathroom will not be available for public use at Lake Merced. Primary switchgear will cost the project an additional \$500k in equipment costs and take the space of parking spots.	Project cancelled due to PG&E's new policy of requiring underground service for the area. The extensive costs of underground service for this bathroom is not feasible.  Project will be removed in next quarter's report.
13	Several applications submitted	L Taraval - Streetlights	4 SFMTA	New secondary service (several streetlights)	Delays caused by PG&E being unresponsive.	In construction	3/19/2019	4/27/2019	1/1/2020	No	9.6 kW (per service point)/Yes		Pedestrian and traffic safety is at risk as PG&E delays the energization of these streetlights.  Delays continue as SF has not received construction drawings form PG&E.  Project delayed - impacts TBD.	Further delays caused by PG&E.
14	PG&E withholding NN#	1351 42nd Street - Francis Scott Key Educator Housing (Construction and Perm. Power)	4 MOHCD (Mic Housing)	·	Delays caused by dispute over primary vs secondary. Project is still in dispute.	Project is at a standstill.	3/30/2020 (temp) 2/24/2020 (perm)		12/7/2020 (temp) 12/6/2021 (perm)	Yes	417 kW/Yes (temp) 678 kW/Yes (perm)		Project delayed - project has been in dispute since Apr. 2020 (10-11 months).  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.	Impacts updated to show cost impact of construction power being turned over to PG&E to avoid further delays.
15	114571079	50 Bowling Green Drive - GGP Tennis Center	5 SFRPD	New secondary service	Delays caused by dispute over primary vs secondary. Project moving forward with low-side metering. (See Note 1)	Energized	5/3/2018	10/3/2018	2/1/2019	Yes	160 kW/Yes	х	Project delayed - project was in dispute from May-July. 2018. (2-3 months) Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation), \$275k (for upgrades to PG&E's system) Lost gross revenue to SFPUC due to delays: \$1k Further delays may lead to possible funding issues.	No impacts update. Project was energized in Oct. 2020 and will be removed on next quarter's report.
16	114907923	1251 Turk Street - Affordable Housing Fire Pump	5 MOHCD (TN	DC) New secondary service	Delays caused by PG&E not providing necessary cost detail.	ISE working on updated.	8/17/2018	8/10/2019	2/17/2019	No	27 kW/Yes		Project delayed - PG&E initially required distribution upgrades of \$250k plus trenching costs for a fire pump service that brings the existing affordable housing development up to code. For over a year, SF was waiting for further cost justification from PG&E. PG&E and SF have now agreed to an electrical design that will not require the extra upgrades to PG&E's system.	
17	118155015	1805 Geary Blvd Streetlights and Traffic Signal	5 SFMTA	New secondary service	Delays caused by PG&E providing the Service Agreement late.	Energized	11/7/2019	11/19/2019	2/2/2020	No	1 kW/Yes		Pedestrian and traffic safety is at risk as PG&E delays the energization of these streetlights and traffic signals.	No impacts update. Project was energized in Oct. 2020 and will be removed on next quarter's report.
18	PG&E withholding NN#	78 Haight Street - Affordable Housing	5 MOHCD (TN	New secondary service for perm. Construction power released to PG&I retail.	Delays caused by dispute over primary vs secondary. Project is still in dispute.	Project is at a standstill.	6/15/2020		12/15/2021	Yes	315 kW/Yes		Project delayed - project has been in dispute since Jun. 2020 (8-9 months) PG&E is requiring primary for the construction power and the permanent service. 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.	Impacts updated to show cost impact of construction power being turned over to PG&E to avoid further delays.
19	Several applications submitted	Haight Street Traffic Signals	5 SFMTA	New 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			Project delayed as PG&E cancelled 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.	Impacts updated to include possible issues with holiday lighting.
20	111729695	6 Berry Street - Substation	6 SFMTA	Upgrade existing primal service	Delays caused by PG&E being unresponsive, changing requirements, and being non-transparent with costs and design changes.		6/17/2016	12/12/2016	5/1/2017	N/A	3000 kW/Yes		SFMTA completed the conduit boring under the rails prior to PG&E's approval. As such, parties disagree on costs and design requirements.  SFMTA claims that they are incurring delay claims costs from contractor due to PG&E's failure to approve design and equipment submittals. (actual costs are still to be determined, but the costs continue to increase on a daily basis)	No impacts update. Project was energized in June 2020. The project team will be reaching out to connect the power the permanent substation in early 2021.
21	113826990	750 Brannan - Main Library Repository	6 SFPW for SI	Increase load request (237 kW to 500 kW)	Dispute over how to process increase in load request.	Service Agreement returned with payment by SFPUC.	11/14/2017	1/18/2018	1/1/2018	No	500 kW/Yes		Plans for a new HVAC system at the library repository have been delayed.  No monetary impact - however, SF believes that PG&E's requirements for approving load increase for muni loads is extensive and will cause delays to projects.	No impacts update.
22	118152147	399 The Embarcadero · Fire Boat #35	6 SFFD	New secondary service	Delays caused by dispute over primary vs secondary. Project moving forward with low-side metering. (See Note 1)	In construction	1/14/2019	2/8/2020	12/27/2019	Yes	430 kW/Yes		Project delayed - project was in dispute from Jan. 2019 - Oct. 2019 (8-9 months).  Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)	No impacts update.
23	115071498	555 Larkin (formerly 500 Turk) - Affordable Housing (108 units)	6 MOHCD (TN	New secondary service for perm. Construction power released to PG&I retail.	low-side metering. (See Note 1)	In construction	10/15/2018	12/18/2019	7/1/2020	Yes	890 kW/Yes		Project delayed - project was in dispute from Nov. 2018 - Oct. 2019 (11-12 months).  Temp. construction power service by PG&E at retail - \$196k in lost gross revenue to SFPUC. \$24k in additional power costs to the project due to PG&E's higher rates.  Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)  243,000 lbs. of CO2 emissions (construction period of 22 months)	Temp. construction power costs updated.
24	116790877	Market St. & 7th St - BMS Switch	6 SFMTA	New secondary service	Delays caused by PG&E not following WDT timelines and not providing cost explanations.	Service Agreement issued by PG&E.	3/6/2019	4/9/2019	1/4/2021	No	48 kW/Yes		Project delayed - PG&E was late in providing the service agreement and has been unresponsive in providing further cost explanation.	No impacts update.
25	TBD	1064 Mission St Affordable Housing (256 units)	6 MOHCD (Me Housing)	·   ·	Delays caused by dispute over primary vs secondary. Project	In construction	3/28/2019	12/18/2019	4/1/2021	Yes	678 kW/Yes		Project delayed - project was in dispute from Feb. 2019 to Oct. 2019 (7-8 months).  Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)  Temp. construction power service by PG&E at retail - \$105k in lost gross revenue to SFPUC. \$23k in additional power costs to the project due to PG&E's higher rates.  142,000 lbs. of CO2 emissions (construction period of 18 months)	Temp. construction power costs updated.
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		PG&E NN#	Project Location	District #			Project	: Status	Application Submittal	Complete		require	Be Served at	committed to work w/ SF to energize in	Impacts	Updates/Changes since Last Report (Sept. 2020)
	26	N/A	Center - Transbay Joint	6 SFF	PUC - PUWEI			-	9/12/2018	2/6/2019	10/1/2018	N/A	10 MW/No		paid for. If PG&E denies request, SF may incur additional costs or have to limit the tenants. PG&E is holding up the project by not explaining the discrepancies between its System Impact	responded to SF's questions regarding load calculations in
20   1979   19	27	114491666	Francois Blvd Redevelopment	6 SFF	PUC - Power I	New primary service	being late in providing	agreement issued by	4/9/2018	4/20/2018	8/1/2019	N/A	7300 kW/No		Project delayed - PG&E should have provided the Service Agreement by end of August 2019.	No impacts update.
	28	117795024		6	SERPD		providing the Service	In construction	10/30/2019	11/20/2019	2/15/2020	N/A	42 kW/Yes			No impacts update.
10	29	withholding		6 MC	OHCD (TNDC)	for perm. Construction power released to PG&E	dispute over primary vs. secondary. Project is	Project is at a standstill.	4/28/2020		9/5/2022	Yes	576 kW/Yes		Temp. construction power service by PG&E at retail - \$89k in lost gross revenue to SFPUC. \$20k	
Part	30	withholding		6 MC	OHCD (TNDC) I	New secondary service	dispute over primary vs. secondary. Project is	Project is at a standstill.	6/15/2020		12/1/2021	Yes	700 kW/Yes		Project delayed - project has been in dispute since June 2020 (8-9 months).	No impacts update.
Programment of the Company of the Co	31	withholding		6	CCSF	of existing secondary	dispute over primary vs. secondary. Project is	Project is at a standstill.	11/9/2020		12/30/2021		258 kW/Yes		Project delayed - project has been in dispute since Nov. 2020 (2-3 months)	Project added.
2. Section of the control of the con	32	withholding		6	MOHCD I	New secondary service	dispute over primary vs. secondary. Project is	Project is at a standstill.	1/19/2021		5/21/2023		847 kW/Yes		Project delayed - project has been in dispute since Feb. 2021 (1-2 months)	Project added.
Second	33	withholding		7 SFN	MTA & EVGo I	New secondary service	dispute over primary vs. secondary. Project is	Project is at a standstill.	2/4/2019		7/22/2019	Yes	600 kW/Yes			No impacts update. PG&E has cancelled this application.
Services with binding Nation National States (Controlled Trailers) Nat	34	TBD	Portal Elementary	7	SEUSD		dispute over primary vs. secondary. Project moving forward with low-side metering. (See		7/26/2019	3/10/2020	6/14/2021	N/A	400 kW/Yes			No impacts update.
36 13335782 359 Amber Drive-Police Academy B 8 SFPW for SFPD Upgrade existing secondary service browless for special production of the pro	35	withholding	Construction Trailers (Westside Pump	7	SFPUC I	New secondary service	dispute over primary vs. secondary. Project will move forward with	SF preparing revised	12/17/2020		2/1/2021		75 kW/Yes		Due to the urgency of the project, the project team will need to use generators while PG&E	Project added.
1419 Bryant Street - Animal Care & Control 9 SFPW for GSA New secondary service of Animal Care & Control 9 SFPW for GSA New secondary service of Animal Care & Control 9 SFPW for GSA New secondary service of Note 1 10/25/2017 2/12/2019 8/1/2020 Yes 818 kW/Yes Additional construction costs - \$150k Costs of redesign - \$23k Additional project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Costs of redesign (primary service with low-side metering) - \$2-3k Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Costs for redesign (primary service with low-side metering) - \$2-3k Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Costs for redesign (primary service with low-side metering) - \$2-3k Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Costs for redesign (primary service with low-side metering) - \$2-3k Secondary. Project work of the primary service with low-side metering. Sea for perm. Construction power costs updated. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Costs for redesign (primary service with low-side metering) - \$2-3k Secondary. Project work of the primary service with low-side metering. Sea for perm. Construction power costs updated. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Costs for redesign (primary service with low-side metering) - \$2-3k Secondary. Project work of the primary service with low-side metering. Sea for perm. Construction power costs updated. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispute from Jun. 2018 - Nov. 2018 (4-5 months) Secondary. Project was in dispu	36	113135782		8 SFF	PW for SEPI)		dispute over primary vs. secondary. Project moving forward with low-side metering. (See	returned with payment	8/8/2017	5/22/2018	TBD FYE22	Yes	160 kW/Yes	х		
New secondary service for perm. Construction power costs updated. Project was secondary. Project moving forward with low-side metering. See Note 1  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  Affordable Housing (127 units)  PG&E withholding NN# Signature.  400 Folsom Street - Affordable Housing (127 units)  Affordable Housing (127 units)  PG&E withholding Now Folsom Street Signature.  400 Folsom Street Si	37	113773996		9 SF	PW for GSA	New secondary service	dispute over primary vs. secondary. Project moving forward with		10/25/2017	2/12/2019	8/1/2020	Yes	818 kW/Yes		Additional construction costs - \$150k	
PG&E withholding NN# (131 units)  PG&E (131 units)  PFOJECT delayed - project was in dispute from Feb. 2019 - Oct. 2019 (7-8 months).  Temp. construction power costs veryice by PG&E at retail - \$59k in lost gross revenue to SFPUC. \$12k secondary. Project manual dispute over primary vs. secondary. Project delayed - pr	38	114671141	Affordable Housing	9 MO	OHCD (MEDA)	for perm. Construction power released to PG&E	dispute over primary vs. secondary. Project moving forward with low-side metering. (See	Energized	5/18/2018	3/14/2019	1/15/2020	Yes	1387 kW/Yes		Costs for redesign (primary service with low-side metering) - \$2-3k Temp. construction power service by PG&E at retail - \$295k in lost gross revenue to SFPUC. \$53k in additional power costs to project due to PG&E's higher rates. Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)	energized in Feb. 2021 and will be removed on next
	39	withholding	Affordable Housing	9 MO	OHCD (MEDA)	for perm. Construction power released to PG&E	dispute over primary vs. secondary. Project moving forward with low-side metering. (See	In construction	2/6/2019		8/3/2020	Yes	785 kW/Yes		Temp. construction power service by PG&E at retail - \$59k in lost gross revenue to SFPUC. \$12k in additional power costs to project due to PG&E's higher rates.  Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)	Temp. construction power costs updated.

								Actualinicin	A. LIST OF III		ction issues			
	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	PG&E committed to work w/ SF to energize in 2018	Impacts	Updates/Changes since Last Report (Sept. 2020)
40	114345033	1990 Folsom Street - Affordable Housing (143 units)	9	MOHCD (MEDA)	New secondary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	n 2/26/2018	3/14/2019	9/1/2020	Yes	920 kW/Yes		Project delayed - project was in dispute from Mar. 2018 - Nov. 2018. (7-8 months)  Costs for redesign (primary service with low-side metering) - \$2-3k  Temp. construction power service by PG&E at retail - \$181k in lost gross revenue to SFPUC. \$38k in additional power costs to project due to PG&E's higher rates.  Additional project costs - \$150k (2 interrupters, 2 #7 boxes, & installation)  247,000 lbs. of CO2 emissions (construction period of 21 months)	Temp. construction power costs updated.
41	115148446	3001-3021 24th St Affordable Housing (44 units)	9	MOHCD (Mercy Housing)	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	o PG&E 11/1/2018		9/1/2020	Yes	362 kW/Yes		Project delayed - project was in dispute from Nov. 2018 to Oct. 2019 (10-11 months).	This project will take PG&E retail power. PG&E has agreed to low-side metering for this project, but the project has been delayed for too long and the process/planning time for low-side metering is no longer viable to meet project deadlines. Cost impacts TBD.
42	PG&E withholding NN#	300 Bartlett Street - Mission Branch Library	9	SFPL	New secondary service	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	standstill. 2/26/2020		9/1/2020	Yes	190 kW/Yes		Project delayed - project has been in dispute since Feb. 2020 (12-13 months).  If required, primary switchgear would cost the project an additional \$500k.	Delays continue as PG&E is still requiring primary switchgear for this project.
43	111975801	800 Amador Street - Pier 94 - Backlands	10	SFPORT	New secondary service	PG&E required primary. Project is moving forward with primary service.  Service Agree issued by PG& issues remain rights. (Project hold due to Compare the project hold due to Compare the pro	on land t now on OVID 8/19/2016	8/28/2018	2/1/2017	Yes	166 kW/Yes	х	Added costs for primary equipment (overhead) - \$500k  The Port is investing over \$8M in upgrading the 16-acre parcel in the Backlands project site. The Port is expected to generate approximately \$250k in monthly rent revenue from this site. Significant delays to this project can cause the Port to lose \$3M in revenue annually. Additional staff time for Port - \$50k  Costs of redesign - \$50k	This project is now on hold. This location has been used for the emergency shelters for the homeless in response to COVID. The issues regarding the permanent power service still remain. The Port plans to maintain the temporary service until the permanent service is available.
44	112774763	Illinois St. & Terry Francois - Mariposa Pump Station	10	SFPUC - Wastewater	Relocate existing secondary service (for construction)	Delays caused by PG&E requiring primary. Project went to PG&E retail to avoid anymore delays.  Due to the de project is goin PG&E retail se	g to take 4/13/2017		6/1/2018	Yes	169 kW/Yes	х	Temp. construction power service by PG&E at retail - \$588k in lost gross revenue to SFPUC. PG&E delaying temp. power - project team is potentially facing contract delay costs of \$1k/day. \$22k in additional power costs to the project due to PG&E's higher rates. 554,000 lbs. of CO2 emissions (construction period of 36 months) SF anticipates that generators will cost \$100k/month until PG&E energizes retail power.	Further delays - PG&E is not providing temporary power on time. The project team is looking into mitigating construction contract delay costs by using a generator.
45	114408260	684 23rd Street - Potrero North	10	SFPUC - Power	New primary service	Delays caused by PG&E cancelling the Project is at a application.	standstill. 3/12/2018		10/1/2018	N/A	12,000 kW/No		Project delayed - PG&E denied this service request citing inadequate capacity and cancelled the application.	No impacts update - PG&E refuses to provide service.
46	114408263	638 23rd Street - Potrero South	10	SFPUC - Power	New primary service	Delays caused by PG&E cancelling the application.	standstill. 3/12/2018		10/1/2018	N/A	12,000 kW/No		Project delayed - PG&E denied this service request citing inadequate capacity and cancelled the application.	No impacts update - PG&E refuses to provide service.
47	114713787	1001 22nd Street - Bus Electrification Pilot	10	SFMTA	New primary service	Delays caused by PG&E being late in providing the Service Agreement.	6/18/2018	2/14/2019	5/1/2019	N/A	2400 kW/Yes		Initially, PG&E was unresponsive in scheduling a pre-application meeting which has caused some delays. PG&E was also late in providing a deemed complete date for the application and several months late in providing the Service Agreement. PG&E caused another 4-month delay to redesign for a PG&E error in the original design.	Further delays incurred as PG&E had to perform a redesign due to a PG&E error in the initial design. SF needs this to be energized as the charge stations will be finished with construction in May 2021.
48	114671200	1995 Evans - Traffic Controls and Forensics	10	SFPW for SFPD	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	n 5/18/2018	9/3/2019	3/1/2020	Yes	2100 kW/Yes		Project delayed - project was in dispute from Jun. 2018 to August. 2019 (13-14 months). Temp. construction power service by PG&E at retail has been delayed causing the project team to use generators  Additional project costs - \$75k (interrupter, #7 box, & installation)  Generator costs for temp power: \$578k  Additional delays caused by pole location issues.	No impacts update.
49	110162018	750 Phelps - Southeast Plant	10	SFPUC- Wastewater	New primary service	Potential delay as PG&E issued by PG8 is late in providing SIS agreement.  Service agree issued by PG8 does not agree PG&E has pro sufficient info	e that vided IN FLIGHT (Pric to July 2015)	7/14/2018	5/20/2020	N/A	12000 kW/no		If delays continue and jeopardize the project energization date, the project team will incur a liquidated damage amount of \$3000/day.  Further delays caused by PG&E not providing enough design detail with the Service Agreement.	Delays continue as PG&E has started changing its application processes and has yet to provide sufficient information for SF to review and provide payment for.
50	114546573	2401/2403 Keith Street - Southeast Health Center	10	SFPW for SFDPH	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	n 4/27/2018	11/14/2019	7/26/2020	Yes	200 kW/Yes		Project delayed - project was in dispute from May 2018 - Oct. 2019 (16-17 months).  Additional project costs - \$150k (2 interrupters, #7 box, & installation)	No impacts update.
51	115415116	1550 Evans Ave Southeast Community Center	10	SFPUC	Relocation and upgrade of existing secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward at lowside metering. (See Note 1)	n 11/26/2018	5/22/2019	1/4/2021	Yes	800 kW/Yes		Project delayed - project was in dispute from Dec. 2018 - Oct. 2019 (8-9 months). PG&E is now 2 months late in providing the Service Agreement.  Added costs for primary equipment - \$500k  Temp. construction power service by PG&E at retail - \$187k in lost gross revenue to SFPUC. \$9k in additional power costs to project due to PG&E's higher rates.	No impacts update.
52	TBD	Islais Creek Bridge Rehab (3rd Street)	10	SFPW	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	4////019		5/1/2021	Yes	104 kW/Yes		Project delayed - project was in dispute from Mar. 2019 - Oct. 2019 (6-7 months). Additional project costs - \$75k (interrupter, #7 box, & installation)	No impacts update.
53	PG&E withholding NN#	1150 Phelps - Construction Trailers	10	SFPUC	New secondary service	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	standstill. 5/1/2019		6/1/2019	N/A	472 kW/Yes		Project delayed - project has been in dispute since May 2019 (14-15 months) If required, primary switchgear would cost the project an additional \$500k.	No update - project is still at a standstill. PG&E has cancelled this application.

	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	PG&E committed to work w/ SF to energize in 2018	Impacts	Updates/Changes since Last Report (Sept. 2020)
54	114721804	480 22nd Street - Pier 70 Pump Station	10	SFPUC - Power	New primary service	Delays caused by PG&E being late in providing Service Agreement.	Engineering estimation by PG&E.	6/14/2018	10/26/2018	1/1/2019	N/A	2000 kW/Yes		Project delayed - PG&E should have provided Service Agreement by end of August 2019.	No impacts update. PG&E has cancelled this application.
55	112875227	1601 Griffith Street - Griffith Pump Station	10	SFPUC - Water	IShutaown & re-	Delays caused by PG&E providing energization late.	Energized - Cost impacts due to delay in energization.	N/A	N/A	N/A	N/A	N/A		Project delayed - PG&E pushed back the energization date by 2 weeks.  Due to PG&E's delay, the project had to use generators for an additional 2 weeks costing \$27k.	No impacts update.
56	114919920	Harmonia Street - Sunnydale HOPE	10	SFPUC - Power	New primary service	Potential dispute over reserved capacity.	System Impact Study phase of engineering estimation by PG&E.	8/16/2018	4/4/2019	8/1/2020	N/A	1000 kW/Yes		Delays caused by PG&E 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. Costs of this are TBD.	Impacts updated to show unknown costs that will be incurred when the load at this site ramps up.
57	115583820	1101 Connecticut Street - HOPE Potrero	10	SFPUC - Power	New primary service	Potential dispute over reserved capacity.	System Impact Study phase of engineering estimation by PG&E.	12/13/2018	4/4/2019	6/1/2019	N/A	4000 kW/No		Delays caused by PG&E 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. Costs of this are TBD.	Impacts updated to show unknown costs that will be incurred when the load at this site ramps up.
58	113804831	603 Jamestown Avenue - Redevelopment Project	10	SFPUC-Power		Delays caused by PG&E being late in providing Service Agreement.	Service agreement issued by PG&E. (SF does not agree that PG&E has provided sufficient info).	11/2/2017	2/26/2018	10/1/2018	N/A	8000 kW/No		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.	Delays continue as PG&E has started changing its application processes and has yet to provide sufficient information for SF to review and provide payment for.
59	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.	Service agreement issued by PG&E. (SF does not agree that PG&E has provided sufficient info).	2/26/2019	6/28/2019	5/1/2019	N/A	4000 kW/No		Delays caused by PG&E not providing the System Impact Study report on time. 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.	Delays continue as PG&E has started changing its application processes and has yet to provide sufficient information for SF to review and provide payment for.
60	11742971	1800 Jerrold Avenue - Biosolids (Temp. power)	10	SFPUC- Wastewater	New primary service	Delays caused by PG&E being late in providing the Service Agreement.	In construction	5/16/2019	6/28/2019	10/1/2019	N/A	1441 kW/No		Delays caused by PG&E not providing the Service Agreement on time.	No impacts update.
61	117974199	901 Tennessee Street - Streetlights	10	SFMTA	New secondary service	Delays caused by PG&E providing the Service Agreement late.	In construction	2/1/2019	11/20/2019	8/1/2019	No	1 kW/Yes		Pedestrian and traffic safety is at risk as PG&E delays the energization of these streetlights and traffic signals.	No impacts update.
62	N/A	1508 Bancroft Ave Sustainable Streets Shops	10	SFMTA	Request for information on existing PG&E power supply and approval from PG&E to use the current breakers	Delays caused by PG&E being unresponsive.	Information received from PG&E.	4/6/2018	N/A	10/21/2019	No	N/A		Potential power issue - SF cannot confirm that the current power system is properly protected without PG&E's response to the information requested.	No impacts update.
63	PG&E withholding NN#	1001 Potrero Avenue - UCSF/SFGH Research & Academic Building Construction and Perm Power	10	UCSF/SFGH	New primary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary for construction power. Construction power moving forward with PG&E retail.	SF waiting for PG&E System Impact Study Report.	5/20/2020 (temp) 4/1/2020 (perm)		1/1/2021	Yes	417 kW/Yes		Project delayed - construction power was in dispute from Jun. 2020 to Sept. 2020 (4 months).  Temp. construction power service by PG&E at retail - \$287k in lost gross revenue to SFPUC. \$30k in additional power costs to the project due to PG&E's higher rates.	No impacts update.
64	114529750	1920 Evans - Arborist Trailer/BUF Yard	10	DPW	New secondary service	Delays caused by issues with overhead poles.	Engineering estimation by PG&E.	4/16/2018	8/10/2018	10/1/2018	No	37 kW/Yes		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.	No impacts update.
65	PG&E withholding NN#	4840 Mission Street - Affordable Housing (Construction and Perm. power)	11	MOHCD (BRIDGE Housing)	New secondary service for perm. Construction power released to PG&E retail.	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	Project is at a standstill.	2/5/2020		11/1/2022	Yes	1621 kW/Yes		Project delayed - project has been in dispute since Feb. 2020 (12-13 months).  Temp. construction power service by PG&E at retail - \$301k in lost gross revenue to SFPUC. \$47k in additional power costs to the project due to PG&E's higher rates.	Temp. construction power costs updated. Delays continue as PG&E is still requiring primary switchgear for this project.
66	PG&E withholding NN#	35-45 Onondaga Avenue - Health Clinic	11	Real Estate (for DPH)	Upgrade and relocation of existing secondary service	Delays caused by dispute over primary vs. secondary. Project is moving forward at secondary.	Engineering estimation by PG&E.	6/1/2020		3/8/2021	Yes	144 kW/Yes		Project delayed - project was in dispute from Jun. 2020 - Mar. 2020 (8-9 months).	No impacts update.
67	PG&E withholding NN#	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 still in dispute.	Project is at a standstill.	10/26/2020		6/1/2021		305 kW/Yes		Project delayed - project has been in dispute since Nov. 2020 (3-4 months)	Project added.
68	PG&E withholding NN#	241 Oneida Ave Denman Middle School	12	SFUSD	New secondary service	Delays caused by dispute over primary vs. secondary. Project moving forward with low-side metering. (See Note 1)	Project Cancelled	9/6/2019		6/7/2021	Yes	1250 kW/Yes		Project delayed - project was in dispute from Sept. 2019 to Dec. 2019 (2-3 months) Additional project costs - \$75k (interrupter, #7 box, & installation)	Project cancelled - will be removed on next quarter's report.

	PG&E NN#	Project Location	District #	Client Organization	Project Description (what SF applied for)	Project	t Status	Initial Application Submittal Date	App Deemed Complete Date	Initial Service Need Date	require	Load Size/Can Be Served at Secondary	PG&E committed to work w/ SF to energize in 2018	Impacts	Updates/Changes since Last Report (Sept. 2020)
69	PG&E withholding NN#	2340 San Jose Ave Affordable Housing	12	MOHCD (Mission Housing)	New secondary service	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	Project is at a standstill.	11/21/2019		5/1/2020	Yes	800 kW/Yes		Project delayed - project has been in dispute since Jan. 2020 (13-14 months)  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.	Temp. construction power costs updated. Delays continue as PG&E is still requiring primary switchgear for this project.
70		Multiple Locations - Guy Wires (Franchise Issue)	N/A	SFMTA, SFPW, & SFPUC	PG&E's guy wires are impeding on SF projects.	Franchise dispute	Project is moving forward.	N/A	N/A	N/A	N/A	N/A		Icannot install a note replacement to promote satety 2) SEPW cannot construct a new ADA curb	Delay continues for two of the requests. SF and PG&E will continue to work together to get these resolved.
71	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		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 increased greenhouse gas emissions as PG&E is refusing to transfer over City department loads.	Delays continue as projects remain at a standstill.
72	N/A	10501 Warnerville Road - Substation Rehabilitation Project	N/A - Oakdale	SFPUC	services and replace with	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	Project went to PG&E retail.	12/26/2018	N/A	3/1/2019	Yes	160 kW/Yes			Project will now be served by PG&E retail service to avoid delays. Cost impacts and greenhouse gas emission impacts are TBD.
73		951 Antoinette Lane - Well Pump & Control Panel	N/A - South SF	SFPUC	services and replace with	Delays caused by dispute over primary vs. secondary. Project is still in dispute.	Project is at a standstill.	11/20/2020	N/A	12/6/2021	Yes	50 kW/Yes		Project delayed - project was in dispute since Feb. 2021 (1 month).	Project added.

#### Notes

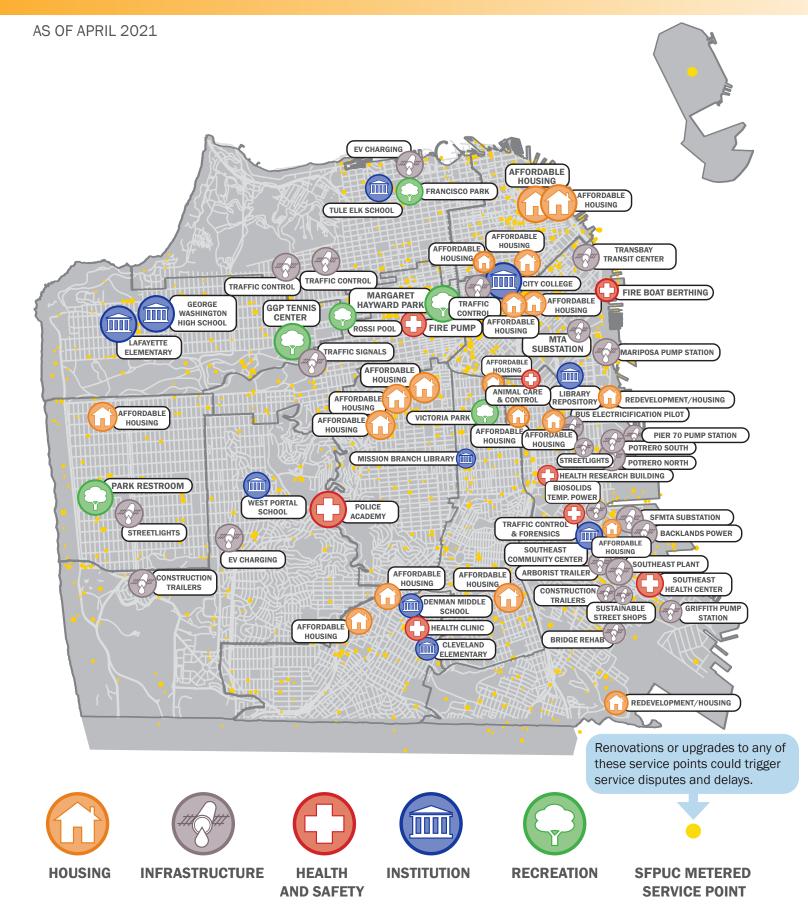
- 1. Low-side metering is not the same as secondary service. Low-side metering requires extra equipment costs (i.e. an interrupter, approx. \$75k). The SFPUC believes that many of these loads should be served with secondary service, but has compromised with PG&E to move projects forward.
- 2. Cost impacts 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. CO<sub>2</sub> 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.

#### Kev

- 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.

# **ATTACHMENT B** – MAP OF INTERCONNECTION ISSUES





#### **Attachment C: Cost Impacts**

	A	В	С	D	E	F	G	Н	I	J
				Other	mpacts 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	Total Additional Project Costs (B+C+D+E+F+G)	Lost gross revenue to SFPUC	CO2 Emissions (lbs.) from PG&E retail service
1	600 32nd Avenue - George Washington High School		\$ 150,000	\$ 1,000,000	SCIVICC			\$ 1,150,000		
2	4545 Anza - Lafayette Elementary				\$ 31,000			\$ 31,000	\$ 14,000	50,000
3	3401 Geary Boulevard - Streetlights & Traffic Controller							\$ -		
4	600 Arguello Blvd Rossi Pool							\$ -		
5	3455 Van Ness Avenue - AWSS Pump Station No. 2		\$ 75,000					\$ 75,000		
6	2110 Greenwich Street - Tule Elk Elementary		\$ 150,000					\$ 150,000		
7	2445 Hyde Street - Francisco Park		\$ 75,000			\$ 168,000		\$ 243,000		
8	102 Marina Boulevard - Fort Mason (EVGo)							\$ -		
9	950 Golden Gate Avenue - Margaret Hayward Park		\$ 150,000			\$ 330,000		\$ 480,000		
10	88 Broadway - Affordable Housing		\$ 150,000		\$ 15,000			\$ 165,000	\$ 68,000	90,625
11	735 Davis - Affordable Housing		\$ 150,000		\$ 25,000			\$ 175,000	\$ 114,000	148,837
12	Lake Merced Blvd & Sunset Blvd - Restroom							\$ -		
13	L Taraval - Streetlights							\$ -		
14	1351 42nd Street - Affordable Housing (Francis Scott Key Educator Housing)				\$ 25,000			\$ 25,000	\$ 118,000	
15	50 Bowling Green Drive - GGP Tennis Center		\$ 150,000	\$ 275,000				\$ 425,000	\$ 1,000	
16	1251 Turk Street - Affordable Housing Fire Pump							\$ -		
17	1805 Geary Blvd Streetlights and Traffic Signal							\$ -		
18	78 Haight Street - Affordable Housing				\$ 6,000			\$ 6,000	\$ 38,000	
19	Haight Street Traffic Signals							\$ -		
20	6 Berry Street - Substation							\$ -		
21	750 Brannan - Main Library Repository							\$ -		
22	399 The Embarcadero - Fire Boat #35		\$ 150,000	\$ 1,800,000		\$ 500,000		\$ 2,450,000		
23	555 Larkin (formerly 500 Turk Street) - Affordable Housing		\$ 150,000		\$ 24,000			\$ 174,000	\$ 196,000	243,000
24	Market St. & 7th St BMS Switch							\$ -		
25	1064 Mission Street - Affordable Housing		\$ 150,000		\$ 23,000			\$ 173,000	\$ 105,000	142,000
26	Transbay Transit Center - Transbay Joint Powers Authority							\$ -		
	Mission Rock & Terry Francois Blvd Redevelopment Project							\$ -		
	16 Sherman Street - Victoria Park Lighting							\$ -		
	180 Jones Street - Affordable Housing				\$ 20,000			\$ 20,000	\$ 89,000	
	266 4th Street - Affordable Housing							\$ -		
	750 Eddy Street - City College (Alemany)							\$ -		
	600 7th Street - Affordable Housing							\$ -		
	2685 Ocean Ave EV Charging Station							\$ -		
	5 Lenox Way - West Portal Elementary School		\$ 150,000					\$ 150,000		
35	2101 Sloat Boulevard - Construction Trailers			\$ 6,000				\$ 6,000		
36	350 Amber Drive - Police Academy		\$ 75,000					\$ 75,000		

## **Attachment C: Cost Impacts**

		Additional Costs to Project									Other Impacts to SF	
	Project Location	Redesign Costs	Lo M Eq	imary or ow-side letering uipment 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	Total Additiona Project Costs (B+C+D+E+F+G)	revenu	ie to	CO2 Emissions (lbs.) from PG&E retail service
37	1419 Bryant Street - Animal Care & Control	\$ 23,000	\$	353,000	\$ 150,000				\$ 526,000			
38	2060 Folsom Street - Affordable Housing	\$ 2,000	\$	150,000		\$ 53,000			\$ 205,000	\$ 295	5,000	385,000
39	681 Florida Street - Affordable Housing		\$	150,000		\$ 12,000			\$ 162,000	\$ 5	9,000	77,000
40	1990 Folsom Street - Affordable Housing	\$ 2,000	\$	150,000		\$ 38,000			\$ 190,000	\$ 183	1,000	247,000
41	3001-3021 24th Street - Affordable Housing								\$ -			
42	300 Bartlett Street - Mission Branch Library								\$ -			
43	800 Amador Street - Pier 94 - Backlands	\$ 50,000	\$	500,000				\$ 50,000	\$ 600,000			
44	Illinois St. & Terry Francois - Mariposa Pump Station					\$ 22,000	\$ 100,000		\$ 122,000	\$ 588	3,000	554,000
45	684 23rd Street - Potrero North								\$ -			
46	638 23rd Street - Potrero South								\$ -			
47	1001 22nd Street - Bus Electrification Pilot							İ	\$ -			
48	1995 Evans - Traffic Controls and Forensics		\$	75,000		\$ 578,000			\$ 653,000			
49	750 Phelps - Southeast Plant								\$ -			
50	2401/2403 Keith Street - Southeast Health Center		\$	150,000					\$ 150,000			
51	1550 Evans Ave - Southeast Community Center		\$	500,000					\$ 500,000	-		
52			\$	75,000					\$ 75,000			
53				•					\$ -			
	480 22nd Street - Pier 70 Pump Station								\$ -			
	1601 Griffith Street - Griffith Pump Station					\$ 27,000			\$ 27,000			
	Harmonia Street - Sunnydale HOPE								\$ -			
	1101 Connecticut Street - HOPE Potrero								\$ -			
	603 Jamestown Avenue - Redevelopment Project								\$ -			
59	702 Phelps Street - SFMTA Substation								\$ -			
	1800 Jerrold Avenue - Biosolids (Temp. Power)								\$ -			
61	901 Tennessee Street								\$ -			
62	1508 Bancroft Avenue - Sustainable Streets Shop								\$ -			
	1001 Potrero Avenue - UCSF/SFGH Research & Academic Building					\$ 30,000			ć 30.000	¢ 20-	7 000	
	Construction and Permanent Power					\$ 30,000			\$ 30,000	\$ 287	7,000	
64	1920 Evans - Arborist Trailer/BUF Yard								\$ -			
65	4840 Mission Street - Affordable Housing					\$ 47,000			\$ 47,000	\$ 303	1,000	
66	35-45 Onondaga Avenue - Health Clinic								\$ -			
67	455 Athens Street - Cleveland Elementary School											
68	241 Oneida Avenue - Denman Middle School		\$	75,000					\$ 75,000			
69	2340 San Jose Avenue - Affordable Housing					\$ 35,000		ļ	\$ 35,000	\$ 193	1,000	
70	Multiple Locations - Guy Wires (Franchise Issue)							ļ	\$ -			
71	Multiple Service Transfers								\$ -			
72	10501 Warnerville Road - Substation Rehabilitation Project								\$ -			
73	951 Antoinette Lane - Well Pump & Control Panel								\$ -			
	TOTAL	\$ 77,000	\$ 3	3,903,000	\$ 3,231,000	\$ 1,011,000	\$ 1,098,000	\$ 50,000	\$ 9,370,000	\$ 2,64	5,000	1,937,462

#### **Attachment C: Cost Impacts**

	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	Total Additional Project Costs (B+C+D+E+F+G)	revenue to	CO2 Emissions (lbs.) from PG&E retail service

Total Additional Project Costs	\$ 9,370,000.00
Total Lost Gross Revenue to SFPUC	\$ 2,645,000.00
Total Cost Impact to SF (Project Costs + Lost Revenue)	\$ 12,015,000.00
Total CO2 Emissions (lbs.)	1,937,462

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.

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: 2021 Redistricting Task Force for the City and County of San Francisco for Supervisorial Districts, Invitation

by the San Francisco Elections Commission to Apply for Open Seats

**Date:** Wednesday, April 28, 2021 2:44:00 PM

From: SFVote, (REG) <sfvote@sfgov.org>
Sent: Wednesday, April 28, 2021 9:30 AM

Subject: 2021 Redistricting Task Force for the City and County of San Francisco for Supervisorial

Districts, Invitation by the San Francisco Elections Commission to Apply for Open Seats

Lucy Bernholz, President
San Francisco Elections Commission
1 Dr. Carlton B. Goodlett Place
City Hall, Room 48
San Francisco, CA 94102
415.554.4305

#### For Immediate Release

SAN FRANCISCO, Wednesday, April 28, 2021 – The San Francisco Elections Commission invites residents of San Francisco to apply for appointment to one of three seats of the nine-member Redistricting Task Force. The Redistricting Task Force is comprised of three appointees by the Board of Supervisors, three by the Mayor, and three by the Elections Commission. These applications are for the three seats appointed by the Elections Commission.

Following each decennial census, San Francisco redraws the district lines of the Board of Supervisor districts to account for population changes. The Task Force works with an outside consultant to rebalance the population counts in each supervisorial district. The Task Force will make decisions on district lines based on the federal census and in accordance with the law and the criteria established in the Charter of the City and County of San Francisco Section 13.110, and make adjustments as appropriate based on public input at public hearings. The Task Force will convene no earlier than August 1, 2021 and must complete its work no later than April 15, 2022.

The Elections Commission has established the following minimum criteria for applicants:

- 1. Resident of San Francisco and 18 Years of age or older per City Charter 4.101(b);
- 2. Has not been a candidate for political office or paid by a San Francisco candidate campaign in the last 5 years;
- 3. Has general knowledge of San Francisco's neighborhoods, and geography;
- 4. Has a flexible schedule to attend meetings;
- 5. Has no conflict of interest as defined in the Conflict of Interest and Other Prohibited Activities for City officers (San Francisco Campaign and Conduct Code 3.1-100 3.1.500 and Chapter 2); and
- 6. Is not currently a direct hire employee of an elected official in San Francisco.

Interested persons should complete the application (available in English, Spanish, Chinese, and Tagalog), which may be found on the home page for the Elections Commission <a href="https://sfgov.org/electionscommission/">https://sfgov.org/electionscommission/</a>. Applications are due by 5:00 p.m. on June 1, 2021.

###

Martha Delgadillo, Commission Secretary San Francisco Department of Elections 1 Dr. Carlton B. Goodlett Place City Hall, Room 48 San Francisco, CA 94102 415.554.4305 From: Mchugh, Eileen (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Laxamana, Junko (BOS); Ng, Wilson (BOS); Nagasundaram, Sekhar

(BOS)

**Subject:** FW: Memo: Revised Interim Telecommute Policy

**Date:** Friday, April 23, 2021 1:21:00 PM

Attachments: Memo - Revised Interim Telecommute Policy .pdf

Interim Telecommute Policy 4 23 21.pdf

image001.png

Hello,

Please see the attached memo revising the COVID-19 Interim Telecommute Policy.

Thank you,

Eileen McHugh Executive Assistant Board of Supervisors

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

San Francisco, CA 94102-4689

Phone: (415) 554-7703 | Fax: (415) 554-5163 eileen.e.mchugh@sfgov.org | www.sfbos.org

From: Isen, Carol (HRD) <carol.isen@sfgov.org>

Sent: Friday, April 23, 2021 12:20 PM

**To:** MYR-ALL Department Heads <MYR-All.DepartmentHeads@sfgov.org>; DHR-Citywide DPO <DHR-CitywideDPO@sfgov.org>

**Cc:** Elsbernd, Sean (MYR) <sean.elsbernd@sfgov.org>; Chu, Carmen (ADM)

<carmen.chu@sfgov.org>; Tugbenyoh, Mawuli (HRD) <mawuli.tugbenyoh@sfgov.org>; Howard,

Kate (HRD) <kate.howard@sfgov.org>; MYR-All Department Head Assistant <MYR-

All.DepartmentHeadAssistant@sfgov.org>

Subject: Memo: Revised Interim Telecommute Policy

Department Heads and DPOs:

Please find the attached memo regarding revisions to the COVID-19 Interim Telecommute Policy.

Have a good weekend.

Regards,

Carol Isen (she, her, hers)



# **Human Resources Director**

Department of Human Resources
One South Van Ness Ave., 4<sup>th</sup> Floor
San Francisco, CA 94103

Website: www.sfdhr.org

### **City and County of San Francisco**

Carol Isen

Human Resources Director (Acting)



# Department of Human Resources Connecting People with Purpose www.sfdhr.org

#### **MEMORANDUM**

**DATE:** April 23, 2021

**TO:** Department Heads, Department Personnel Officers

**CC:** Carmen Chu, City Administrator; Sean Elsbernd, Chief of Staff

FROM: Carol Isen, Human Resources Director

SUBJECT: Revised COVID-19 Interim Telecommute Policy

#### **Background:**

In March of 2020, the Department of Human Resources (DHR) issued an emergency Interim Telecommute Policy in response to the COVID-19 pandemic. This emergency policy is an addendum to the City's long-standing telecommute policy. The Interim Policy limited in-person work based on the public health orders at that time. The Interim Policy has permitted City services to continue safely and allowed employees who were required to report to work in person to do so at lower risk by reducing the number of employees on-site.

As COVID infection rates steadily decrease, vaccination rates increase, and state restrictions are significantly relaxed, more employees can safely return to physical workspaces, to provide essential services to the public. The most recent public health order [No. C19-07v] allows for increased worksite capacity and the state has placed San Francisco in the orange/moderate tier with the yellow/ least restrictive tier on the near horizon.

#### **Revised Interim Telecommute Policy**

To facilitate a thoughtful and safe return to physical workspaces, DHR has issued a revised Interim Telecommute Policy, attached.

#### Key revisions include:

- Increases allowable on-site capacity to track the local health order (currently, up to 50% of non-essential maximum occupancy)
- Out-of-state work prohibited, with very limited exceptions

Please review your operational needs as you consider how your department will implement these changes. Departments should make decisions consistent with the instructions provided in the City Administrator's guidance regarding the gradual and safe reopening of City services.

Over the last year, some employees relocated and are now performing City work remotely from outside the State of California. This practice will be expressly disallowed for several reasons, including the proper and legal collection of taxes, ability to respond as a DSW, and the City's basic operational needs. Any employee currently working remotely from out-of-state must return to performing all remote work from within the State of California by no later than September 1, 2021.

You may continue to equitably approve individual telecommute agreements with employees under the revised Interim Policy as needed, with the understanding that DHR will be ending the Interim Policy and

replacing it with a new Citywide Telecommute Policy that is consistent with public health guidance. DHR expects to issue that new policy in the fall 2021.

Finally, we are aware that some departments have already begun to plan for significant office reconfigurations. It will be important to closely coordinate with the City Administrator's Office, the Real Estate Division, and DHR before making any final decisions on office space and with careful consideration of the forthcoming updated Citywide Telecommute Policy.

All employees returning to department worksites must complete the daily health screening and adhere to all City health and safety requirements, based on public health guidance, such as physical distancing and wearing a mask.

DHR will provide a presentation on the revised telecommute policy at the HR Professionals meeting on Wednesday, April 28, 2021 and we will hold an informational meeting with all unions the week of April 26<sup>th</sup>.

If you have any immediate questions please email <a href="mailto:mawuli.tugbenyoh@sfgov.org">mawuli.tugbenyoh@sfgov.org</a>.

# City and County of San Francisco Carol Isen Human Resources Director



# Department of Human Resources Connecting People with Purpose www.sfdhr.org

#### **City and County of San Francisco**

#### **Interim COVID-19 Telecommuting Program Policy**

Issued March 25, 2020 Updated April 23, 2021

#### I. Purpose

Telecommuting is an arrangement that allows employees of the City and County of San Francisco (City) to conduct their work remotely, from a designated area outside the office. Telecommuting is a cooperative arrangement between employees, supervisors, and employing departments.

The City's standard Telecommuting Policy outlines position and employee eligibility, procedures, and expectations regarding employees working remotely. However, during the outbreak of the Coronavirus Disease 2019 (COVID-19), it is in the best interest of the City and public health to expand the number of City employees who may telecommute in order to comply with Department of Public Health (DPH) recommendations and occupational health and safety standards.

Employees who can perform their work remotely may telecommute, to limit the number of employees physically present on site to levels consistent with public health guidance and thus enable those who cannot work remotely to safely perform their job duties in the workplace. For the duration of the public health emergency and as needed to comply with public health guidance, the City has directed departments to expand the use of telecommuting, to consider offering flexible start and end times for shifts during this interim period, and to establish a process for employees to retrieve equipment necessary to perform their job duties. As public health officials update COVID-19 guidance and ease restrictions on in-person gatherings and services, the City expects to bring more employees back to the workplace consistent with public health guidance and health and safety requirements.

### **II. Policy**

The Interim COVID-19 Telecommuting Policy is an addendum to the City's standard Telecommuting Policy and applies citywide. Department heads should make telecommuting available to employees in their departments to the extent feasible and as needed to limit the number of employees physically present on site to levels consistent with current public health guidance, in order to promote the health and safety of City workers and the public. Departments may rotate on-site duties among a group of employees if necessary to achieve this goal or may designate individual employees to work on-site to perform required duties as long as this does not impact safety standards of the worksite. Decisions as to who is allowed to telecommute and who is allowed or required to remain on site should be based on documented business reasons and operational needs of the department.

All City employees who telecommute should have an approved telecommuting agreement in place. A City department may have additional telecommuting requirements, guidelines, or procedures, provided

they are consistent with the citywide telecommuting policy. Employees are responsible for completing and submitting their telecommute agreement for approval consistent with their department's approval requirements. Modifications of telecommute agreements will be handled in the same manner.

Telecommuting does not change the duties, obligations, responsibilities, or terms and conditions of City employment. Telecommuting employees must comply with all City rules, policies, practices, and instructions, including restrictions on the use of City resources for non-City purposes.

A telecommuting employee must perform work and be available during the scheduled telecommuting hours agreed upon in the employee's telecommuting agreement. The employee's telecommuting schedule may be adjusted to accommodate an employee's special needs during the workday, such as child, elder or other dependent care. Employees must inform their managers or supervisors if they need temporary adjustments in their telecommute schedules. Telecommuting employees may take care of personal business during breaks or unpaid lunch periods, as they would at the regular worksite.

This Interim COVID-19 Telecommuting Policy will continue for the duration of the local emergency, unless ended sooner by the City with reasonable advance notice. The City will notify telecommuting employees when the Interim Policy is no longer in effect. In addition, supervisors or managers may notify employees that their telecommute agreements must change and when they must return to on site work, on either a full, part-time or as-needed basis consistent with public health guidance.

#### **III. Agreement Options**

Telecommuting agreements may be on a full-time, regular and recurring, or occasional basis. The type of work that an employee performs determines the appropriateness for working remotely. One of three telecommute agreements should be assigned based on employee request, fitness with job duties, and business needs of the department or division. Any employee on an approved telecommuting arrangement may still be directed to report to on-site work, either as a Disaster Services Worker or for other business reasons, and generally must be available to report to in-person work within 48 hours, although in some urgent or unanticipated circumstances, they may be required to report to in-person work on shorter notice.

#### **Full-Time Telecommuting**

Full-time telecommuting means an employee works away from the regular worksite full-time for the duration of the telecommuting arrangement. Full-time telecommute employees have no obligation to visit the office on a regular basis.

#### **Regular and Recurring Telecommuting**

Regular and recurring telecommuting means an employee works away from the regular worksite on an established day or days, and on a recurring schedule.

#### **Occasional Telecommuting**

Occasional telecommuting means an employee works away from the regular worksite on an infrequent, one-time, or irregular basis. This option provides an ideal arrangement for employees who generally need to work at the worksite, but who sometimes have projects, assignments, or other circumstances that permit them to work from a remote location.

#### IV. Advanced Approval for On-Site Work

During the local public health emergency, telecommuting employees should not come to the worksite when they are not scheduled to do so, unless they request and receive advance approval from their manager or supervisor. This approval process allows departments to limit the number of employees physically present on site to levels consistent with current public health guidance. As public health officials update COVID-19 guidance and ease restrictions on in-person gatherings and services, more employees can come to the worksite consistent with public health guidance and health and safety requirements.

Departments should implement a process to track employees who report to the worksite in order to manage employee capacity requirements consistent with public health recommendations and provide the ability to perform contract tracing, if needed.

#### V. Remote Work Performed Out-of-State

Employees <u>may not</u> remotely perform their City job from outside of the State of California. Working remotely from out-of-state creates tax and other potential liabilities and operational impacts, including limiting the ability of an employee to timely respond to a requirement to report for on-site work. There may be limited circumstances where an employee may receive approval to work remotely from out-of-state for a brief, defined period of time; however, such remote out-of-state telecommuting requires approval by both the employee's Appointing Officer or designee and the City's Human Resources Director or designee, and the request must be supported by compelling business reasons, an explanation of limited family health circumstances, or other critical need. **Any employee currently working remotely from out-of-state must return to performing all remote work from within the State of California by no later than September 1, 2021**.

## **VI. Training**

All employees with telecommute agreements must complete the appropriate telecommute eLearning module at least once.

Supervisors may require employees to retake telecommute eLearning at any time.

#### **VII. Work Hours**

All rules applicable at the regular worksite are applicable while telecommuting. That includes:

- Telecommuting employees must work during scheduled work hours;
- Employees must account for and report time spent telecommuting the same way they would at the regular worksite, or according to the terms of the telecommuting agreement;
- Work time must be recorded accurately;
- Employees may work overtime only when directed to do so and when approved in advance by their supervisors;
- Employees must obtain approval to use vacation, sick, or other leave in the same manner as departmental employees who do not telecommute; and

• Telecommuting employees who become ill must report the hours actually worked and use sick leave for hours not worked.

# **VIII. Equipment and Supplies**

Employees who are telecommuting for a majority of their work schedule may, with departmental approval, take home City equipment for telecommuting purposes. Equipment which may be removed from the worksite includes laptop computers, monitors, keyboards, chairs, computer mice, and other desktop equipment Departments providing equipment, software, or other supplies to telecommuting employees must reasonably allocate those resources based on operational and workload needs, and must utilize an inventory tracking system for this equipment. City issued equipment is subject to the department's asset protection policy.

All City rules regarding the appropriate use of computers and the internet apply while an employee is telecommuting.

#### IX. Denial of Application

The City's Interim COVID-19 Telecommuting Policy and Program is not subject to the grievance procedures in any Memorandum of Understanding, or to any other review or appeal procedures.

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: Environmental Justice for Hunters Point and Treasure Island and Bayview

**Date:** Monday, April 26, 2021 10:33:00 AM

----Original Message----

From: Jeanette Cool <jeanettercool@gmail.com> Sent: Wednesday, April 21, 2021 9:28 PM

To: Board of Supervisors, (BOS) <box>
<br/>
<br/>
| Soard.of.supervisors@sfgov.org>

Subject: Environmental Justice for Hunters Point and Treasure Island and Bayview

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

San Francisco City Hall:

Declare a moratorium on Lennar's Shipyard development and unsafe soil excavation

Declare a Public Health EMERGENCY

Conduct Full retesting, safe cleanup and removal of all radioactive and toxic waste at Shipyard Superfund Site & Treasure Island

Jeanette Cool

San Francisco, CA 94114

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: 4 letters regarding Bayview Hunters Point and Treasure Island

**Date:** Thursday, April 29, 2021 3:00:00 PM

Attachments: 4 letters regarding Bayview Hunters Point and Treasure Island.pdf

Hello Supervisors,

Please see attached 4 letters regarding Bayview Hunters Point and Treasure Island.

Thank you,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244
San Francisco, CA 94102-4689

Phone: (415) 554-5184 | Direct: (415) 554-7701 jacqueline.hickey@sfgov.org | www.sfbos.org From: Petra Glenn

To: <u>Breed, Mayor London (MYR)</u>; <u>Board of Supervisors, (BOS)</u>

Subject: Bayview Hunters Point and Treasure Island
Date: Thursday, April 22, 2021 9:21:48 PM

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

# To Mayor Breed and the Board of Supervisors:

I am writing to you to ask you to take urgent action to care for the health and lives of residents of Bayview Hunters Point and Treasure Island. Because these communities suffer disproportionately due to environmental racism, the following actions are imperative for their health and the health of all Bay Area communities.

- 1. Declare a moratorium on Lennar's Shipyard development and unsafe soil excavation.
- 2. Declare a public health emergency.
- 3. Conduct a full retesting, safe cleanup & removal of all radioactive and toxic waste at the Shipyard Superfund Site & Treasure Island.

No human should be living on or near toxic waste and contamination. If San Francisco truly cares about its people, claims to be anti-racist, purports to be "pro-climate," then these steps are critical.

Sincerely,

Petra Glenn, a student at Santa Clara University

From: <u>Therese Maligranda</u>

To: <u>Breed, Mayor London (MYR)</u>; <u>Board of Supervisors, (BOS)</u>

Subject: Urgent - Please Consider

**Date:** Thursday, April 22, 2021 9:22:43 PM

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

To Mayor Breed and the Board of Supervisors:

I a Bay Area resident and I am writing to you to ask you to take urgent action to care for the health and lives of residents of Bayview Hunters Point and Treasure Island. Because these communities suffer disproportionately due environmental racism, the following actions are imperative for their health and the health of all Bay Area communities.

- 1. Declare a moratorium on Lennar's Shipyard development and unsafe soil excavation.
- 2. Declare a public health emergency.
- 3. Conduct a full retesting, safe cleanup & removal of all radioactive and toxic waste at the Shipyard Superfund Site & Treasure Island.

No human should be living on or near toxic waste and contamination. If San Francisco truly cares about its people, claims to be anti-racist, purports to be "pro-climate," then these steps are critical.

Sincerely,

Therese Maligranda

From: <u>Imran Ghasemiyeh</u>

To: <u>Board of Supervisors, (BOS)</u>
Cc: <u>Breed, Mayor London (MYR)</u>

Subject: Action

**Date:** Thursday, April 22, 2021 9:24:08 PM

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

# Hello Mayor Breed and Board of Supervisors,

I am a citizen in Ami Bera's district from Sacramento living and attending school in Santa Clara. I am writing to you to ask you to take urgent action to care for the health and lives of residents of Bayview Hunters Point and Treasure Island. Because these communities suffer disproportionately due to environmental racism, the following actions are imperative for their health and the health of all Bay Area communities.

- 1. Declare a moratorium on Lennar's Shipyard development and unsafe soil excavation.
- 2. Declare a public health emergency.
- 3. Conduct a full retesting, safe cleanup & removal of all radioactive and toxic waste at the Shipyard Superfund Site & Treasure Island.

No human should be living on or near toxic waste and contamination. If San Francisco truly cares about its people, claims to be anti-racist, purports to be "pro-climate," then these steps are critical.

Sincerely,

Imran Ghasemiyeh

From: Emily Pachoud

To: Board of Supervisors, (BOS)
Cc: Breed, Mayor London (MYR)

Subject: Bayview Hunters Point and Treasure Island

Date: Thursday, April 22, 2021 9:26:44 PM

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

# Hello Board of Supervisors and Mayor Breed,

- I, a Bay Area resident, am writing to you to ask you to take urgent action to care for the health and lives of residents of Bayview Hunters Point and Treasure Island. Because these communities suffer disproportionately due environmental racism, the following actions are imperative for their health and the health of all Bay Area communities.
- 1. Declare a moratorium on Lennar's Shipyard development and unsafe soil excavation.
- 2. Declare a public health emergency.
- 3. Conduct a full retesting, safe cleanup & removal of all radioactive and toxic waste at the Shipyard Superfund Site & Treasure Island.

No human should be living on or near toxic waste and contamination. Living in a clean community that does not give you cancer, asthma, and other diseases should not be a privilege; clean air, soil, and water is a human right. If San Francisco truly cares about its people, claims to be anti-racist, purports to be "pro-climate," then these steps are critical.

#### Sincerely,

Emily Pachoud (she/her)

Santa Clara University, Class of 2023

Environmental Studies and Sociology Double Major & Sustainability and Religious Studies Minors

"The greatest threat to our planet is the belief that someone else will save it." -Robert Swan

From: Stacy Koire

To: Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS);

Haney, Matt (BOS); Melgar, Myrna (BOS); MelgarStaff (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton,

Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); info@rescuesf.org

Subject: I urge you to support "A Place for All" (File #201187)

**Date:** Sunday, April 25, 2021 12:11:43 PM

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

"A Place for All", sponsored by Supervisor Rafael Mandelman, provides a platform for ending street sleeping. It proposes a City policy to shelter all who will accept it. It also requires the City to develop enough safe and healthy off-street interim shelter placements for those who will accept them. In my neighborhood, unsanctioned encampments produce blocked sidewalks, litter, open drug use, an abundance of human feces / waste, and crime. Over 70% of San Francisco voters identified homelessness and street conditions as the City's top issue. "A Place for All" closes a gap in shelter needed to end street sleeping by offering a safe, managed site for shelter. We need this alternative as a first step out of homelessness.

I urge you to support "A Place for All" (File #201187).

Thank you,

Stacy Koire 900 Bush Street #1101 SF, CA 94109 From: Brian Key

To: Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS);

Haney, Matt (BOS); Melgar, Myrna (BOS); MelgarStaff (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton.

Shamann (BOS); Safai, Ahsha (BOS)

Cc: Board of Supervisors, (BOS); info@rescuesf.org; pond-street@googlegroups.com

Subject: Please support "A Place for All" (File #201187)

Date: Wednesday, April 28, 2021 4:16:28 PM

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

Our Prosper St / 16th St area have been subject to unsanctioned encampments that have regularly produced blocked sidewalks, litter, open drug use, and crime. With tents blocking sidewalks on both sides of the street, pedestrians and the handicapped are routinely forced into the street. I and many of my neighbors often avoid the 16th St end of my street, opting for a longer route to a destination.

Used needles around the Harvey Milk Library and Mission Health Center #1 (prior to construction) are a commonplace, daily occurrence that puts everyone, particularly the neighborhood children, at risk.

While the encampments have recently abated, several years of history guides me to believe they are likely to return any day. There must be a better solution that is compassionate for the unhoused, but also fair to other citizens, visitors, and taxpayers that also wish to use shared city resources such as sidewalks and parks.

I hope that "A Place for All", sponsored by Supervisor Rafael Mandelman, provides a platform for ending street sleeping and reducing the issues outlined above. It proposes a City policy to shelter all who will accept it. It also requires the City to develop enough safe and healthy off-street interim shelter placements for those who will accept them.

Over 70% of San Francisco voters identified homelessness and street conditions as the City's top issue. A Place for All closes a gap in shelter needed to end street sleeping by offering a safe, managed site for shelter. We need this alternative as a first step out of homelessness.

I urge you to support "A Place for All" (File #201187).

Thank you.

SEP

Brian Key

Prosper St, District 8

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS); Major, Erica (BOS)

Subject: 44 letters regarding File No. 210284

Date: Thursday, April 29, 2021 3:27:00 PM

Attachments: 44 letters regarding File No. 210284.pdf

Hello Supervisors,

Please see attached 44 letters regarding File No. 210284.

File No. 210284 - Ordinance amending the Administrative Code to rename and modify the Places for People Program as the Shared Spaces Program, and to clarify the roles and responsibilities of various departments regarding activation and use of City property and the public right-of-way, streamline the application process, specify minimum programmatic requirements such as public access, temporarily waive permit application fees, and provide for the conversion of existing Parklet and Shared Spaces permittees to the new program requirements; amending the Public Works Code to create a Curbside Shared Spaces permit fee, provide for public notice and comment on permit applications, provide for hearings for occupancy of longer-term street closures, and supplement enforcement actions by Public Works; and amending the Transportation Code to authorize the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) to issue permits for the temporary occupancy of the Traffic Lane for purposes of issuing permits for Roadway Shared Spaces as part of the Shared Spaces Program, subject to delegation of authority by the Municipal Transportation Agency Board of Directors to temporarily close the Traffic Lane, and adding the Planning Department as a member of ISCOTT; and also amending the Transportation Code to prohibit parking in a zone on any street, alley, or portion of a street or alley, that is subject to a posted parking prohibition except for the purpose of loading or unloading passengers or freight; making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and affirming the Planning Department's determination under the California Environmental Quality Act.

Regards,

Jackie Hickey
Board of Supervisors
1 Dr. Carlton B. Goodlett Place, City Hall, Room 244

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San Francisco, CA 94102-4689

Phone: (415) 554-5184 | Direct: (415) 554-7701 jacqueline.hickey@sfgov.org| www.sfbos.org From: <u>Leanne Greenberg</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Saturday, April 3, 2021 4:43:38 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

From: Ramon Cavalleiro

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Saturday, April 3, 2021 5:40:41 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

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Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

From: <u>Justin Shreve</u>

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

Cc: Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Stefani, Catherine (BOS); ChanStaff

(BOS); Preston, Dean (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com; MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS); clerk@sfcta.org; hello@kidsafeggp.com;

Commission, Recpark (REC)

Subject: Keep JFK Kid Safe & Car Free

Date: Saturday, April 3, 2021 8:50:48 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

From: Keith Smiley

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

 Peskin, Aaron (BOS);
 Safai, Ahsha (BOS);
 Board of Supervisors, (BOS);
 Stefani, Catherine (BOS);
 ChanStaff (BOS);

 (BOS);
 Preston, Dean (BOS);
 Mar, Gordon (BOS);
 Ronen, Hillary;
 MTABoard@sfmta.com;
 MandelmanStaff,

[BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS); clerk@sfcta.org; hello@kidsafeggp.com;

Commission, Recpark (REC)

Subject:Keep JFK Kid Safe & Car FreeDate:Sunday, April 4, 2021 11:23:30 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors, I love the new, "Kid Safe" JFK, and want it to stay! San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco. If it's safe for kids, it's safe for everyone. But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a highinjury corridor, with 5-10 people being injured or killed on the street every year. Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive. I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently. I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park. The kids of San Francisco love JFK, and I do too! Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park "Kid Safe"?

--

Keith Smiley

From: Emily Smiley

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

Cc: Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Stefani, Catherine (BOS); ChanStaff

(BOS); Preston, Dean (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com; MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS); clerk@sfcta.org; hello@kidsafeggp.com;

Commission, Recpark (REC)

Subject: Keep JFK Kid Safe & Car Free

Date: Sunday, April 4, 2021 11:25:19 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors, I love the new, "Kid Safe" JFK, and want it to stay! San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco. If it's safe for kids, it's safe for everyone. But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a highinjury corridor, with 5-10 people being injured or killed on the street every year. Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive. I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently. I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park. The kids of San Francisco love JFK, and I do too! Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park "Kid Safe"?

From: <u>Jeff Hurray</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: <u>Commission, Recpark (REC)</u>; <u>MTABoard@SFMTA.com</u>; <u>Board of Supervisors, (BOS)</u>; <u>ChanStaff (BOS)</u>; <u>Stefani,</u>

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Sunday, April 4, 2021 11:27:40 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

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I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park "Kid Safe"?

Jeff

From: Andrew Moreland

To: <u>Breed, Mayor London (MYR)</u>; <u>Ginsburg, Phil (REC)</u>; <u>Tumlin, Jeffrey (MTA)</u>

Cc: Commission, Recpark (REC); MTABoard@SFMTA.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Sunday, April 4, 2021 1:23:51 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park "Kid Safe"?

Andrew Moreland

From: Scott Berrevoets

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Sunday, April 4, 2021 4:42:40 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

From: Sam Wilcoxon

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Sunday, April 4, 2021 10:05:04 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, "Kid Safe" JFK, and want it to stay!

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I'm writing today to urge you to support keeping JFK "Kid Safe" and car-free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

From: Alex Robinson

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Monday, April 5, 2021 12:24:56 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

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But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Sent from my iPad

From: <u>Vaishalil Ravi</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Monday, April 5, 2021 6:19:26 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

--Vaishali Ravi

From: <u>Andrea Martinez</u>

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

**Cc:** +clerk@sfcta.org; Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Stefani, Catherine

(BOS); ChanStaff (BOS); Preston, Dean (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com;

MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS); hello@kidsafeggp.com; Commission, Recpark (REC)

**Subject:** Keep JFK Kid Safe & Car Free

**Date:** Wednesday, April 7, 2021 3:36:58 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors, I love the new, Kid Safe JFK, and want it to stay! San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San%2 0Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco. If it's safe for kids, it's safe for everyone. But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a highinjury corridor, with 5-10 people being injured or killed on the street every year. Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director T umlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive. I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently. I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park. The kids of San Francisco love JFK, and I do too! Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Andrea Martinez-Villalba

www.andreamv.com

From: <u>Catie Crehan</u>

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

**Cc:** +clerk@sfcta.org; Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Stefani, Catherine

(BOS); ChanStaff (BOS); Preston, Dean (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com;

<u>MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS);</u>

hello@kidsafeggp.com; Commission, Recpark (REC)

**Subject:** Keep JFK Kid Safe & Car Free

**Date:** Wednesday, April 7, 2021 10:02:06 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors, I love the new, Kid Safe JFK, and want it to stay! San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San%2 0Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco. If it's safe for kids, it's safe for everyone. But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a highinjury corridor, with 5-10 people being injured or killed on the street every year. Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director T umlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive. I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently. I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city% 20and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park. The kids of San Francisco love JFK, and I do too! Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: Molly Rich

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Thursday, April 15, 2021 3:50:45 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Realtor Midtown Realty, Inc. 650-924-5728 DRE # 01261058 From: Jina B

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Saturday, April 17, 2021 5:39:11 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, car free JFK (and Great Highway!) and want it to stay! As a resident of outer Sunset who does not own a car, having a car free route to commute by bike to downtown SF is one of the rare silver linings to come out of the pandemic (thanks car free JFK and slow Paige St). Encouraging more alternative transit use and less car use is environmentally friendly, safer for the city, and healthier for the SF population.

Additionally, as a soon to be first time parent, I am excited to take my new baby by bike through the new, safe, car free (or fewer cars) infrastructure that has come out of the pandemic. My husband and I bought a cargo bike - we are fully invested in not adding to SF car traffic and pollution, but to do so, we need to preserve the safe infrastructure that was created and continue to invest in safe pedestrian and bike infrastructure in the future. Our dream is to be able to travel across the entire city with our kid on their own bike, without the fear that our kid will get doored, run off the road, or hit from behind by a careless driver.

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

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I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

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Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Thanks for your time,

Jina

From: <u>Vaughn Dice</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Saturday, April 17, 2021 9:10:23 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: Franklin Kitchen

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Sunday, April 18, 2021 3:10:02 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: Olav Johnsen

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

**Cc:** +clerk@sfcta.org; Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Stefani, Catherine

(BOS); ChanStaff (BOS); Preston, Dean (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com;

MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS); hello@kidsafeggp.com; Commission, Recpark (REC)

Subject: Keep JFK Kid Safe & Car Free

Date: Monday, April 19, 2021 9:41:31 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors, I love the new, Kid Safe JFK, and want it to stay! San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San%2 0Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco. If it's safe for kids, it's safe for everyone. But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a highinjury corridor, with 5-10 people being injured or killed on the street every year. Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director T umlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive. I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently. I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city% 20and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park. The kids of San Francisco love JFK, and I do too! Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: <u>Liz Plotkin</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Monday, April 19, 2021 4:27:25 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Sent from my iPhone

From: <u>Dylan DeMarco</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Monday, April 19, 2021 7:05:32 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

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The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: n s

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: A Car Free JFK is an all around improvement!

Date: Wednesday, April 21, 2021 12:43:01 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK. Not having to worry about car traffic in the park is wonderful and due to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse, even if you do want to take a car into the park, you still can!

Keeping JFK clear of cars is an all around improvement!

Cheers,

Nikhil Sthalekar

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: support of Valencia Closure

Date: Thursday, April 22, 2021 2:53:00 PM

----Original Message-----

From: Anna Sussman <anna@backpackjournalist.org>

Sent: Thursday, April 22, 2021 2:19 PM

To: CCSF-Shared Spaces <sharedspaces@sfgov.org>; Board of Supervisors, (BOS)

<br/><board.of.supervisors@sfgov.org><br/>Subject: support of Valencia Closure

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 support for the continued closure of Valencia st. I live half a block from Valencia st, with my husband and two young daughters. Living in a city can be tough on families with kids. But the Valencia street closure has helped us to fully enjoy city-living in San Francisco. My daughter learned to ride a bike on the closed-off Valencia street, while diners eating on the street cheered her on. We meet friends for ice cream during the day, and enjoy live music and drinks at night.

We truly hope the closure/shared spaces program remains in effect.

Thank you Anna Sussman

--

Anna Sussman

From: Stoddy Carey

To: <u>Breed, Mayor London (MYR)</u>; <u>Ginsburg, Phil (REC)</u>; <u>Tumlin, Jeffrey (MTA)</u>

Cc: Commission, Recpark (REC); MTABoard@SFMTA.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani.

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Thursday, April 22, 2021 3:47:32 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: <u>Carl Corridan</u>

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

hello@carfreejfk.com; contact@growsf.org

Subject:Please make Car-Free JFK permanent!Date:Thursday, April 22, 2021 5:48:35 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently — your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

Keeping JFK car-free would allow these people (and countless others) to get outside, enjoy nature, improve their health, and visit attractions in the Park.

Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer — walking, biking, rolling, taking public transit, or driving a car — thanks to the ample access options, including buses, shuttles, the 3,000 free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3 mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me and countless other residents and advocacy organizations in supporting keeping JFK car-free forever.

Thanks again, and please take care.

Carl Corridan

 From:
 Richard Skaff

 To:
 Michael Newman

 Cc:
 Ida A. Clair

Subject: Parklets and Other On-Street Dining and Shared Space Uses

**Date:** Thursday, April 22, 2021 7:01:02 PM

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

Michael Newman, Chief Civil Rights Division California Department of Justice

#### Michael.

I'm writing to you today because the City of San Francisco Planning Department staff apparently believing that they can apply "equivalent facilitation" standards to NEW construction for the use of public sidewalks and street parking lanes for commercial "shared spaces" use. There are a number of other "issues" I'm concerned about that I would also like to include in a discussion with you.

What, if anything will you and Cal DOJ do to investigate this matter? This is an important issue because, as you've seen from the emails you've received from me, most cities, town's, and counties are adopting similar policies/programs that, in my opinion, don't include the required physical and "programmatic" accessibility for persons with disabilities.

As you can see, I'm also sending this to our new State Architect, Ida Claire with the hope that she will also respond to this email.

Richard Skaff, Executive Director Designing Accessible Communities Email: richardskaff1@gmail.com Cell: 707-755-1681

"Fighting Hate
Teaching Tolerance
Seeking Justice" | The
Southern Poverty Law Center

From: <u>Jonathan Pawlak</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Friday, April 23, 2021 8:43:40 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Jonathan Pawlak

From: Coco Hsu

To: Tumlin, Jeffrey (MTA); Breed, Mayor London (MYR); Ginsburg, Phil (REC)

+clerk@sfcta.org; Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Stefani, Catherine

(BOS); ChanStaff (BOS); Preston, Dean (BOS); Mar, Gordon (BOS); Ronen, Hillary; MTABoard@sfmta.com;

MandelmanStaff, [BOS]; Haney, Matt (BOS); MelgarStaff (BOS); Walton, Shamann (BOS);

hello@kidsafeggp.com; Commission, Recpark (REC)

Subject:Keep JFK Kid Safe & Car FreeDate:Friday, April 23, 2021 9:37:50 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San%2 +0Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director T +umlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city% +20and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From: Spencer Creighton

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@SFMTA.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

+clerk@sfcta.org; hello@kidsafeggp.com

Subject: Keep JFK Kid Safe & Car Free

Date: Friday, April 23, 2021 10:07:19 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San%2 +0Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director T +umlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city% +20and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Thanks,

Spencer Creighton

From: <u>TANTRUM</u>

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Please Keep JFK Kid Safe & Car FreeDate:Saturday, April 24, 2021 9:34:26 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay! It feels as if it belongs to us, to the people. I can walk over with my family and I see other families' other faces and it no longer feels like the cars are the main focus. It's a happy place now. I can see smiling faces wheeling down the street instead of grasping my children's hands waiting to cross a sea of cars.

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco. Visiters of San Francisco would see this as a plus as well. Don't pictures of people enjoying themselves relate to brochures? It feels so much livelier and safer.

San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds, and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone. Plus it's better to breathe the air and people are getting more excersise.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year. Every Year!

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car-free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk and ruin the oasis that has been created in the Park. Perhaps a voucher or coupon to the museums for parking in the garage could help. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too! We deserve this. The kids need this.

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

Thank you for your time, Amanda Weld owner of TANTRUM toy store 248 Clement Street From: Brian Hohl

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

+clerk@sfcta.org; hello@kidsafeggp.com

Subject:Keep JFK Kid Safe & Car FreeDate:Saturday, April 24, 2021 1:36:26 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San%2 +0Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

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I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city% +20and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

From,

Brian Hohl

From: <u>Alvaro Barrios</u>

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@safeggp.com; hello@carfreejfk.com

Subject: Safe #CarFreeJFK must be made permanent Date: Saturday, April 24, 2021 2:36:40 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently — your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

Keeping JFK car-free would allow these people (and countless others) to get outside, enjoy nature, improve their health, and visit attractions in the Park.

Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer — walking, biking, rolling, taking public transit, or driving a car — thanks to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3+ mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me, along with countless other residents and advocacy organizations, in supporting keeping JFK car-free forever.

Thanks again, and please take care.

Álvaro Barrios

From: George

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Please keep JFK closed, Great highway closed, and Page Street closed permanantly.

**Date:** Sunday, April 25, 2021 10:25:26 AM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

Please keep JFK closed, Great highway closed, and page Street closed. These closures have improved the city more than I know how to express. Please do not fall for the "stuck in traffic" car folks lies: they have far too many streets for car use as it is. Cars should not rule this city.

I love the new, Kid Safe JFK, and want it to stay!

San Francisco needs safe, inclusive, joyous public spaces for everyone, now more than ever. Parks with protected public spaces are where residents and visitors of San Francisco can be active, enjoy nature, and spend time with friends and family. Thanks to you, people of all ages, backgrounds and abilities have been flocking to JFK to enjoy the most vital protected public space in the heart of San Francisco.

If it's safe for kids, it's safe for everyone.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director T umlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over 3,500 free public parking spaces in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city%

20and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

The kids of San Francisco love JFK, and I do too!

Can we count on you, and are you willing to publicly support keeping JFK and Golden Gate Park Kid Safe?

George

From: Christopher Ho

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Safe #CarFreeJFK must be made permanent Date: Sunday, April 25, 2021 11:14:49 AM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently — your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

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Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer — walking, biking, rolling, taking public transit, or driving a car — thanks to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3+ mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me, along with countless other residents and advocacy organizations, in supporting keeping JFK car-free forever.

Thanks again, and please take care.

From: Richard Skaff
To: Michael Newman

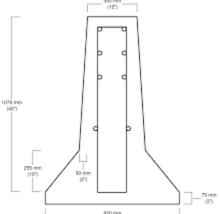
Cc: California Department of Justice; Ida A. Clair; Michael Nearman

Subject: Dangerous Parklets/Shared Spaces
Date: Sunday, April 25, 2021 5:08:36 PM

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

I'm not surprised by the following news report regarding a vehicle injuring diners sitting in a San Francisco Parklet/Shared Space site that had no vehicle barrier to protect those in the Parklet/Shared Space. It was only a matter of time!

The SF Planning Commission and staff (and many other cities/counties throughout the State) have created these programs that have no clear requirement mandating the use of a recognized vehicle barrier systems like "K Rail" (there are a number of vehicle



barricading systems allowed by the MUTCD) as defined in both the federal and state Manual for Uniform Traffic Control Devices, that I believe are required to be placed between the active vehicle lanes and the parking lane where the Parklets/Shared Spaces programs allow businesses to create seating/dining tables and chairs in the parking lane in front of the business that created the space.

https://news.yahoo.com/2-injured-car-crashes-san-064019509.html

Richard Skaff, Executive Director Designing Accessible Communities Email: richardskaff1@gmail.com

Cell: 707-755-1681
"Fighting Hate
Teaching Tolerance
Seeking Justice" | The
Southern Poverty Law Center

From: Richard Skaff
To: Michael Newman

Cc: Michael Nearman; Ida A. Clair; Mia Marvelli; mail@aiacalifornia.org

Subject: City/County/Unincorporated/Cal Trans Parklets/Shared Spaces

 Date:
 Sunday, April 25, 2021 6:27:30 PM

 Attachments:
 8. Shared Spaces 20210422 CPC.pdf

guidelines for cafe tables and chair permit.pdf

4887-Tables and Chairs 2015 Guidelines Signed Order 0.pdf

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

Hello, Michael.

I just received an email from a San Francisco resident with the following TV News story:

#### https://news.yahoo.com/2-injured-car-crashes-san-064019509.html

This accident, as described within the attached video and written story, is not surprising and apparently not the only vehicle accident involving a vehicle driving into an on-street/parking lane Parklets/Shared Spaces. Apparently, there have been a number of other similar accidents.

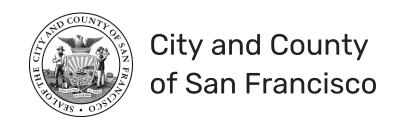
Of course, the issue of dining tables and chairs, A Frame Signs, and product displays on public sidewalks also create a dangerous path of travel condition if not properly designed, especially for blind/low visioned pedestrians but are also problematic for those pedestrians using wheelchairs for mobility. I've attached a copy of the San Francisco Department of Public Works <u>GUIDELINES FOR CAFÉ TABLES AND CHAIRS PERMIT</u> and <u>Tables and</u> <u>Chairs 2015 Guidelies</u> for your review.

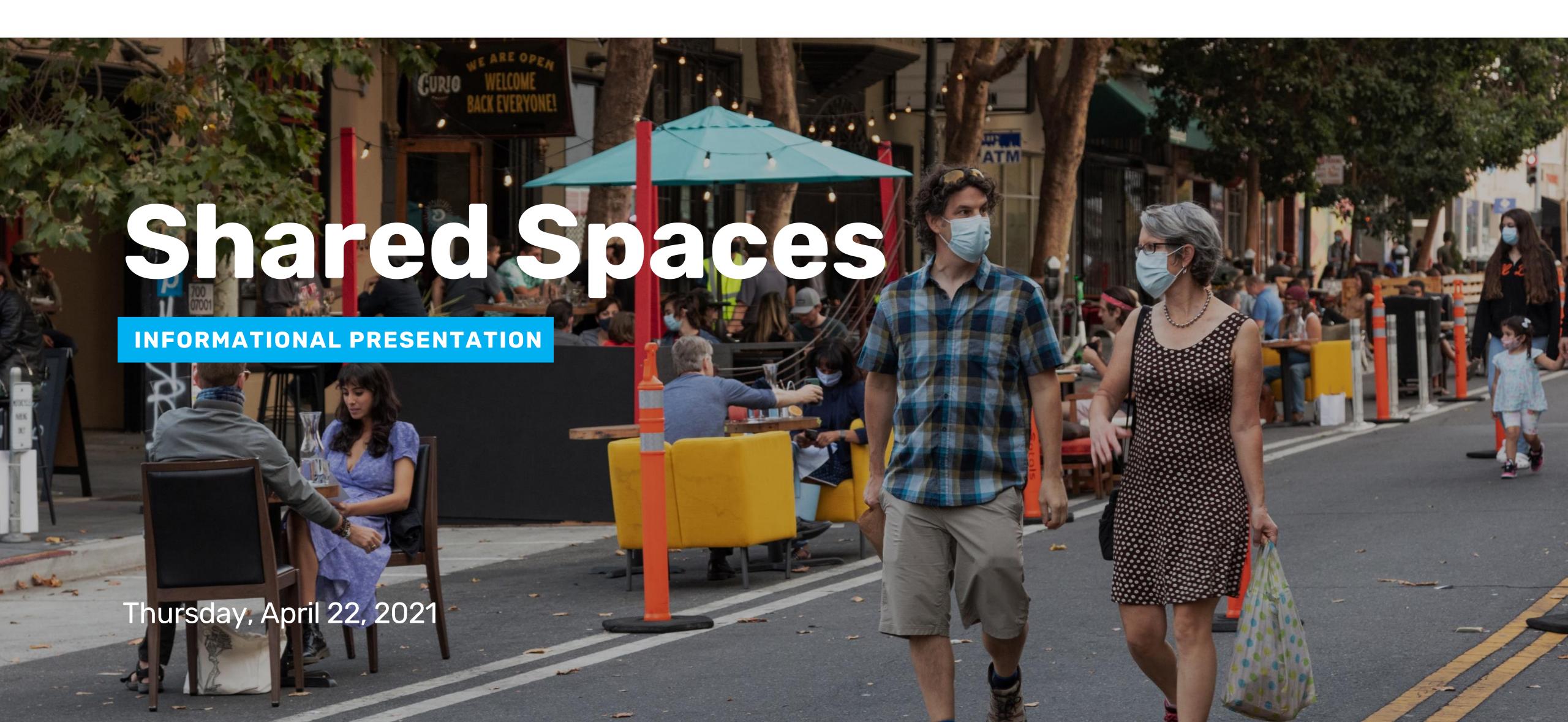
Michael, please confirm receipt of the many emails I've sent you today and yesterday and that you are able to open and review the attachments. If you have any questions, please email or call me to discuss.

Thank you.

Richard Skaff, Executive Director Designing Accessible Communities Cell: 707-755-1681 Email: richardskaff1@gmail.com "Fighting Hate Teaching Tolerance Seeking Justice" | The

Southern Poverty Law Center

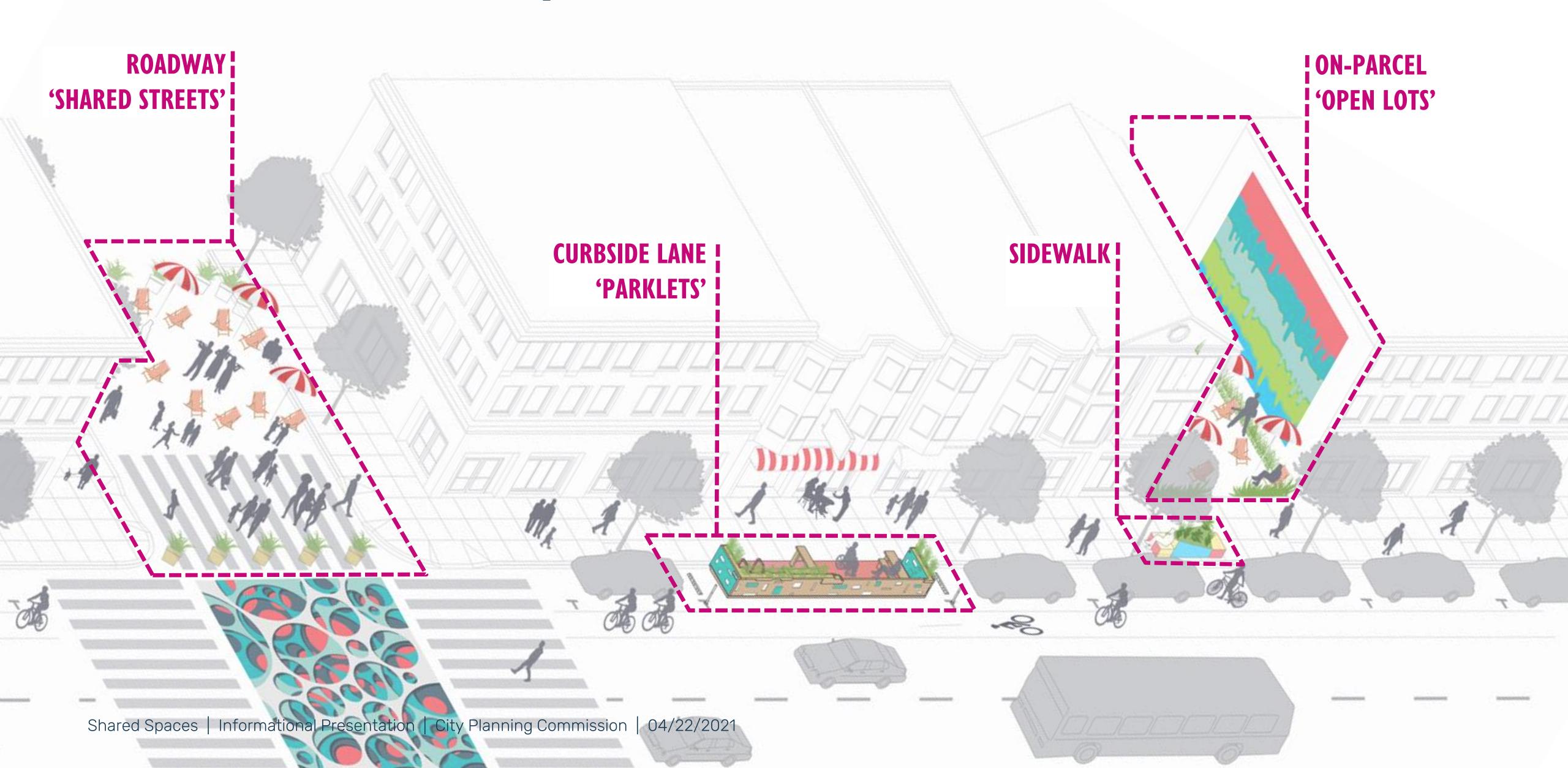




## Topics

- 1. Context & Snapshot of Shared Spaces Program Today
- 2. Policy Goals and Legislative Actions
- 3. Transitioning to a Codified Program
- 4. Questions & Discussion

## Where are Shared Spaces?



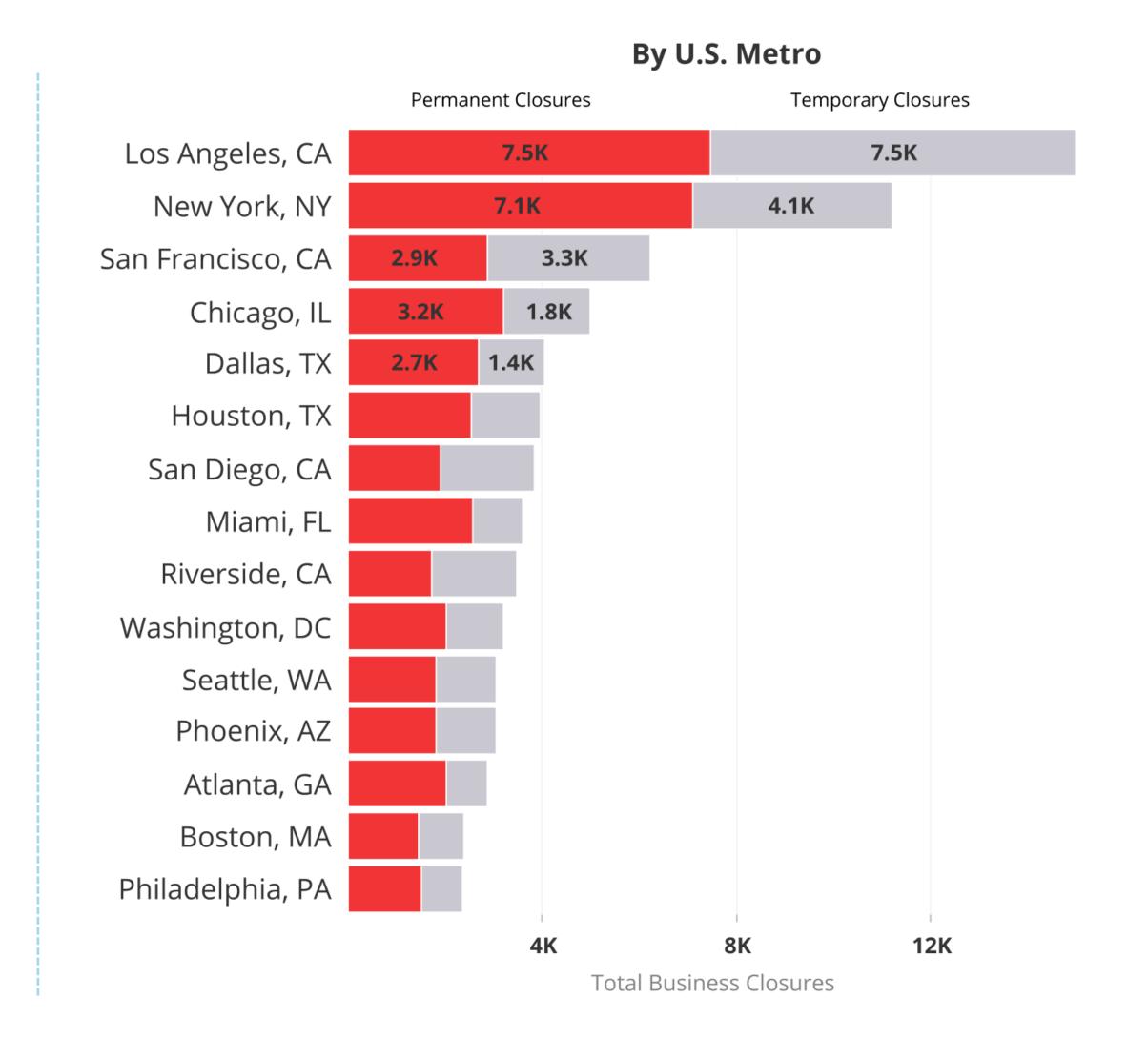
## How are Shared Spaces used?

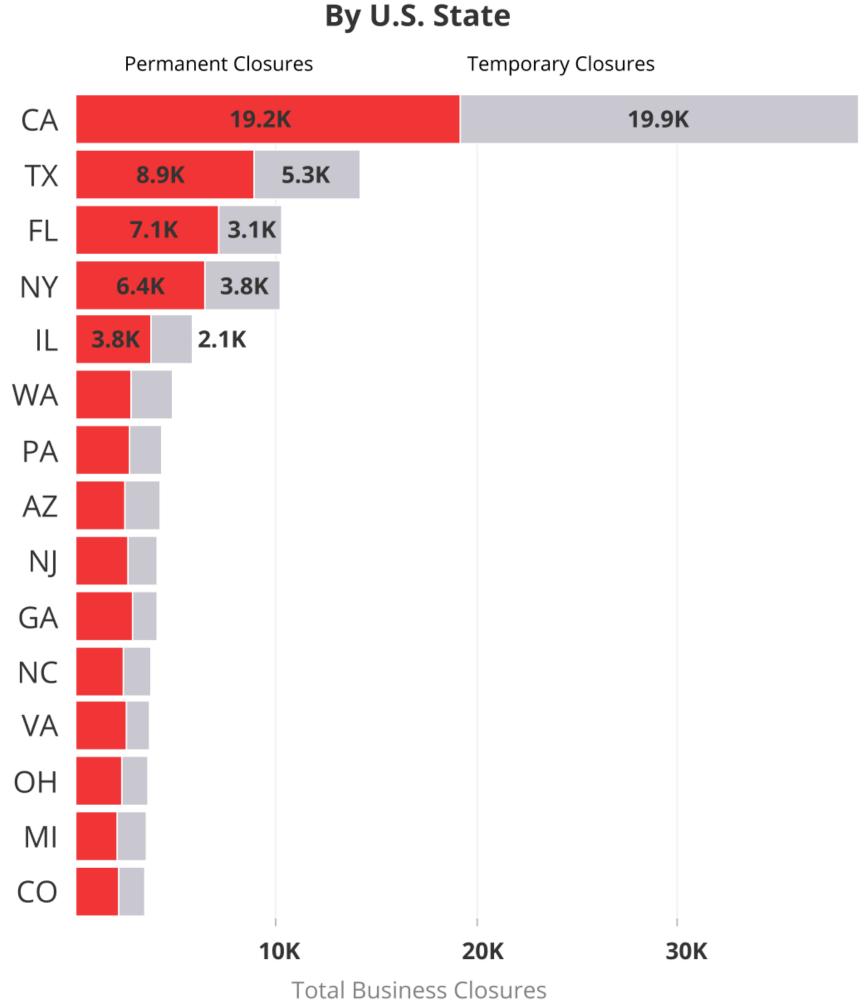


### **Economic Context**

## Where are the Most Businesses Closed?

Geographic areas with the largest number of business closures since March 1

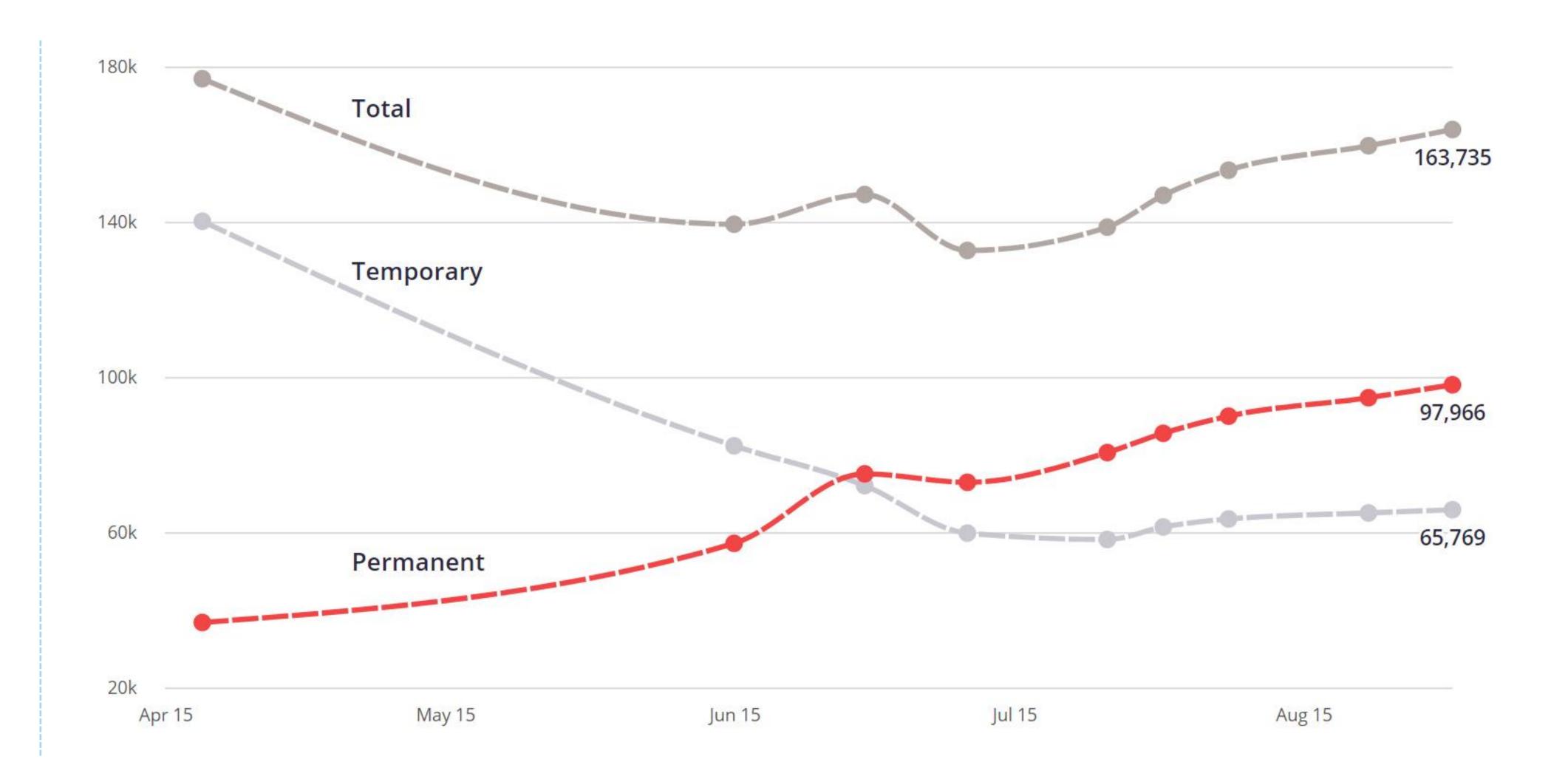




## Responding to Economic Context

# Business Closures Continue to Increase Nationally

Number of businesses marked closed on Yelp that were open March 1



## Timeline of Program Evolution

#### **CITY & REGIONAL CONTEXT**

#### 2009

San Francisco Parklet Program kicks off

#### 02/25/20

San Francisco declares state of public health emergency

#### 03/04/20

State of California declares state of public health emergency

#### 03/15/20

Governor closes all bars, nightclubs, wineries, and brewpubs

#### 03/17/20 - 05/03/20

Shelter in Place Order takes effect in SF and five other bay area counties

#### 03/19/20

Statewide shelter in place order goes into effect

#### 04/17/20

Six bay area counties mandate face coverings

#### 04/24/20

Economic Recovery Task Force created by Mayor Breed and BOS President Yee

#### 04/28/20

Governor creates 4-stage 'Resilience Roadmap' for lifting restrictions

#### 05/18/20

California enters 'Resilience Roadmap' Stage 2

#### 05/26/20

California enters 'Resilience Roadmap' Stage 3

#### 06/12/20

San Francisco resumes outdoor dining

#### 08/31/20

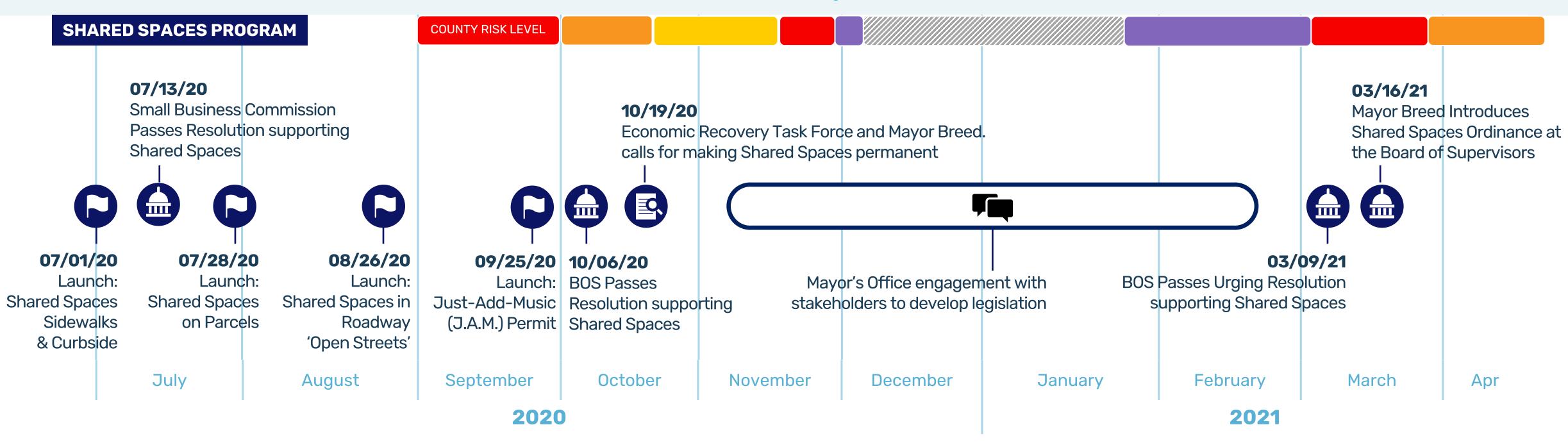
California's Color-Coded System Initiated. SF in the Red Tier

#### 09/07/20

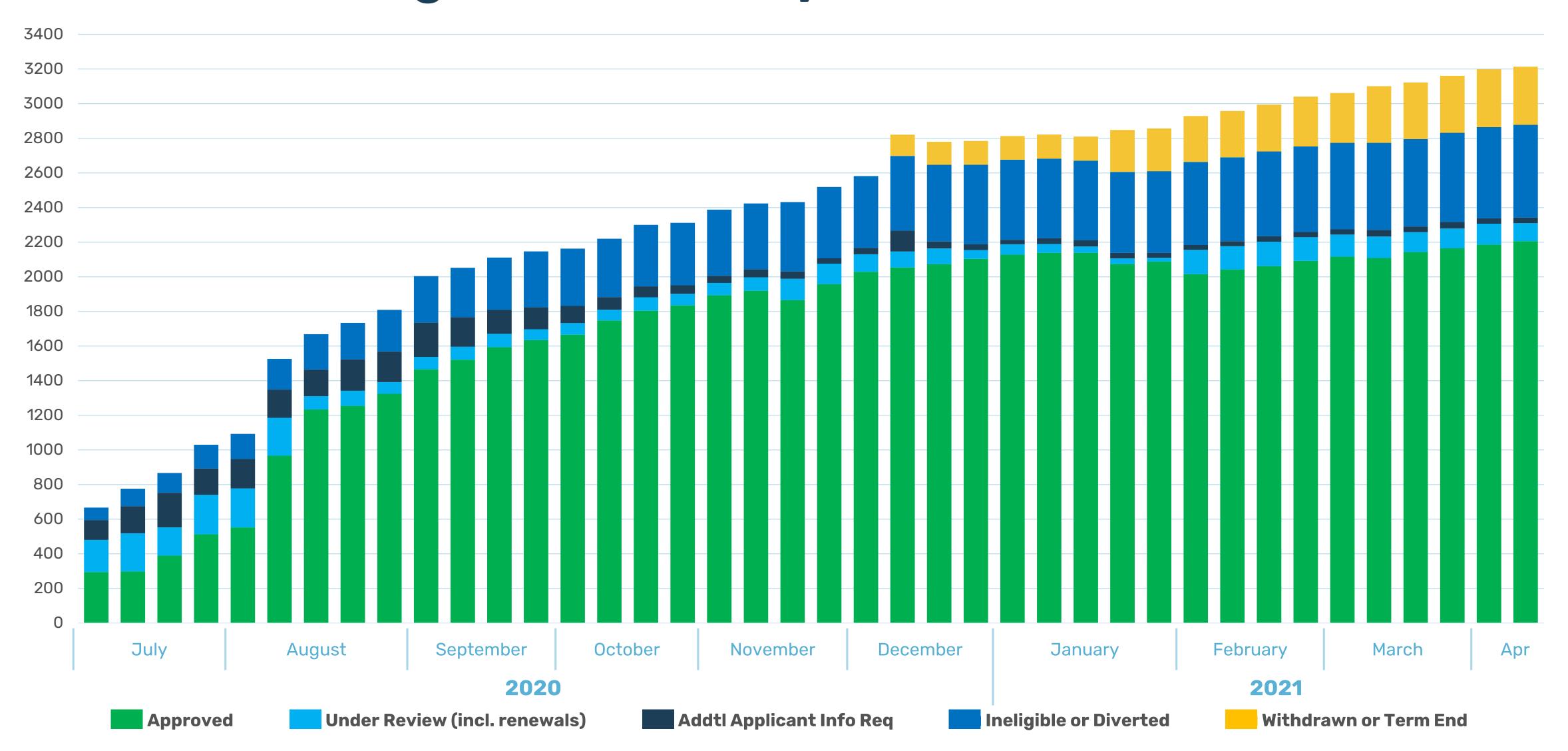
Personal Services Allowed Outdoors

#### 12/06/20 - 01/25/21

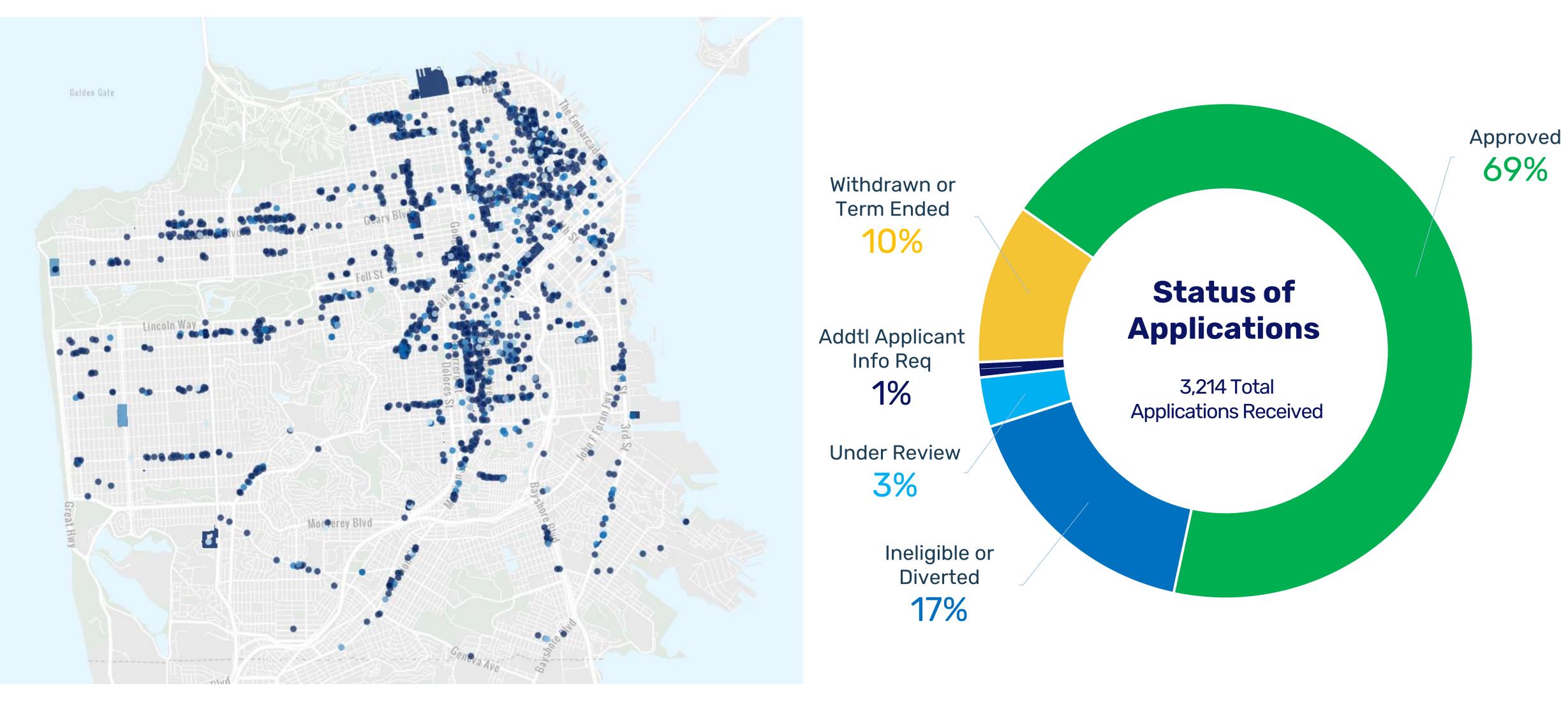
activities suspended in Bay Area counties under State's Regional Stay-At-Home Order



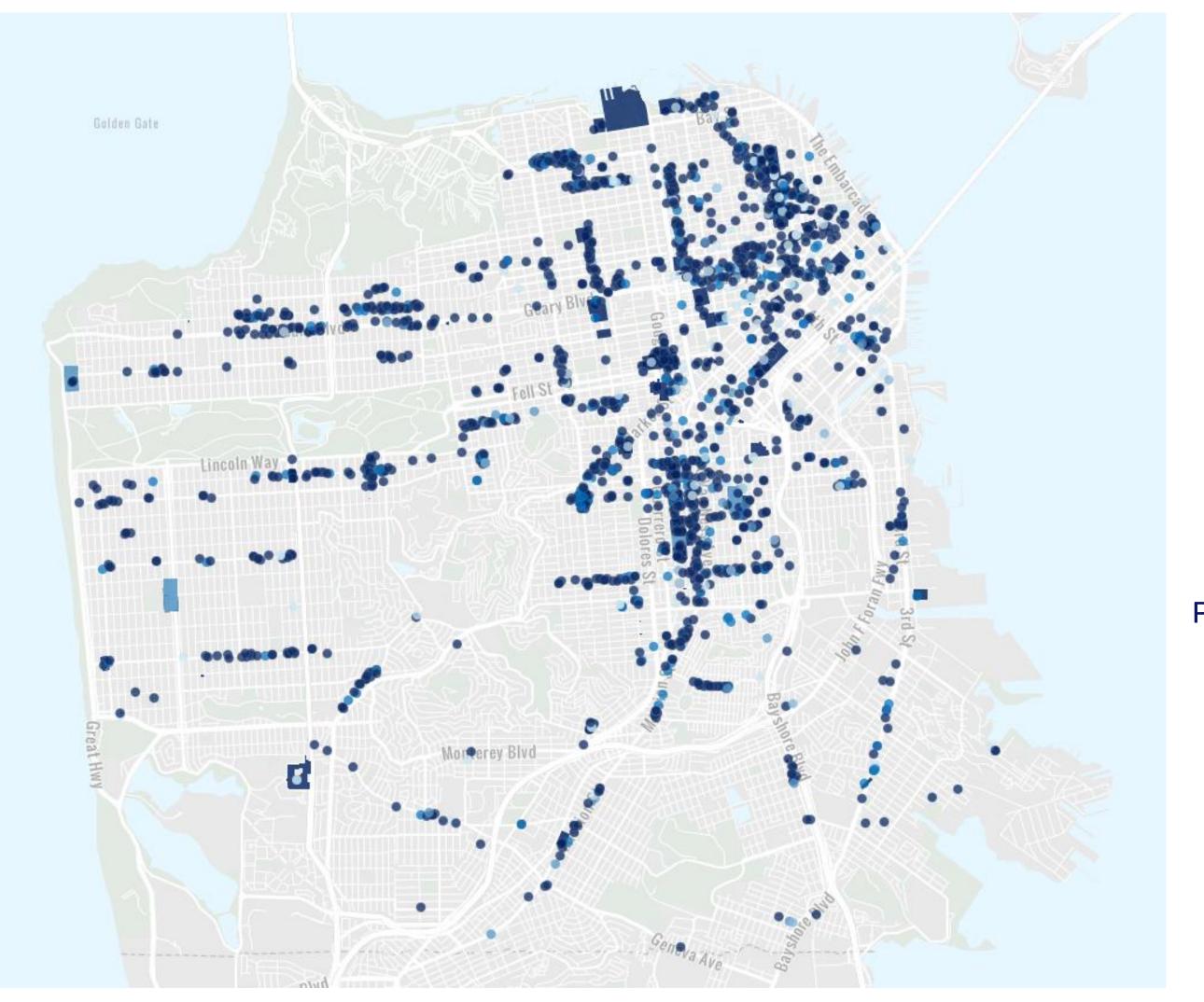
## Timeline of Program Growth by week

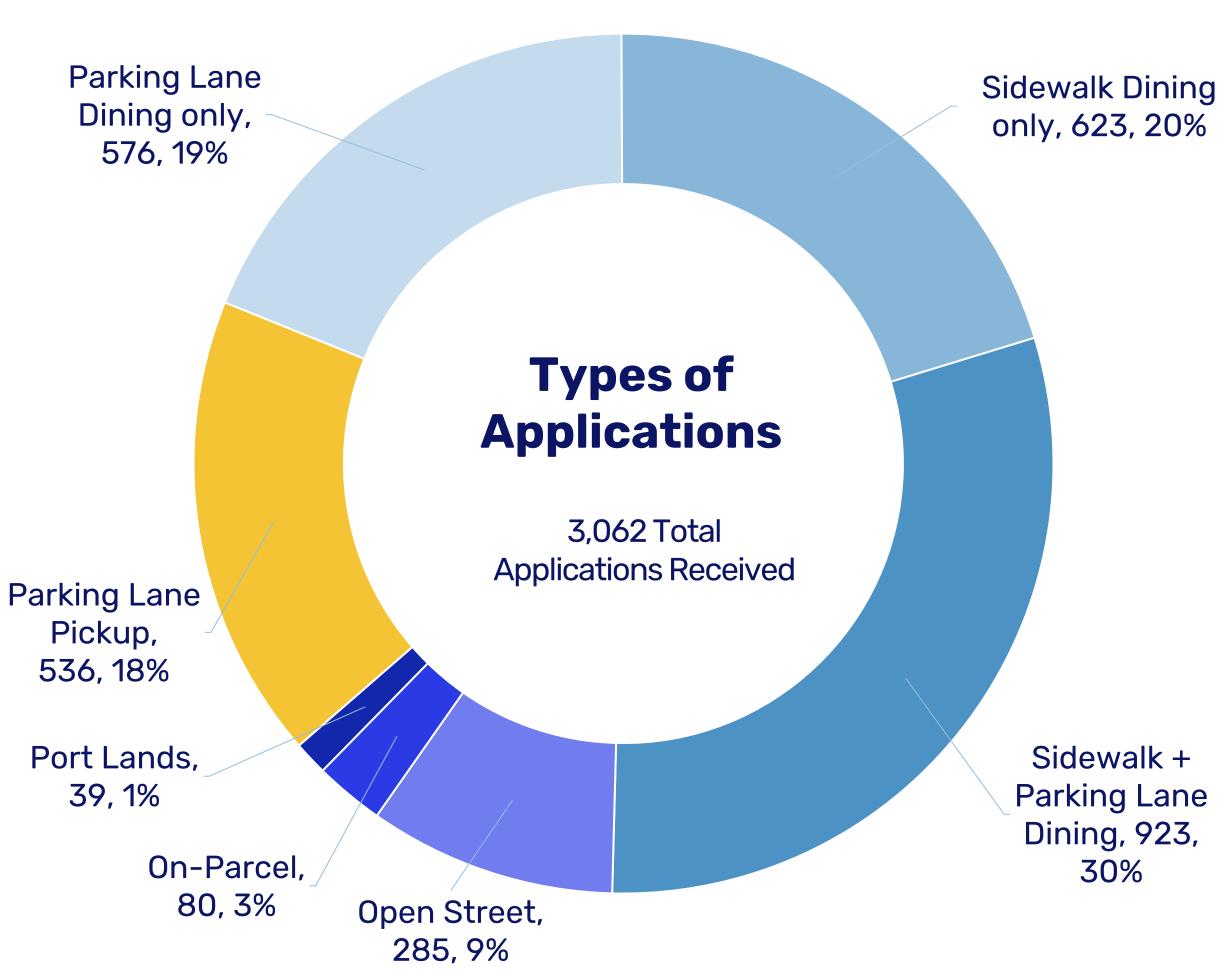


## **Shared Spaces Program Statistics**

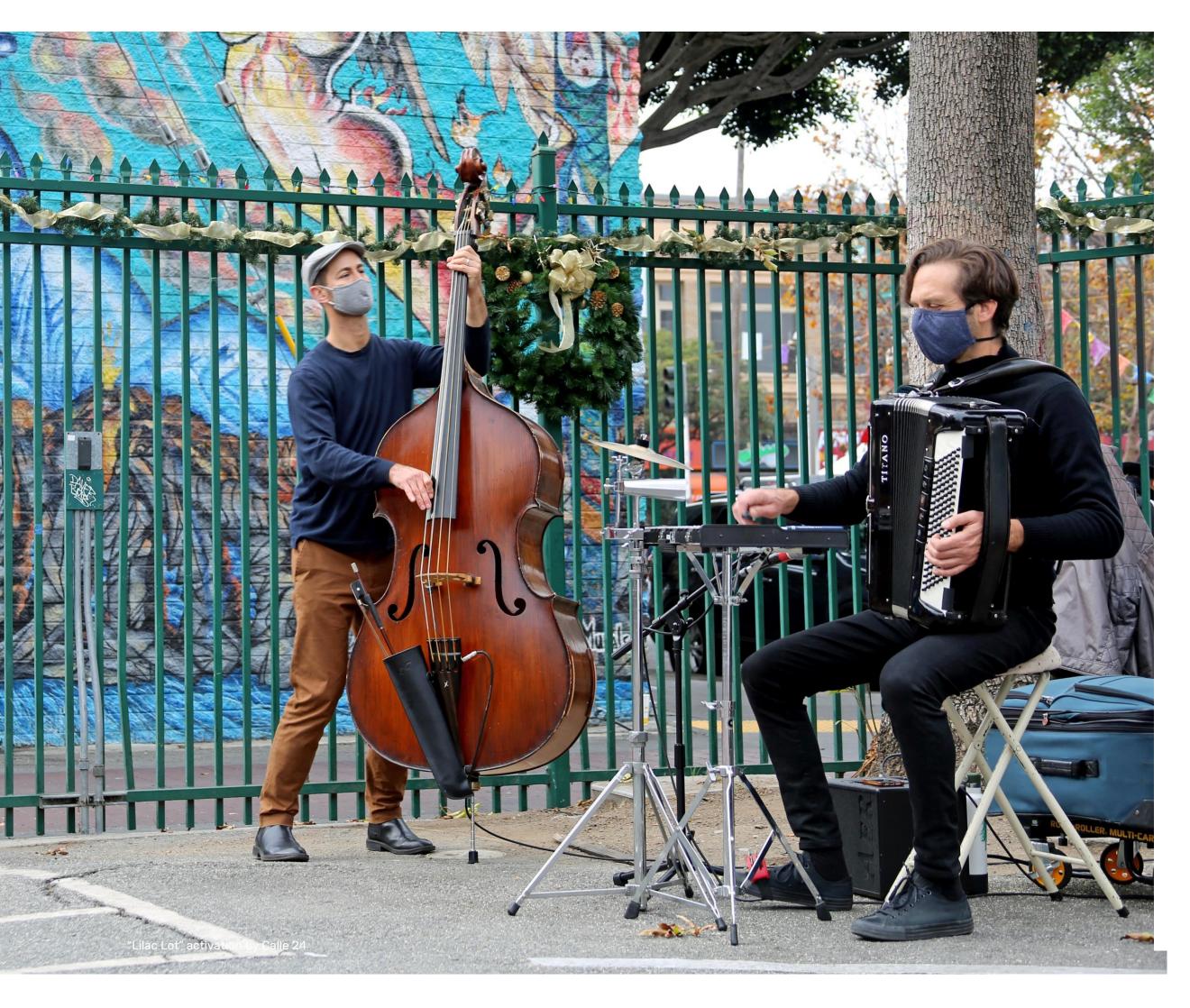


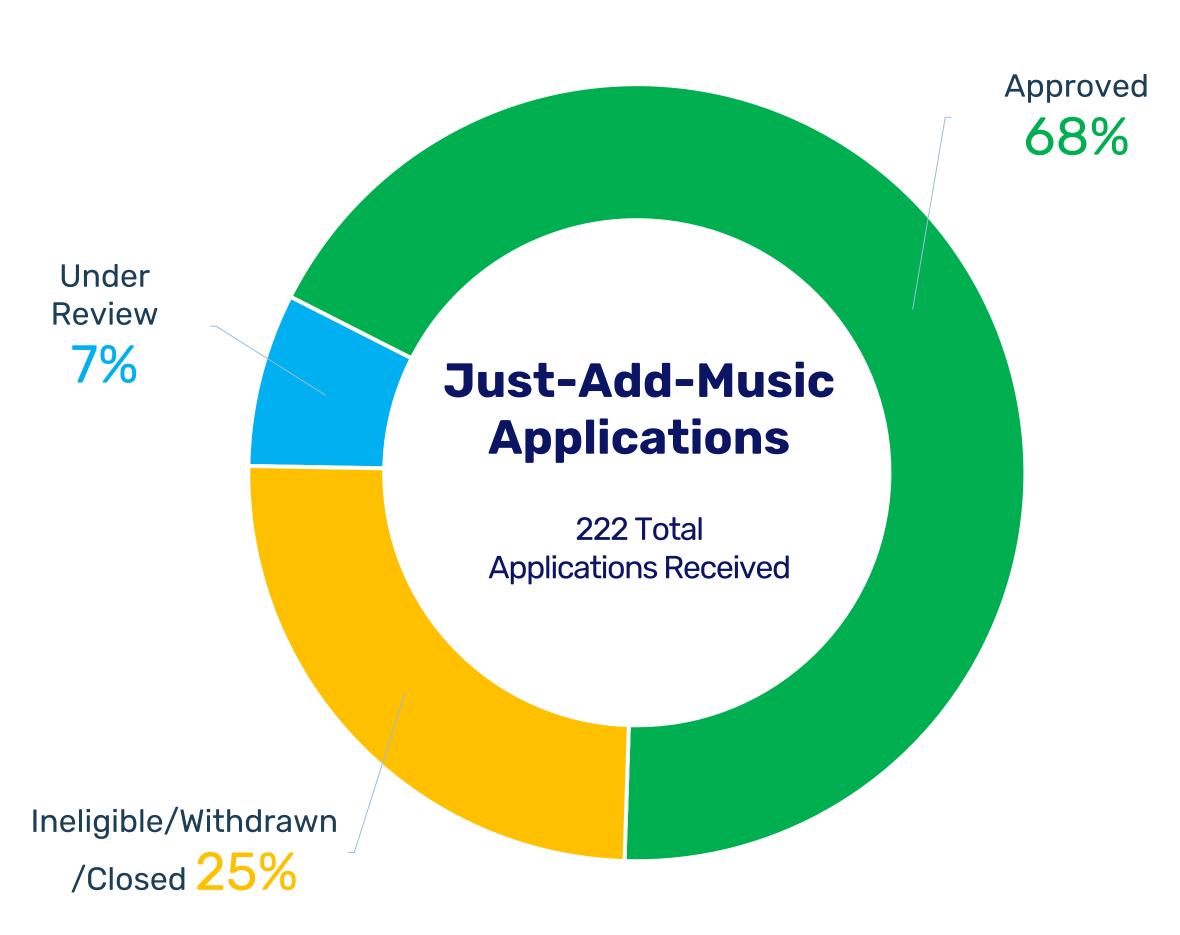
## **Shared Spaces Program Statistics**





## **Shared Spaces Program Statistics**





## What are the benefits?



- A Shared Space Permit has a positive benefit for struggling small businesses.
- A sample of over 100 restaurants with an active permit for the entire first quarter of the program (July to September 2020) generated an additional \$82k in taxable sales, compared to other comparable restaurants without Shared Spaces. The second quarter of the program had hundreds more active permits, salvaging even more in taxable sales.
- Shared Spaces permits are a benefit in all neighborhoods, even those commercial districts that were doing less well than others before the pandemic.

### Who are Shared Spaces Small Businesses?



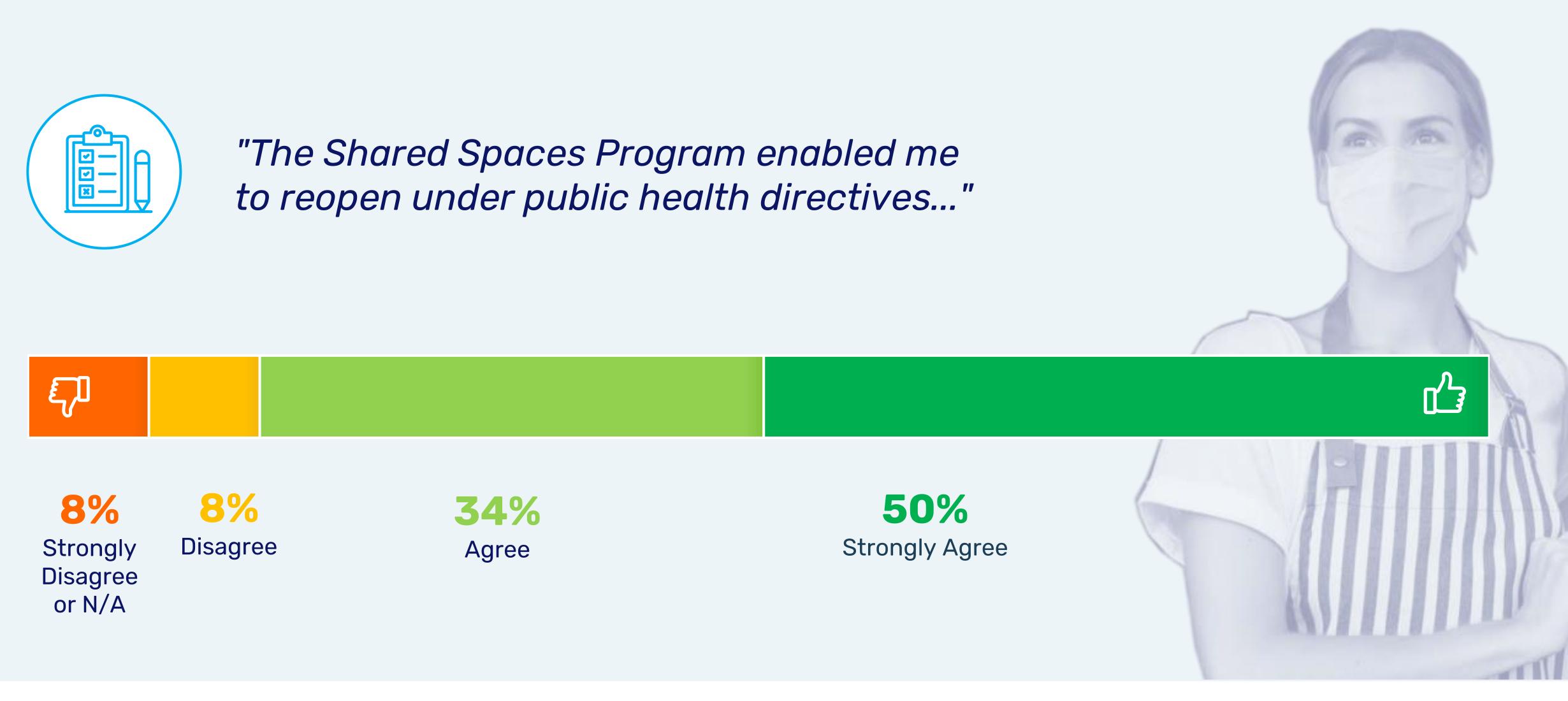
WOMEN-OWNED



**IMMIGRANT-OWNED** 



'MINORITY-OWNED'





"The Shared Spaces Program is enabling me to avoid permanent closure..."



6% Strongly

Strongly Disagree or N/A **14%** 

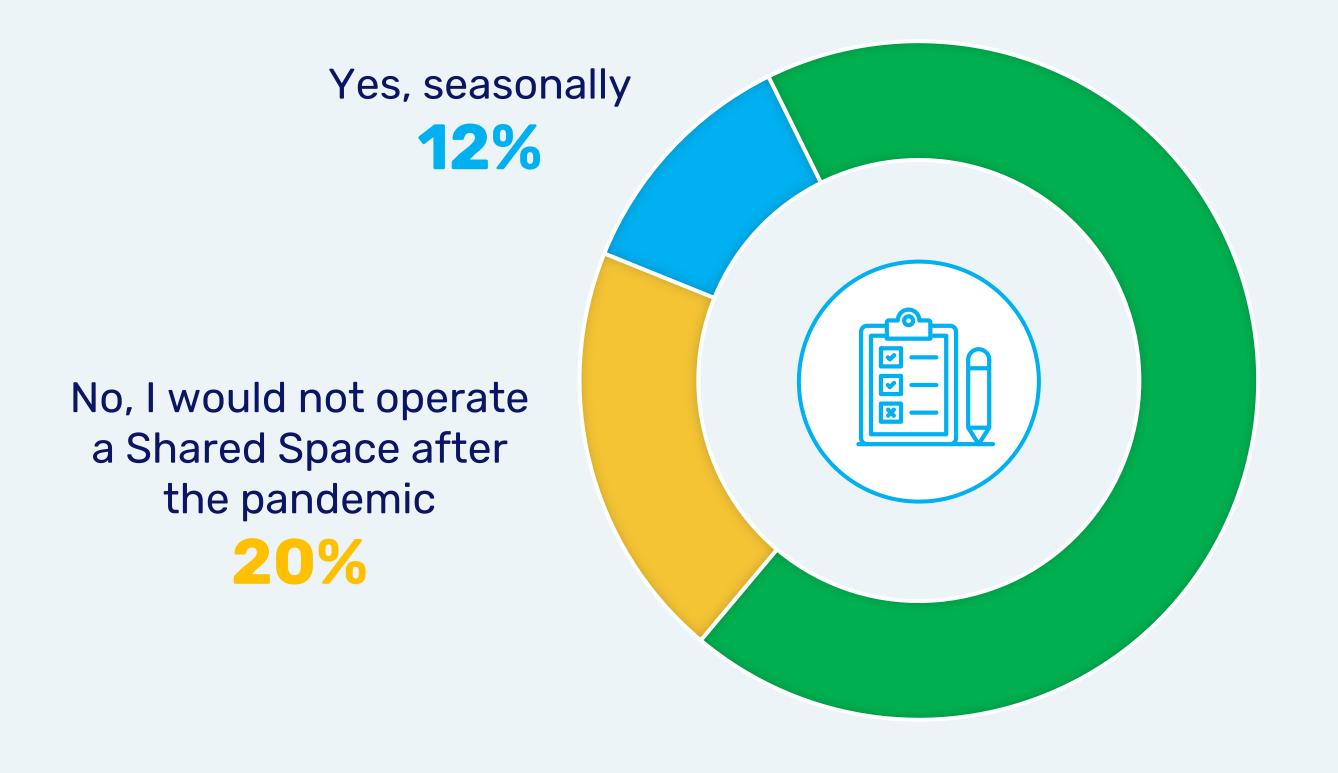
Disagree

**39%** 

Agree

41% Strongly Agree

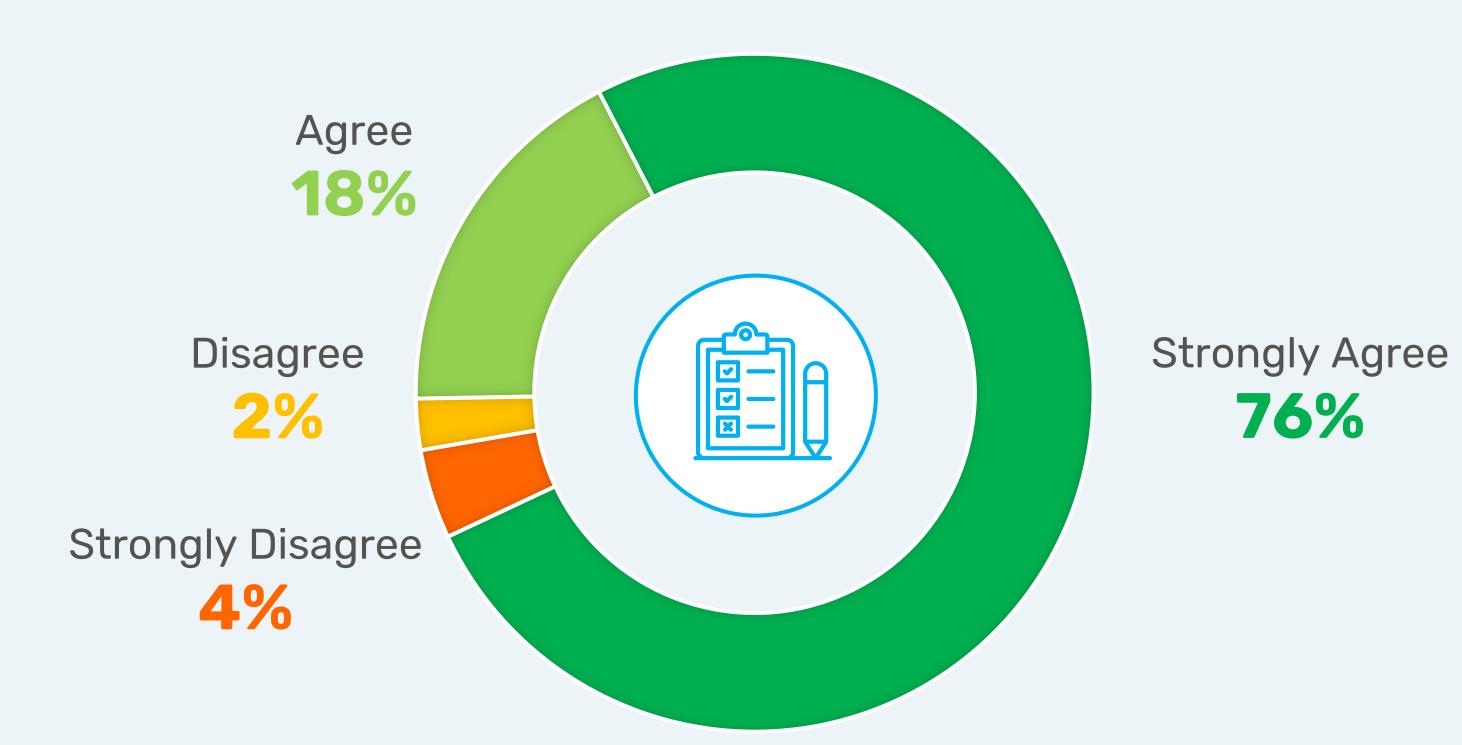
"I would operate a Shared Space if permits are extended..."



Yes, year-round **68%** 



"I would operate an outdoor Shared Space even if I am allowed to operate indoors."





### **Shared Spaces Ordinance: Policy Goals**



Simplify the City's Toolbox



Prioritize Equity & Inclusion



Phase Implementation with Economic Conditions



Encourage Arts, Culture, & Entertainment



Balance Curbside Functions



6.
Maintain
Public Access



7.
Efficient Permit
Review & Approval



8.
Clear Public
Input Procedures



9. Coordinated Enforcement

### 1. Simplify the City's Toolbox



Consolidate similar pre-covid permit types into Shared Spaces, rather than creating whole new provisions alongside pre-existing ones.

Maximize efficiency for permittees and administering departments by aligning approvals timetables, public notice requirements, appeals procedures, and enforcement triggers across typologies and jurisdictions.



### 2. Prioritize Equity & Inclusion



Ensure needs of disabled persons are accommodated.

Prioritize City resources for those neighborhoods and communities most impacted by historical disparities.

**Prioritize locations** of most vulnerable populations for the City's project management, funding, and materials.

**Provide grants** for materials, technical assistance, and community ambassadors.

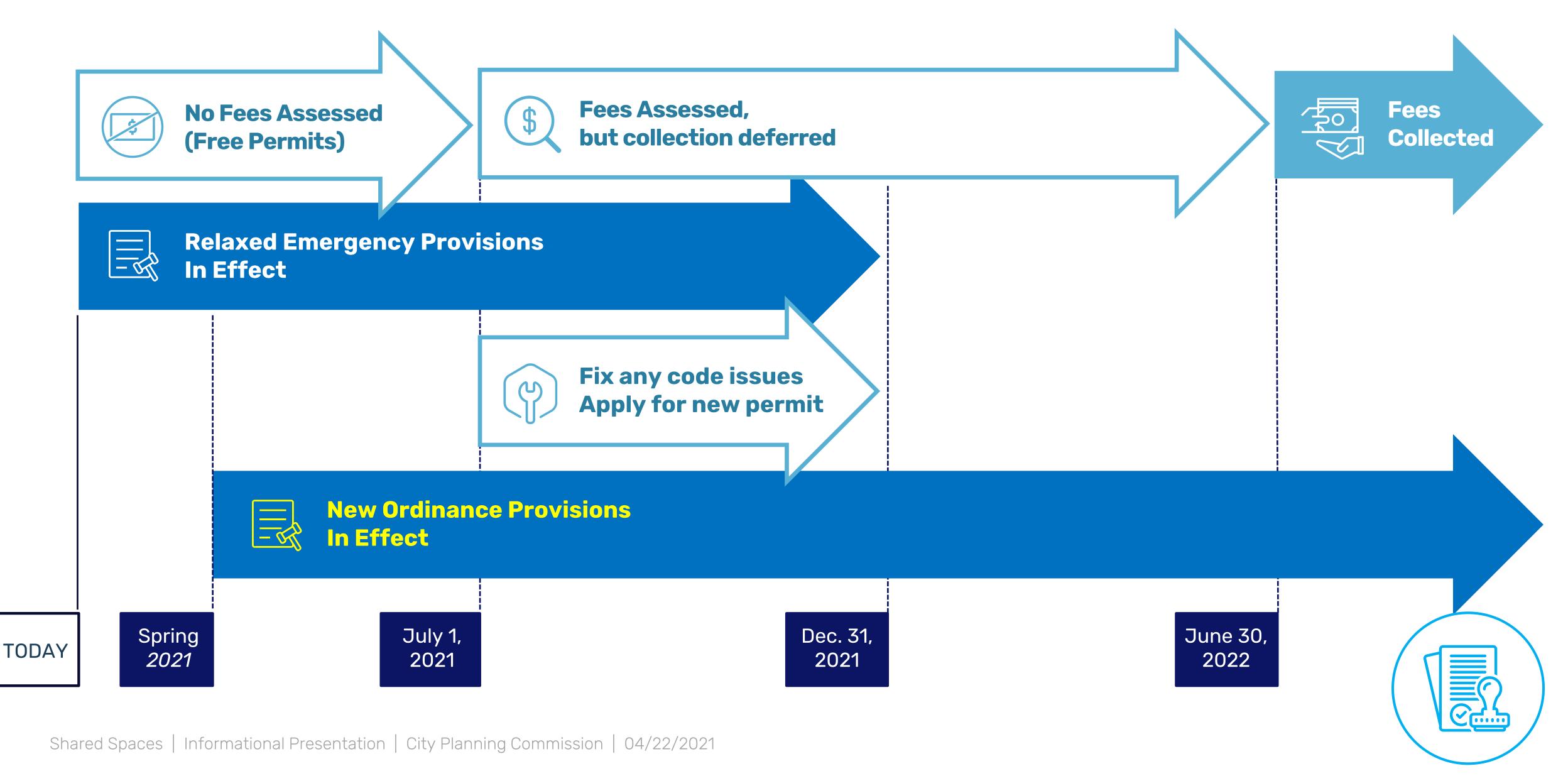
### 3. Phase Implementation with Economic Conditions



Economic recovery will be a long process, exceeding the state of public health emergency and spanning multiple future fiscal years.

Code Requirements and fees for Shared Spaces should be implemented in phases that are calibrated to stages of economic improvement.

### 3. Phase Implementation with Economic Conditions



### 4. Encourage Arts, Culture & Entertainment Activities



Carry forward the features of the **Just Add Music (JAM) Permit**.

Once a Shared Space permit has been granted, authorizing occupancy by the project sponsor on that land, allow for the project sponsor to provide recurring entertainment, arts & culture activities.

Allow for arts & culture activities to be **primary**; **not just accessory** to dining or other commerce.



#### 5.1 Balance Curbside Functions



Balance Shared Spaces occupancies with loading, mircomobility, short-term car parking, and other needs on the block and corridor.

**Encourage sharing and turnover** of Shared Spaces locations amongst merchants on the block.

**Transit First** and **Vision Zero** Policies remain priorities.



### 6. Maintain Public Access

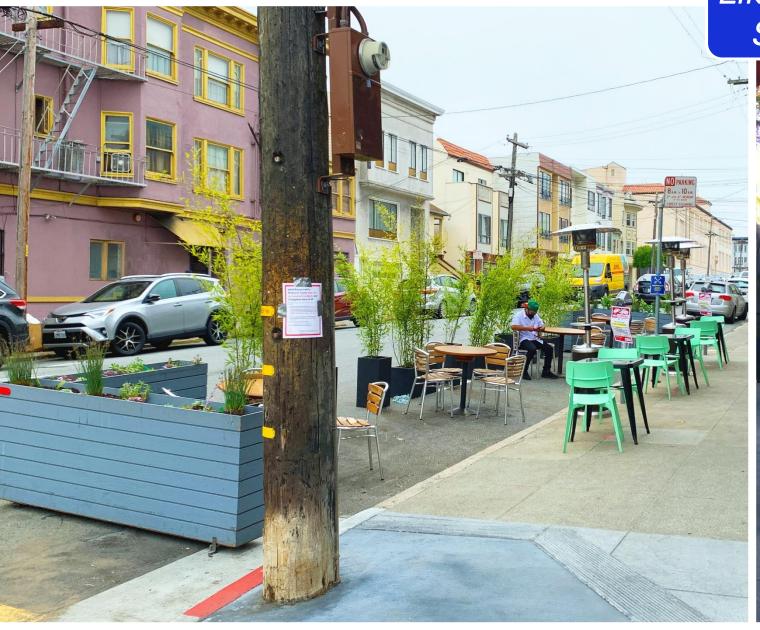


# Shared Spaces, as occupancies of public space and the public realm, should provide for some public access:

- During daylight hours while not being used for commercial purposes
- At least one seating opportunity such as a bench – during business hours
- A graduated fee schedule will correspond to types of use.









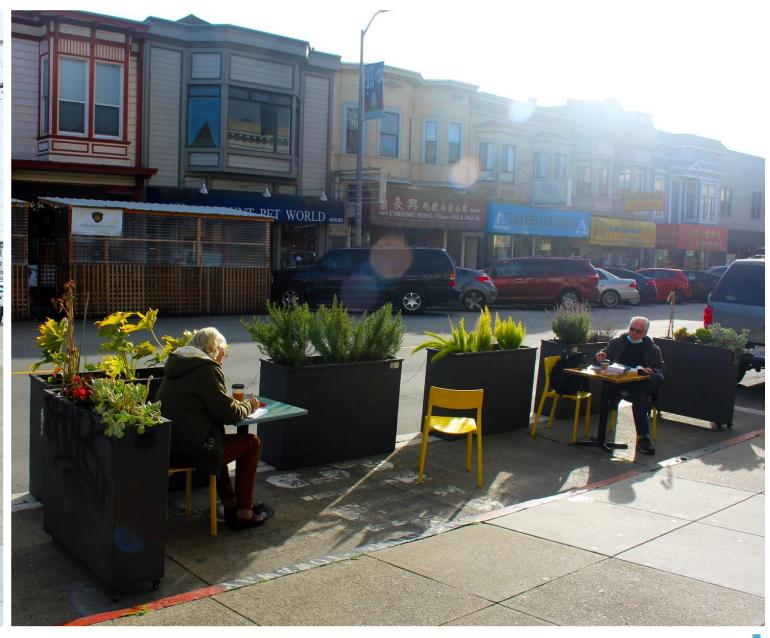
Public Parklet

- **2** Movable Commercial Parklet
- **3** Commercial Parklet









**Movable Commercial**Parklet



TIER	TYPE  Like pre-CO		\$ COMMERCIAL ACTIVITY	DAILY OCCUPANCY	CONSTRUCTION	
1	Public Parklet	Entire facility during daylight hours through 10pm	None	24 hours	Fixed Structure	
2	Movable Commercial Parklet	At least one bench during hours of commercial operation	During hours of operation	During hours of Operation	Movable Fixtures	
3	Commercial Parklet	At least one bench during hours of commercial operation, Otherwise entire facility during daylight hours through 10pm	During hours of operation	24 hours	Fixed Structure	
	Like most Sh Spaces too					

TIER	TYPE	OCCUPANCY FEES*			ENTERTAINMENT FEES	
		First A	Annual	Annual Renewal	First Annual	Annual Renewal
1	Public Parklet	\$1,000	\$250	\$100	\$507	\$200
2	Movable Commercial Parklet	\$3,000	\$1,000	\$1,500	\$507	\$200
3	Commercial Parklet	\$6,000	\$1,500	\$3,000	\$507	\$200
		First Each Addit Parking Space Parking Sp		Per Parking Space Per Sit		rSite



All Application Fees are **collected by a single agency** – the one that
Issues the final permit. Funds are
then distributed to other agency /
agencies as appropriate.

Ongoing annual renewal fee collection integrated into the **Unified License Fee** 



### 7. Efficient Permit Review & Approvals



Create a single, one-stop permit intake portal for the applicant. The intake system will then route necessary information to the pertinent agencies for their reviews and approvals.



A **30-day approvals timetable** would allow for vastly better quality control up front, and also accommodate provisions for public noticing when required.



### 7.1 Permit Review & Approvals Timetable

#### **DURING COVID**



72 hours



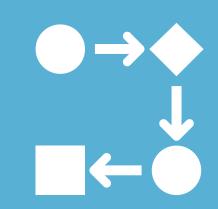
### 7.1 Permit Review & Approvals Timetable

#### IN THE FUTURE





### 7.2 Permit Issuance and Administration



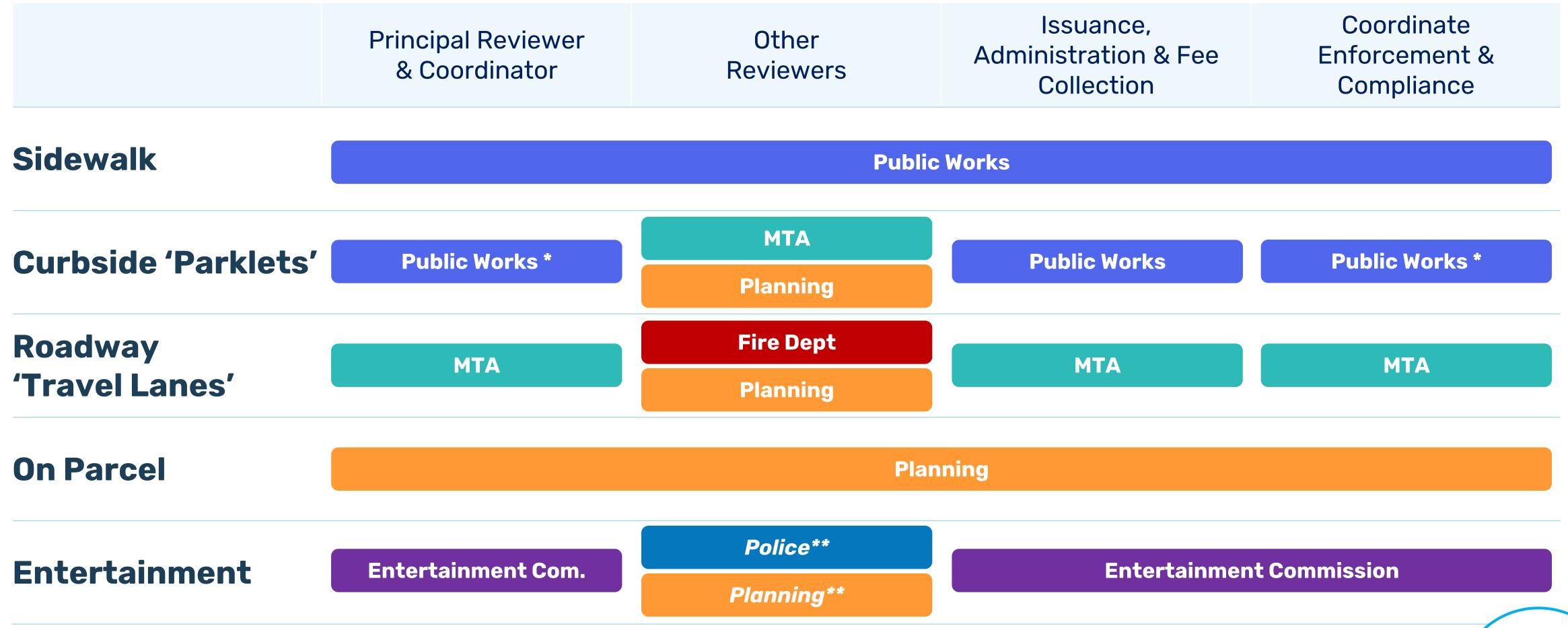
Articulate clear sequence of review and/or approvals for other agencies.



The permit will be **issued by the one city department** whose jurisdiction is associated with the proposed Shared Spaces location.



### 7.2 Permit Issuance and Administration: In the Future



<sup>\*</sup> Including ADA, FIR, and PUC design standards



<sup>\*\*</sup> If triggered by certain thresholds

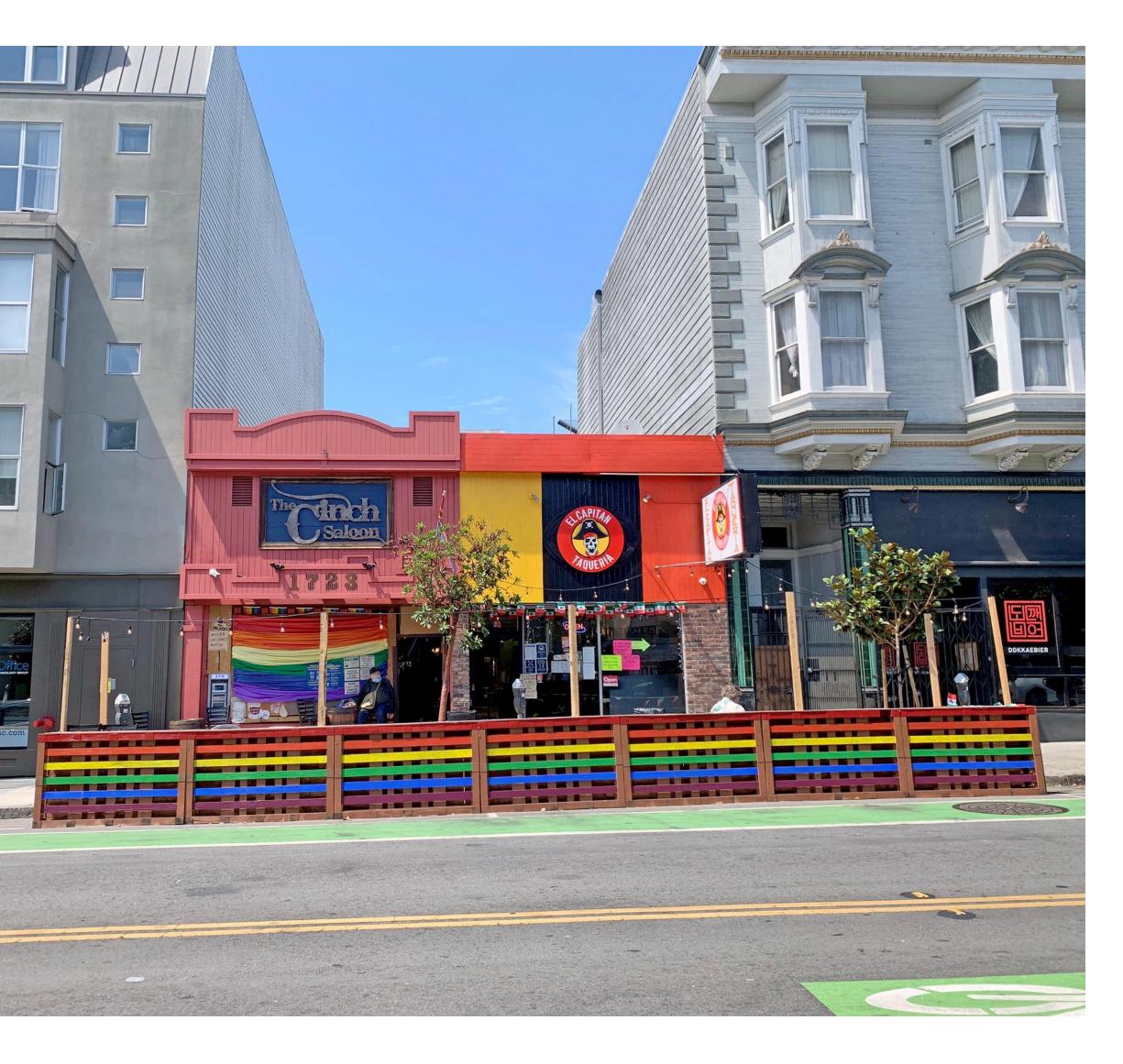
# 8.1 Clear Public Input Procedures: Neighbor Consent



Shared Spaces strongly encourages cooperation between neighbors to help ensure the public realm in our commercial districts is being leveraged in a balanced and sustainable manner.



# 8.1 Clear Public Input Procedures: Neighbor Consent



When one merchant wishes to occupy a neighbor's frontage with a Shared Space, written consent from that neighbor is required. Either:

- the groundfloor tenant, or
- in the absence of a groundfloor tenant, the property manager or owner

This requirement still applies if your neighbor changes their mind, or a new tenant is established in the neighboring groundfloor space.



### 9. Coordinated Enforcement

#### **LEAD AGENCY**

SF Public Works



**Sidewalk** 



SF Fire Department

**SUPPORTING AGENCIES** 



**Curbside** 'Parklets'



SF Mayor's Office on Disability



SFMTA

Roadway 'Travel Lanes'



SF Planning



**On Parcel** 

SF Police Department



**Entertainment** 



#### **THANK YOU!**

# Questions?

Robin Abad Ocubillo

Shared Spaces Program Director



Twitter.com/SharedSpacesSF



Instagram.com/SharedSpacessf



Facebook.com/SharedSpacesSF/



SF.gov/Shared-Spaces



SharedSpaces@sfgov.org



Street-Use and Mapping 49 South Van Ness Ave. Suite 300 San Francisco, CA 94103 Phone: (628) 271-2000

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

#### **GUIDELINES FOR CAFÉ TABLES AND CHAIRS PERMIT**

San Francisco Public Works may find it necessary to request additional information after initial review of the application.

#### **NEW APPLICATION SUBMITTAL REQUIREMENTS**

Complete the Café Tables and Chairs Permit Application Form. (Please fill out the form completely)
Submit fully dimensioned computer generated site plan. (See Sample Diagram)
Submit photos of the existing site conditions fronting your business.
Submit San Francisco Business Registration Certificate for the requested address.
Pay non-refundable processing fee: payable to San Francisco Public Works by a check, electronic check, money order or all major credit / debit cards. (See Fee Schedule)
Copy of valid Certificate of Insurance (COI). The COI is evidence of general commercial liability coverage with language that must comply with Public Works Bureau of Street-Use & Mapping's requirements as identified in the Sample COI. NOTE: The COI may be submitted when the Site Plan is approved by BSM, but prior to issuance of the permit.

#### COMPLETE AND SUBMITTHE APPLICATION EITHER IN PERSON OR THROUGH EMAIL



#### IN PERSON

San Francisco Public Works, **Permit Center**Bureau of Street-Use & Mapping, 49 South Van Ness Avenue, Suite 200 **Processing Hours: 7:30 a.m.-4:30 p.m. Monday, Tuesday, Thursday and Friday**9:00 a.m.-4:30 p.m. Wednesday. Closed on official holidays



#### **EMAIL**

Electronic copies (PDF) of the application materials may be sent to: BSMPermitDivision@sfdpw.org

#### **RENEWAL REQUIREMENTS**

#### Applicants can now renew permits online:

- Renewal Website: http://bsm.sfdpw.org/permitstracker/renew.aspx
- Fee Payment Website: http://bsm.sfdpw.org/cashiers/Kiosk.aspx

#### For renewals in-person or by mail, submit the following:

- 1. Copy of valid Certificate of Insurance that must comply with Public Works' requirements as identified in the Sample COI.
- 2. Renewal fee payment by check, electronic check, money order or all major credit/debit cards. (See Fee Schedule)

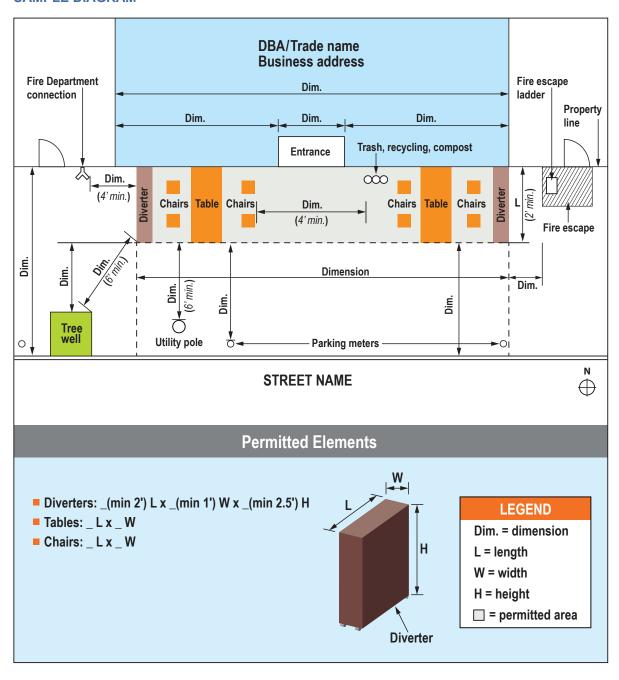
#### **ADDITIONAL INFORMATION**

Article 5.2, Section 176 of the Public Works Code and Public Works Order 183,188 pertain to how San Francisco Public Works administrates the Café Tables and Chairs permit in the City and County of San Francisco. It is the applicant's responsibility to renew their permit before the expiration date. The inspector will issue citations if the permit is not renewed and/or not clearly displayed. Permit fees may be updated annually by the City.

#### **INFORMATIONAL LINKS**

- Public Works Order 183,188: http://www.sfpublicworks.org/services/permits/public-works-orders
- SFPW Code: http://www.amlegal.com/codes/client/san-francisco\_ca/
- Permit Webpage: http://www.sfpublicworks.org/services/permits/cafe-tables-and-chairs
- SF Environment: https://sfenvironment.org/recycling-composting-faqs

#### **SAMPLE DIAGRAM**





Edwin M. Lee Mayor

Mohammed Nuru Director

#### Jerry Sanguinetti Manager

Street Use and Mapping 1155 Market St., 3rd floor San Francisco, CA 94103 tel 415-554-5810

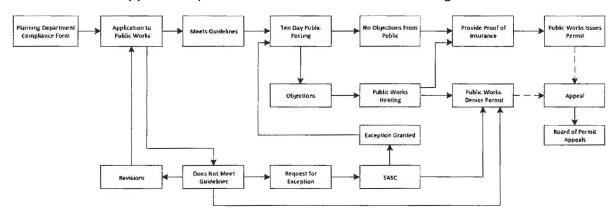
sfpublicworks.org facebook.com/sfpublicworks twitter.com/sfpublicworks DPW Order No.: 183188

#### CAFÉ TABLES AND CHAIRS (SIDEWALK CAFÉ) IN THE PUBLIC RIGHT-OF-WAY

I. <u>PURPOSE</u>: Article 5.2 of the Public Works Code establishes regulations for placing tables and chairs in the public right-of-way. This Public Works (PW) Order provides detailed implementation guidelines for restaurants or food and beverage establishments to occupy the public sidewalk, court, alley, or street with a Sidewalk Café.

#### II. APPLICATION AND APPROVAL PROCESS

A. This application process is summarized in the following flow chart:



- B. Requests to setup a Sidewalk Café in the public right-of-way on a sidewalk, or pedestrian only street or alley, shall include the following:
  - 1. Planning Code Compliance form including the business address, hours of operation, and number of tables, chairs, and benches, with an approval signature from the Planning Department indicating that the proposed Sidewalk Café is in compliance with the Planning Code.
    - 2. PW Occupancy Permit Application including:
      - a. The applicant's name and contact information (address, email, and phone number)
      - b. The San Francisco Business License Number
      - c. The proposed number of Tables, Chairs, and/or Benches
      - d. The approximate proposed area to be occupied by the Sidewalk Café (tables, chairs, benches, and diverters, et al)
      - e. The days and hours that the public right-of-way is to be occupied
      - f. A non-refundable processing fee as specified in Public Works' current Fee Schedule
    - 3. Valid San Francisco Business License Certificate

- 4. Site Plan computer generated using CAD or other program(s) to create a fully dimensioned, detailed, and to scale layout plan of the Sidewalk Café. The plan shall include the placement of all tables, chairs, benches, diverters, trash receptacles, business entrance (s), and other required information. The plan must also indicate the property line, the width of the sidewalk, any existing sidewalk obstructions/furniture such as parking meters, sidewalk basement access hatches or stairs, tree wells, et al; the location of any curb ramps, fire exits/fire escapes, and the exact width of the pedestrian Clear Zone (See Figure One below). The applicant must also indicate the type of diverter proposed including all dimensions and materials.
- 5. Evidence of Liability Insurance as required by Public Works
- 6. <u>NOTES:</u> Tables, benches, and chairs in a <u>ROADWAY</u> area will be required to follow an additional permit procedure not covered in this Order. Street closure permits are issued by the San Francisco Municipal Transportation Agency (SFMTA) and must be approved prior to obtaining approval from PW for all the placement of the tables, benches, and chairs.
- C. If the application meets all design guidelines set forth in this Order:
  - PW Inspector shall post a 10 day public notice in a readily visible place on the frontage of the applying establishment.
    - a. If PW receives no objections, application may be approved (Refer to step C 2).
    - b. If PW receives objections, a PW public hearing will be scheduled.
  - 2. Applicant submits payment for an annual fee charged per square foot of occupancy one year in advance in accordance with current fee schedule, and submits proof of commercial general liability insurance as described and required by PW.
  - 3. PW issues permit.
  - 4. Upon approval of the application and issuance of the permit, the Permittee shall display a copy of the approved permit and site plan in a conspicuous location in their business establishment, visible from the sidewalk, while occupying said sidewalk/street area with the Sidewalk Café.
- D. If application does not meet guidelines set forth in this Order:
  - 1. Applicant may revise application documents in order to meet quidelines
  - 2. Applicant may request an exception to said guidelines for review
    - a. If an exception is granted, refer to Paragraph "C".
    - b. If an exception is not granted, PW will disapprove the permit.
- E. If PW disapproves or revokes a permit, applicant may appeal this disapproval or revocation to the Board of Appeals.
- F. <u>NOTE:</u> Permits are subject to all applicable conditions specified in Sections III & IV below. Each permit is valid for a time period as determined by the Director of Public. Works; or, until the applicant no longer owns or operates the business establishment,

until one (1) year from the date the permit was issued, or until the permit is revoked by the Director of Public Works, whichever occurs earlier. Café Tables & Chairs Permits

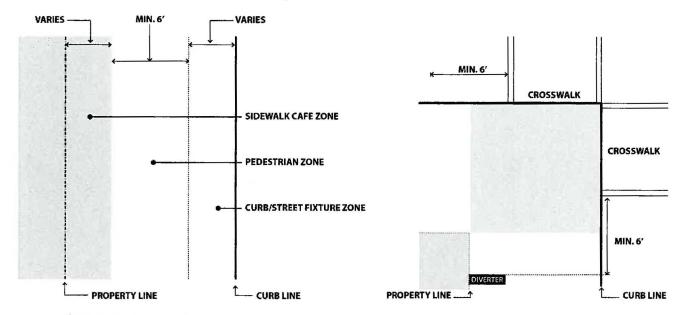


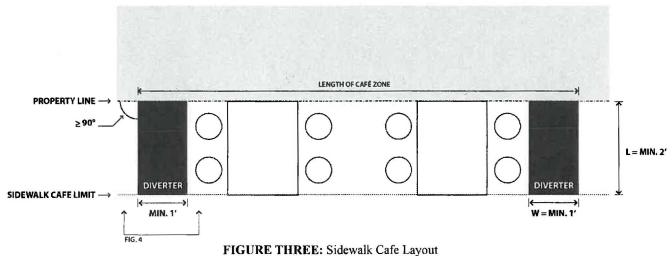
FIGURE ONE: Sidewalk Zones shall be-non transferable.

FIGURE TWO: Corner Clear Zone

#### III. DESIGN GUIDELINES:

- A. The Sidewalk Café must be located on the sidewalk, or pedestrian only street or alley, area fronting and adjacent to the applicant's business at the property line. The business must be an existing or proposed eating establishment with a valid San Francisco City business license.
- B. The size of the Sidewalk Café shall be determined by the following factors: the width of the sidewalk, the level of existing or anticipated peak hour pedestrian congestion, and the existing neighborhood character.
- C. Sidewalk Cafés shall not intrude on the "pedestrian zone" (Figure One). A minimum of six (6) feet clear pedestrian zone must be maintained on the sidewalk at all times. The six (6) feet of pedestrian clearance is a typical minimum, but may be increased at the City's discretion
- D. Sidewalk Cafés shall not intrude on pedestrian "corner clear zones" at corners (Figure Two). Sidewalk Cafes must also not interfere with curb ramps or driveways, maintaining a minimum six (6) foot clearance.
- E. No element of the proposed installation may interfere with access to or egress from any building or facility.

- F. No elements of the proposed Sidewalk Café shall be permanently affixed to the public-right-of-way.
- G. No element of the proposed occupancy may be below a fire escape, obstruct access to a Fire Department Connection (FDC), or fire hydrant.
- H. All Sidewalk Café elements, including but not limited to accessible tables and other functional facilities, must conform to the rules and regulations outlined in the City and County of San Francisco Better Streets Plan: <a href="http://www.sf-planning.org/ftp/BetterStreets/proposals.htm">http://www.sf-planning.org/ftp/BetterStreets/proposals.htm</a>
  All sidewalk Café elements must conform to the rules and regulations outlined in the California Building Code, Title 24, Part 2, the Americans with Disabilities Act (ADA) and the provisions of the 2010 ADA (Americans with Disabilities Act) Accessibility Guidelines. Sidewalk Cafes also must not interfere with the requirement of California Civil Code Section 54 (a) that states in part; "Individuals with disabilities or medical conditions have the same right as the general public to the full and free use of the streets, highways, sidewalks, walkways, public buildings, medical facilities, including hospitals, clinics, and physicians' offices, public facilities, and other public places."
- I. The Permittee must provide three (3) durable trash receptacles (compost, recycle, waste) within the sidewalk café zone as per Article 5.1, Section 173 of the Public Works Code and be shown on the layout plan. Further, per Section 173 of the Public Works Code, all trash receptacles shall be removed from the public right-of-way, concurrent with the removal of the tables and chairs, and end of each business day. The trash receptacles must be contained within the area demarcated by the diverters.
- J. All installations of the Sidewalk Café must have a pedestrian diverter at each end to demarcate the Sidewalk Café Zone and to guide pedestrians around the Sidewalk Café into the Pedestrian Zone (Figure One). The depth of the diverter will determine the depth of the Sidewalk Café Zone. No part of any table, chair, bench or other Sidewalk Café element may extend beyond the depth of the diverters. It is the essential responsibility of the Permittee to ensure that all Sidewalk Café activity stays within the approved area at all times of operation.



- K. Pedestrian Diverters must conform to the following design guidelines:
  - Diverters must be flush with the building edge at an angle of 90 degrees or more as shown in Figure Three
  - 2. Diverters must conform to the dimensional guidelines as shown in Figure Four
  - 3. Diverters must be sturdy and stable, of sufficient weight as to not be tipped or blown over
  - 4. Diverters may not have any protruding legs or supports
  - 5. Free standing fences are not allowed
  - 6. Attachments or fasteners to the sidewalk are not allowed
  - 7. Diverters must be at least 30" high to prevent from being tripping hazard
  - 8. Diverters with plantings higher than 30" are strongly encouraged
  - Plantings must remain within the planter edge envelope as illustrated in Figure
  - 10. Diverters must be solid within 30" of the adjacent sidewalk surface
  - 11. Diverters must be of a contrasting color to the walking surface so that they are clearly visible to persons with low vision, at least 70% contrast between adjacent materials is desirable
  - 12. Diverters must have a non-glare or reflective finish
  - 13. Diverters must be kept free of advertising
  - 14. Diverters must be maintained and kept free of litter and other debris
  - 15. Diverters for Sidewalk Cafes proposing bench seating must extend a minimum of twelve (12) inches beyond the edge of the seat as shown in Figure Five

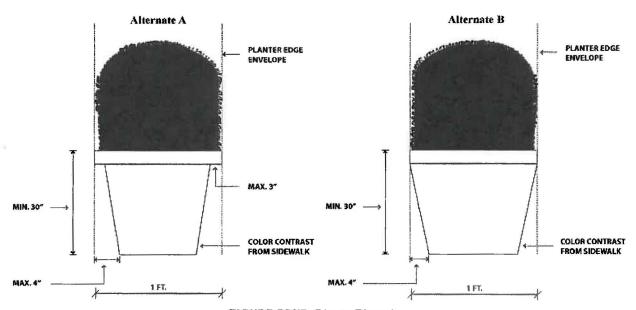


FIGURE FOUR: Diverter Dimensions

L. The Sidewalk Café area shall be determined by multiplying the distance from the outside edge from one diverter to the next diverter (Length of Café Zone), by the extent of the diverters (L) from the property line into the sidewalk (public right-of-way) to form a rectangle, see Figure

Three. The area shall include all the space between the diverters, including, but not limited to building entrance and exit ways.

M. Umbrellas placed in the Sidewalk Café must provide a minimum eighty-four (84) inch height clearance above the adjacent sidewalk surface if the canopy projects beyond the boundaries of the Sidewalk Café. No supporting element of the umbrella, including the base, shall protrude beyond the boundaries of the permitted Sidewalk Café.

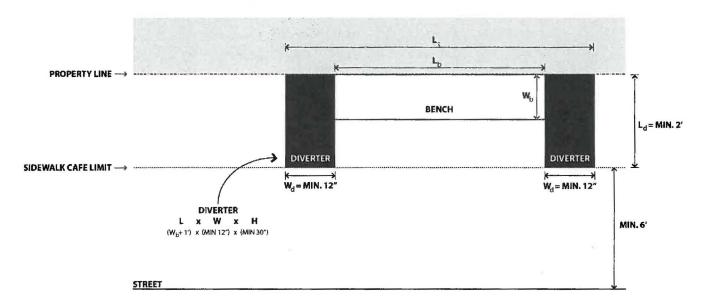


FIGURE FIVE: Bench Seating

#### IV. MAINTENANCE GUILDELINES AND CONDITIONS:

- A. All elements (tables, chairs, benches, diverters, et al) of the Sidewalk Café shall be confined to the area shown on the final plan approved by the Director of Public Works.
- B. All elements of the Sidewalk Café shall be promptly removed from the public right-ofway at the end of each business day at the hour stipulated in the permit.
- C. Food trays or carts, receptacles for dirty dishes, trays or carts for linen and utensils, and cooking appliances shall <u>not</u> be placed or stored on any portion of the sidewalk or roadway area of a public right-of-way.
- D. The Permittee shall maintain all elements of the Sidewalk Café and the permitted area in a clean condition at all times. Graffiti shall be removed, cleaned off, or painted to match the existing walls within 24 hours of its appearance.
- E. The Permittee shall be responsible for maintaining a clean and obstruction free sidewalk/roadway area fronting and adjacent to the Sidewalk Café at all times.

- F. The Permittee shall keep the sidewalk/roadway area not occupied by a Sidewalk Café free of obstructions at all times.
- G. The Permittee shall keep a copy of the permit and approved plan on the premises at all times and shall be produced immediately upon request by City personnel.
- H. The Permittee shall maintain liability insurance as described and required by Public Works.
- I. Assignment or sale of the permit is prohibited. No outside party shall display/sell produce or other items.
- J. Failure to meet the above conditions may result in a Notice of Violation, which may be accompanied by a fine. Multiple violations of the above conditions may result in the Director of Public Works recommending revocation of the Sidewalk Café Permit.
- K. A revocable permit issued under this procedure does not constitute a deed or grant of an easement by the City. The permit is revocable at any time at the will of the Director of Public Works.
- L. There shall be no liability on the City or upon any of its officials, officers, agents, employees, or volunteers for any damage by the Permittee from any cause arising out of permitted activities. Furthermore, the Permittee agrees to indemnify, defend, and hold harmless the City & County of San Francisco and its officials, officers, agents, employees, or volunteers from any liability arising out of permitted activities.

#### V. <u>CATASTROPHIC EMERGENCIES:</u>

- A. In the event that the City experiences a catastrophic event that prevents Public Works from conducting normal business hours and business processes, including Sidewalk Café Permits, Public Works will continue to issue emergency Sidewalk Café Permits through its activated Neighborhood Emergency Coordination Centers.
- B. Public Works will retain an electronic Spreadsheet that will contain all Sidewalk Café Permit information, including Permittee names, addresses, and applicable permit information. The spreadsheet shall be updated on a monthly basis.
- C. Once Neighborhood Emergency Coordination Centers are activated, Public Works will assign staff to issue interim Sidewalk Café Permits to existing permit holders as well as process new applications and issue interim Sidewalk Café Permits in an expedited manner that will temporarily waive notification and Hearing procedures until such time where the City can conduct business in a non-emergency fashion.

D. The City and County of San Francisco reserves the right to move/remove Sidewalk Café elements without notice or liability to the Permittee if necessary to provide emergency services or the safe movement of people and emergency response apparatus and equipment.

The sidewalk or roadway area shall not be painted, landscaped or altered in any way without prior written approval of the Director of Public Works.

This DPW Order rescinds and supersedes DPW Order No. 162,240, approved July 7, 1993

5/13/2015

5/13/2015

Sanguinetti, Jerry Bureau Manager

Signed by: Sanguinetti, Jerry

Sweiss, Fuad

Deputy Director and City Engineer

5/13/2015

Mohammed Nuru

Director, Public Works Signed by: Nuru, Mohammed From: <u>Peter Mandell</u>

To: <u>Board of Supervisors, (BOS)</u>
Subject: The Great Highway

**Date:** Monday, April 26, 2021 10:59:32 AM

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

I urge reopening of the Great Highway to regular traffic. I live in the Middle Sunset and currently traffic is especially bad under 2 year project along 19th Ave, and have noticed unusually heavy increased traffic on Sunset Blvd and the local roads parallelling The Great Highway. As a former distance runner and now regular walker, I have for years made use of the paved sidewalk /dirts track that runs the length of the Great Highway. It got regular use and co-existed peaceably with the street traffic along the Great Highway (a road built to accommodate the traffic, and with stop lights, well controlled traffic flow.

Closure of this, and other roads inside GGP, have made life in the Sunset that much less safe, and congested on a regular basis. WEe get gridlock during the Bay to Breakers as well as the Music Festivals in GGP, and we just quietly put up with it. I see no reason to continue to sacrifice the Great Hwy, a major artery to walkers and bikers ( who already have access to walking jogging bath and bike lanes on both sides of the Great Hwy.

Not everyone in the city is young enough and health enough to bike everywhere; but our lives are impacted when you force the growing traffic onto local streets, especially when all can enjoy the bike paths/sidewalk built years ago for those interested. Please reopen the Great Hwy for the intended usage, and give some relief to those living in the neighborhoods.

Peter Mandeell 1345 20th Ave #11 San Francisco CA 94122 petermandell25@gmail.com From: <u>Danielle Jezienicki</u>

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Safe #CarFreeJFK must be made permanentDate:Monday, April 26, 2021 11:47:40 AM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently — your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

Keeping JFK car-free would allow these people (and countless others) to get outside, enjoy nature, improve their health, and visit attractions in the Park.

Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer — walking, biking, rolling, taking public transit, or driving a car — thanks to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3+ mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me, along with countless other residents and advocacy organizations, in supporting keeping JFK car-free forever.

Thanks again, and please take care.

From: Brianne

To: Breed, Mayor London (MYR); Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

IEK Drive: Much Better Without Carsl

Subject:JFK Drive: Much Better Without Cars!Date:Monday, April 26, 2021 12:09:53 PM

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

Dear Mayor Breed, Director Ginsburg, and Director Tumlin, Recreation and Park Commissioners, and Board of Supervisors,

Car-free JFK has improved our quality of life during the pandemic, and I'd love to see it stay for good. Since it has been closed to cars, I have taken alternative forms of transportation (bikes, scooters, walking) much more frequently because I feel much safer on a road closed to cars.

But I have become aware that this protected space for kids in Golden Gate Park is at risk of turning back into one of the most dangerous streets in San Francisco. JFK was previously a high-injury corridor, with 5-10 people being injured or killed on the street every year.

Just last month, a woman was hospitalized with life-threatening injuries when crossing from the safe JFK promenade to the Panhandle. Director Tumlin said a "more protective crossing" is "contingent" on what the city does with JFK Drive.

I'm writing today to urge you to support keeping JFK Kid Safe and car free permanently.

I have heard that the museums are concerned about free public parking and ADA access, and Recreation and Parks reports there are over **3,500 free public parking spaces** in Golden Gate Park, most concentrated near the museums, along with countless more free parking spots along Fulton and Lincoln. Surely there are ways to solve for ADA access — like the garage built for the museums — that don't put children and seniors at risk, and ruin the oasis that has been created in the Park. The city and the museums can find a solution that does not destroy the most important protected space in the heart of Golden Gate Park.

We are counting on you to publicly support keeping JFK and Golden Gate Park safe for kids and all people!

Thank you, Brianne San Francisco, 94121

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: San Francisco Planning Department Policy/Program - Shared Spaces (Parklets)

**Date:** Tuesday, April 27, 2021 8:20:00 AM

From: Richard Skaff < richardskaff1@gmail.com>

Sent: Monday, April 26, 2021 3:41 PM

**To:** Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Administrator, City (ADM) <city.administrator@sfgov.org>

**Cc:** Bohn, Nicole (ADM) <nicole.bohn@sfgov.org>; Deborah (Debby)Kaplan <debkap301@gmail.com>; Ida A. Clair <ida.clair@dgs.ca.gov>; Mia Marvelli <mia.marvelli@dgs.ca.gov>; Michael Nearman <michael.nearman@dgs.ca.gov>

Subject: San Francisco Planning Department Policy/Program - Shared Spaces (Parklets)

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

Mayor Breed and the San Francisco Board of Supervisors

I'm writing to you to ask that you direct the City Planning Director to cease his Department's efforts to create the City/Planning Department "Shared Spaces" program.

During last week's Planning Department Workshop, there were many individuals who spoke eloquently about their concerns regarding the proposed Shared Spaces Program as presently proposed and structured.

One of the concerns raised was the lack of any specificity regarding the state and federal mandates for both physical and "programmatic" accessibility. There is only cursory and inadequate language about those mandates presently included in the Program documents.

The second major failure of the Shared Spaces/Parklet Program is the almost complete lack of any details that define how the Shared Spaces/Parklets placed in a street parking lane will be created and what specific systems will be used/required by the Department's Shared Spaces/Parklet Program to physically protect members of the public from the intrusion of vehicles when the public is sitting/standing in those spaces.

The following is a URL with a video and written news article describing a recent event where a vehicle ran into a Shared Space/Parklet, injuring some of those sitting in that space.

### https://news.yahoo.com/2-injured-car-crashes-san-064019509.html

Please immediately inform me whether the development of the City's Shared Spaces/Parklet Program will immediately be suspended until the concerns regarding physical and programmatic accessibility for people with disabilities and the safety of those using those spaces are effectively and completely resolved.

I look forward to your timely response.

Richard Skaff, Executive Director
Designing Accessible Communities
Email: <a href="mailto:richardskaff1@gmail.com">richardskaff1@gmail.com</a>

Cell: 707-755-1681
"Fighting Hate
Teaching Tolerance
Seeking Justice" | The
Southern Poverty Law Center

From: <u>Kyle McMorrow</u>

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Safe #CarFreeJFK must be made permanent Date: Tuesday, April 27, 2021 11:34:48 AM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently -- your support is needed now more than ever.

San Francisco deserves more people-first spaces where residents and visitors can be active, enjoy nature, and spend time with friends and family. People of all ages and abilities have been flocking to JFK to enjoy the car-free space.

Keeping JFK car-free would allow these people (and countless others) to get outside, enjoy nature, improve their health, and visit attractions in the Park.

Best of all, keeping JFK car-free would allow people of all ages, abilities, and means to access our beautiful park by whatever method they prefer -- walking, biking, rolling, taking public transit, or driving a car -- thanks to the ample access options, including buses, shuttles, the 3,000+ free parking spots throughout the Park and along Lincoln Way and Fulton Street, and the parking garages underneath the Music Concourse.

Finally, this 3+ mile car-free connection between the panhandle and ocean beach is a critical active-transportation corridor (walk, run, bike, scoot, roll) that encourages the most environmental and climate-conscious means of running errands, getting to work, visiting friends, and taking children to school.

Please join me and countless other residents and advocacy organizations in supporting keeping JFK car-free forever.

Thanks again, and please take care.

-Kyle McMorrow

From: <u>Vincent Casotti</u>

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Safe #CarFreeJFK must be made permanent Date: Tuesday, April 27, 2021 1:56:56 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

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Please join me and countless other residents and advocacy organizations in supporting keeping JFK car-free forever.

Thanks again, and please take care.

Vincent Casotti

From: Sylvana Tunesi

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject: Safe #CarFreeJFK must be made permanent Date: Tuesday, April 27, 2021 2:26:48 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

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Please join me and countless other residents and advocacy organizations in supporting keeping JFK car-free forever.

Thanks again, and please take care.

From: Reesha K Singh

Subject:

sources.

Date:

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com
Safe #CarFreeJFK must be made permanent

Wednesday, April 28, 2021 3:11:10 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

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Please join me, along with countless other residents and advocacy organizations, in supporting keeping JFK car-free forever.

Thanks again, and please take care.

-Reesha

From: <u>Brian & Betty Katcher</u>

To: Ginsburg, Phil (REC); Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA)

Cc: Commission, Recpark (REC); MTABoard@sfmta.com; Board of Supervisors, (BOS); ChanStaff (BOS); Stefani,

Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS);

clerk@sfcta.org; hello@kidsafeggp.com

Subject:Safe #CarFreeJFK must be made permanentDate:Wednesday, April 28, 2021 6:04:30 PM

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

Dear Director Ginsburg, Mayor Breed, and Director Tumlin, Rec and Park Commissioners, and members of the Board of Supervisors,

Thank you for your continued support of Car-Free JFK! Having car-free space in our largest park has been an eye-opening and uplifting experience for me and countless other people in our city.

Writing to urge you to support keeping JFK car-free permanently — your support is needed now more than ever.

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Please join me, along with countless other residents and advocacy organizations, in supporting keeping JFK car-free forever.

Thanks again, and please take care.

Sent from my gadget

BOS-11 File No. 210059

From: Board of Supervisors, (BOS)

To: **BOS-Supervisors** 

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

FW: Public Comment in Support of SB 110 BoS Public Safety Item #4 4/22 - BOS File No. 210059 Subject:

Date: Thursday, April 29, 2021 2:53:00 PM

Attachments: image001.pnq

From: Carroll, John (BOS) < john.carroll@sfgov.org>

**Sent:** Friday, April 23, 2021 12:29 PM To: Paul Aguilar <sfpaulie@gmail.com>

Subject: RE: Public Comment in Support of SB 110 BoS Public Safety Item #4 4/22 - BOS File No.

210059

Thank you for your message.

I'm adding your communication to the official file in the matter of this resolution. By copy of this message to the board.of.supervisors@sfgov.org email address, it is being forwarded to the Board of Supervisors for their consideration.

Regards,

# John Carroll **Assistant Clerk**

**Board of Supervisors** San Francisco City Hall, Room 244 San Francisco, CA 94102 (415) 554-4445

(VIRTUAL APPOINTMENTS) To schedule a virtual meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.



Click here to complete a Board of Supervisors Customer Service Satisfaction form.

The Legislative Research Center provides 24-hour access to Board of Supervisors legislation and archived matters since August 1998.

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: Paul Aguilar <<u>sfpaulie@gmail.com</u>> Sent: Thursday, April 22, 2021 12:12 PM

To: Carroll, John (BOS) < <i >iohn.carroll@sfgov.org>

Subject: Public Comment in Support of SB 110 BoS Public Safety Item #4 4/22

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

My name is Paul Aguilar. I'm a fourth generation native San Franciscan who lives in District 7. I was also one of the original team to design and implement Proposition 36 herte in San Francisco in the year 2000.

These incentive programs, Prop to be specific was one of the factors that saved my partner's life. His participation in the PROP program was a perfect way for him to see that he could stop his substance use which eventually lead him to admitting himself into a 6 month residential program and ultimately achieving a significant amount of clean time. And because of this gateway into treatment, he also was diagnosed with and gained treatment for his schizophrenia. Were it NOT for the Prop program he would still be on the streets most likely dead. Now he's employed, owns his own home, has been abstinent from meth for three years, is able to treat his anxiety and other mental health issues with cannabis and other prescribed medications.

The bottom line is if it weren't for the Prop incentive program, he wouldn't be where he is today.

I ask that you please put your full support behind this resolution

Res Ipsa Loquitor - The thing speaks for itself Paul A. Aguilar - He/Him/His 415.577.7755 - mobile

Honorem ¤ Sapientia ¤ Virtus ¤ Fortitudo Honor ¤ Wisdom ¤ Courage ¤ Strength

Read "Get Rid of the Term AIDS (How My Entire Life Suddenly Became Parenthetical)" <a href="https://aumag.org/2020/03/17/get-rid-of-the-term-aids/">https://aumag.org/2020/03/17/get-rid-of-the-term-aids/</a>

Read "The Test"

https://aumag.org/2019/08/06/the-test-nonfiction-by-paul-a-aguilar/

Read "Never Forget Your First" <a href="https://aumag.org/2019/01/10/never-forget-your-first-nonfiction-by-paul-a-aguilar/">https://aumag.org/2019/01/10/never-forget-your-first-nonfiction-by-paul-a-aguilar/</a>

BOS-11 File No. 210286

From: Mchugh, Eileen (BOS)

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Major, Erica (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS);

Nagasundaram, Sekhar (BOS)

Subject: FW: SUPPORTING BOS Land Use and Transportation Committee Agenda Item #3 [Planning Code - Landmark

Designation - Lyon-Martin House, 651 Duncan Street] File #210286

**Date:** Monday, April 26, 2021 11:08:00 AM

From: aeboken <aeboken@gmail.com> Sent: Sunday, April 25, 2021 10:12 PM

**To:** BOS-Supervisors <br/>
<br/>
bos-supervisors@sfgov.org>; BOS-Legislative Aides <br/>
<br/>
bos-

legislative\_aides@sfgov.org>

Subject: SUPPORTING BOS Land Use and Transportation Committee Agenda Item #3 [Planning Code

- Landmark Designation - Lyon-Martin House, 651 Duncan Street] File #210286

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

TO: Board of Supervisors members

I am supporting the landmark designation of the Lyon-Martin House as **it's** an integral part of San Francisco's LGBTQ history.

Eileen Boken

Coalition for San Francisco Neighborhoods\*

\* For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone

BOS-11 File No. 210294

From: Board of Supervisors, (BOS)

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

**Subject:** FW: A Letter to the Board of Supervisors about San Francisco City College

**Date:** Tuesday, April 27, 2021 8:49:00 AM

From: JULIE PITTA <julie.pitta@gmail.com> Sent: Monday, April 26, 2021 4:04 PM

Subject: A Letter to the Board of Supervisors about San Francisco City College

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

April 26, 2021

The San Francisco County Board of Supervisors

Supervisor Shamann Walton, President

Supervisors Connie Chan, Matt Haney, Rafael Mandelman, Gordon Mar, Myrna Melgar, Aaron Peskin, Dean Preston, Hillary Ronen, Ahsha Safai and Catherine Stefani, Members

San Francisco City Hall

One Dr. Carlton B. Goodlett Place, Room 244

San Francisco, California 94102

Dear President Walton and Members of the Board of Supervisors:

We are Richmond District Rising, a community action group committed to building electoral and political power for working class people, people of color, and other historically oppressed communities to ensure a progressive, liberated and equitable Richmond District. We are writing today to ask that the San Francisco Board of Supervisors devote a portion of the city's \$1 billion in emergency funds to City College.

Facing a \$33 million deficit, City College's administration has issued layoff notices to 163 full-time and 447 part-time faculty. Those cuts, which represent a 65 percent reduction in the school's teaching staff, would devastate City College. They would eliminate 50 percent of the classes for English-language learners, 40 percent of those for the disabled, and would force City College to turn away as many as 31,000 students. Many will be from lower-income communities of color.

These cuts could not come at a worse time. COVID-19 has been unsparing. Many San Franciscans have already lost their jobs and many more will join them on the unemployment line. During the Great Recession of 2008, out-of-work Californians returned to community colleges in record numbers to retrain and re-enter the workforce. A similar increase is expected post-pandemic. The administration's cutbacks threaten to decimate City College when San Franciscans need it most.

They threaten to undermine City College's mission. Founded in 1935, City College was established to offer an accessible and quality education to all San Franciscans. Among the roles it served, was training students for middle-skill jobs which require more than a high-school diploma, but less than a college degree. These graduates became the engine for the post-war boom.

Today's middle-skills workers include electricians, nurses, and software coders and they represent as much

as a third of the nation's workforce. Without City College, San Franciscans hoping to train for those positions face limited, and far more expensive, options.

Emergency funding would allow City College to retain faculty and staff, ensure that vocational-training programs, critical to returning San Franciscans to work in a post-pandemic world, remain intact. Finally, it would maintain other critical programs like English-as-a-Second-Language (ESL). It would return City College to financial stability, giving its board of trustees, administration, faculty and students to consider future options.

Those who established California's community colleges at the turn of the last century understood that education, beyond high school, was good not only for individuals but for society. We ask that the Board of Supervisors demonstrate similar vision as it considers how to deploy the city's emergency funds. Sincerely,

Members of the Governing Board Richmond District Rising

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Jalipa, Brent (BOS)

Subject: FW: Support for our CCSF

**Date:** Wednesday, April 28, 2021 8:31:00 AM

----Original Message-----

From: Cindy <wxunhua@icloud.com> Sent: Tuesday, April 27, 2021 4:26 PM

To: Board of Supervisors, (BOS) <box>
<br/>
dos.supervisors@sfgov.org>

Subject: Support for our CCSF

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

Dear Supervisor Walton:

My name is Cindy Wang.

I am an ESL student at CCSF.

I need English to acculturate to a new country. Without English, I feel really isolated.

Without English, I can only communicate with my family. This limits my opportunities to make friends and be a part of my community. CCSF offers free high quality ESL classes. Most immigrants don't have a lot of extra money. We need affordable education. Every person in SF, especially immigrants, need access to affordable classes.

I am asking you to please support the extra funding for CCSF.

Sincerely Cindy 4/27/2021

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: Final summary/More/Additions Cannabis Oversight Com app/BOS/Rules Com 04/26/21

**Date:** Monday, April 26, 2021 10:06:00 AM

Attachments: CP OC.odt

From: Charles Pappas <nberkhills@sbcglobal.net>

**Sent:** Sunday, April 25, 2021 9:30 PM

**To:** Hepner, Lee (BOS) <lee.hepner@sfgov.org>; Charles Pappas <nberkhills@outlook.com>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Angulo, Sunny (BOS) <sunny.angulo@sfgov.org>; Angulo Sunny (BOS) <sunny.angulo@sfgov.org>; Chan, Victor (BOS) <victor.young@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Office of Cannabis (ADM) <officeofcannabis@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

**Cc:** Steph Tucker <sagenetsf@gmail.com>; Raymond Gamley <raymondgamley@comcast.net>; Peter Engerone <peterengerone@gmail.com>; Elizabeth Greene <chezgreene@sbcglobal.net> **Subject:** Final summary/More/Additions Cannabis Oversight Com app/BOS/Rules Com 04/26/21

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#### Charles Pappas Sum: Cannabis Oversight Committee Appt

"Briefly again, because of continued increased, piqued COC appt interest: now to express/clarify reasoning choices further and primarily, seeking the SF disabled community more represented generally/throughout SF.

Specifically, I am a most qualified representative- medical cannabis patients, seat 16.

Secondarily, my <u>8 years experience as a Berkeley Cannabis Commissioner</u> certainly help to <u>increase the Oversight Committee span, scope, productivity</u>, especially considering the <u>already existing qualified and talented Oversight Committee members</u>.

Qualified experience- seats 16 (above), 15 14 13 12 (see email below for more details)

seat 15- work force, economic development- Divinity Tree 2005-12 SF

seat 14- experience CA cannabis laws regulations- Bureau of Cannabis Control

meeting attendance, contact as Berkeley Cannabis Commission

seat 13- Equity Applicant- similar Police Code status SF license, fed intervention

seat 12- owner cannabis storefront retailer- formerly Divinity Tree 2005-12, SF PS For CP summary and seat applicant list with incumbents see attachment

From: Charles Pappas

To: aaron peskin ; Angulo Sunny (BOS)

Cc: Steph Tucker; Raymond Gamley; PETER ENGER; Elizabeth Greene

Sent: Tuesday, April 20, 2021

Subject: More/Additions Cannabis Oversight Committee application/BOS/Rules Com 04/26/21

Dear Supervisor Peskin,

Please indulge a few sentences of additional public comment which I will try to add next Monday, if given the opportunity.

"I truly appreciate and <u>respect the concept</u> of allowing <u>incumbent members reappointment</u> considering the <u>travails of a Covid-19 year</u>.

Nevertheless, I hope you will consider my <u>8 year experience of Berkeley medical and then Cannabis Commission membership</u>, as well as being elected chairman and vice chairman half that time period.

Since then I've <u>attended numerous CA Bureau of Cannabis Control meetings</u>, many of <u>their sub-committees</u>, as well as meeting and <u>contact with Bureau Director Lori Ajax</u>, and then <u>Attorney Alex Traverso</u>.

After forming Community Partnership 4 Health in Berkeley (2015) and navigating, the cannabis business application/licensing permitting process which the then Berkeley Medical Cannabis Commission had initiated, formulated, proposed from 2011-2014, I have also been seeking appropriate locations in San Francisco for reopening the successful 2005-12, SF permitted 2007 Divinity Tree Patients' Wellness Coop, on Geary St in the Tenderloin.

Unfortunately, by the <u>end of 2014 both Planning Department and Board of Appeals</u> judged my <u>Divinity Tree permit 'abandoned due to 18 month closure</u>' despite a <u>6 month discrepancy between the Planning Commission and SF DPH</u>, for when business operations ceased.

Finally, while I confess to a more common inclusion, as a white male heterosexual, I do have the <u>diverse qualities of being a senior citizen</u>, with a <u>severe disability and wheelchair bound for over 47 years</u> with a <u>vast amount of cannabis experience</u>, spiritually socially medicinally."

Peace and Love, Stay Safe and Healthy

Charley Pappas 510-486-2686 H, 510-501-2686 C

ps I have 2 attachments about the Oversight Committee and previous overview.

## On Sunday, April 18, 2021, Charles Pappas wrote:

Dear Supervisor Peskin,

As a member of the Rules Committee please consider my application for membership on the Cannabis Oversight Committee. My resume and support letters are attached.

As mutual friends of Bobby Lu from North Beach, you might remember our meeting 6 or 7 years ago at a bar at 7th and Brannan. I am in a wheelchair and a later conversation you forewarned me predictable trouble with the Board of Appeals!

At that time I knew most of the BOS but presently only you. Hi to Sunny assuming she is still with you!! Peace and Love, Stay Safe and Healthy

Charley Pappas

510-486-2686 H 510-501-2686 c nberkhills@sbcglobal.net

ps Any pre-meeting contact is welcome. It was difficult applying more timely with late notice. I applied for several spots appropriate to my qualifications without knowing what members would be reapplying or leaving.

From: Charles Pappas

To: Rafael Mandelman; Chan Connie (BOS)

Cc: Steph Tucker; Raymond Gamley; PETER ENGER

Sent: Sunday, April 18, 2021,

Subject: Additions To Cannabis Oversight Committee application/Board of Supervisors - Rules Com

04/19/21

Dear Supervisors,

I have attached resume and recommendations of support because I would like to be considered for membership on the Cannabis Oversight Committee.

Please pardon the lateness of this notice. I plan to attend the Zoom meeting and would welcome any contact with you your staff, even before the Rules Committee starts.

Peace and Love, Stay Safe and Healthy

Charley Pappas 510-486-2686 h 510-501-2686 c <u>nberkhills@sbcglobal.net</u>

From: Charles Pappas

**To:** SFGovTV, DT (TIS); Board of Supervisors, (BOS); Chan, Connie (BOS); Haney, Matt (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mandelman, Rafael (BOS); Law, Ray (ADM); Young, Victor (BOS)

Cc: Steph Tucker; Peter Engerone; San Francisco Office of Cannabis

Sent: Sunday, April 18, 2021

**Subject:** Additions To Cannabis Oversight Committee application/Board of Supervisors - Rules Com 04/19/21

Dear Victor Young, Rules Committee;

I am attaching below letters of support and a resume for my cannabis oversight membership application. Thank you for your attention and consideration.

Peace and Love, Stay Safe and Healthy,

Charles Pappas 510-486-2686 h 510-501-2686 c

ps The application process would have been easier with a full 8 days agenda announcement before the April 19 Rules Committee meeting. Also, knowing what commission seats would be available, or would be reappointed, could have helped as well.

Re: RESPONSE REQUIRED: Consideration of Applications and Appointments - Boards and Commissions

- · Charles Pappas
- To: Young, Victor (BOS)

Bcc: Peter Engerone, Steph Tucker, Raymond Gamley, Regent Press, Catherine Katt Fri, Apr 16

Dear Victor Young and Rules Committee,

Thank you for your review and consideration so far, and replying to my Cannabis Oversight Committee membership application. I plan to attend the Remote Meeting on Monday, April 19,2021 at 10:00am, Rules Committee Meeting.

Also prior to the meeting I will contact the Rules Committee Supervisors or their legislative aides as recommended. Because I did not provide a resume or letters of support with my application I will ask them if I should send in this additional information.

Again, thank you for your time and consideration.

Peace & Love, Safe & Healthy

Charles Pappas c 510-501-2686 h 510-486-2686

RESPONSE REQUIRED: Consideration of Applications and Appointments - Boards and Commissions

Young, Victor (BOS) Cc:Hepner, Lee (BOS), Office of Cannabis (ADM), Law Ray (ADM) Thu, Apr
 15

Dear Applicants,

# Monday, April 19, 2021 at 10:00 a.m. - REMOTE MEETING

Cannabin Oversight Committee

Please confirm you will be in attendance (remotely) by replying to this e-mail.

You will be expected to remotely attend the hearing, speak on your qualifications, and respond to any questions from the Supervisors. Supervisors will have been provided your application, resume (if provided), and any letters of support—please expect that they have reviewed them—however, in preparing your remarks, provide a brief background (2-3 minutes) of your qualifications.

## **BEST PRACTICES**

- Call from a Quiet location
- Speak slowly and clearly
- Turn down any televisions or radios around you

You should contact Rules Committee Supervisors (Peskin, Mandelman and Chan), if you

have not done so already, to introduce yourself. If a Supervisor is not available, ask to speak with or meet with a legislative aide. Contact information is provided below.

### What to expect at Committee

- 1. Anticipate item(s) before yours. Barring any complications or questions, you can estimate when your hearing item should be called.
- 2. The Chair will call upon applicants to speak in the same order as listed on the agenda.
- 3. Limit concise comments to 2 minutes or less.
- 4. Provide a brief overview of your qualifications; speak specifically to how your experience matches the requirements of the seat(s) to which you are applying.
- 5. Speak to your goals, should you be appointed: why do you want to be appointed? what do you hope to accomplish?
- 6. (For reappointments: The Supervisors will also be interested in hearing your perspective on the work that the body has done and why you want to serve: what are your goals and plans for the future of the body? What else could the body be doing?)
- 7. Supervisors may ask whether or not you have previously attended meetings and whether or not you have participated in the body's work.
- Following your presentation, Supervisors may ask additional questions, but do not always do so. If so, you will be provided additional time to respond as necessary.
- After all applicants have spoken, speakers may testify on applicants'
  qualifications during public comment. This can be in addition to their letters of
  recommendation.

Letters of support or other documentation may also be given to me prior to the hearing, and I will distribute those to the Supervisors and include them with your application packet.

Rules Committee Supervisors will be recommending appointment(s) to the full Board of Supervisors for consideration. You may contact them directly with information provided below:

Supervisor Aaron Peskin, Chair (aaron.peskin@sfgov.org)

Aide: Lee Hepner (<u>lee.hepner@sfgov.org</u>)

Main Office: (415) 554-7454

Supervisor Rafael Mandelman, Vice Chair (Rafael.mandelman@sfgov.org)

Aides: MandelmanStaff@sfgov.org

Main Office: (415) 554-6968

Supervisor Connie Chan, Member (connie.chan@sfgov.org)

Aide: Ian Fregosi (<u>ian.fregosi@sfgov.org</u>)

Main Office: (415) 554-7410

If you have any questions or concerns in the meantime, don't hesitate to call or email.

Thank you again for your interest!

Victor Young Board of Supervisors

# Sunshine Ordinance Task Force

 Your application to the one of be below listed bodies will be considered by the Board of Supervisors Rules Committee at the following remote meeting (agenda attached):

Charles Pappas To:Victor.Young, Cc:Schwartz, Jeremy (ADM), Steph Tucker, Mon, Mar 15 Dear Victor Young,

could you please give me a call or Email me regarding when to apply for Cannabis oversight Committee appointments. I believe I qualified for appointment categories 12-16 (especially the latter #16). Thank you for your time and attention.

Yours truly,

Charles Pappas c: 5105012686 h: 5104862686 e: <a href="mailto:nberkhills@sbc-global.net">nberkhills@sbc-global.net</a>

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS); Young, Victor (BOS)

Subject: FW: Recommendation for Charles Pappas, Cannabis Oversight Committee

**Date:** Monday, April 26, 2021 10:07:00 AM

From: chezgreene <chezgreene@sbcglobal.net>

Sent: Sunday, April 25, 2021 10:44 PM

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

**Cc:** nberkhills@sbcglobal.net

Subject: Recommendation for Charles Pappas, Cannabis Oversight Committee

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

## To Whom it May Concern –

I am writing to support Charles Pappas' application to the San Francisco Cannabis Oversight Committee. Charley served on the Berkeley Cannabis Commission for eight years, and was Chair of the Commission for three of those years. The commission worked to develop recommendations for recreational cannabis and medical cannabis regulations and procedures for the City of Berkeley. These regulations covered all aspects of the cannabis industry in Berkeley, including sales, cultivation, and manufacturing, and were among the first cannabis regulations to be adopted in California. Berkeley's regulations also included innovative features such as free cannabis for low-income patients and greenhouse gas standards for grow facilities. Charley was a key member of the commission and was heavily involved in crafting the commission recommendations that were forwarded to the City Council.

Charley has been involved in the cannabis industry for many years as a business owner and an industry advocate. His energy and industry knowledge would make him an effective member of San Francisco's Cannabis Oversight Committee.

Sincerely, Elizabeth Greene Former Secretary, Berkeley Cannabis Commission

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Ng, Wilson (BOS);

Mchugh, Eileen (BOS)

Subject: FW: Thank you / Cannabis Oversight Committee appointments

**Date:** Monday, April 26, 2021 2:47:00 PM

Attachments: CP OC.odt

From: Charles Pappas <nberkhills@sbcglobal.net>

Sent: Monday, April 26, 2021 2:08 PM

**To:** Hepner, Lee (BOS) <lee.hepner@sfgov.org>; Charles Pappas <nberkhills@outlook.com>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Angulo, Sunny (BOS) <sunny.angulo@sfgov.org>; Angulo Sunny (BOS) <sunny.angulo@sfgov.org>; Chan, Victor (BOS) <victor.young@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Office of Cannabis (ADM) <officeofcannabis@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

**Cc:** Steph Tucker <sagenetsf@gmail.com>; Raymond Gamley <raymondgamley@comcast.net>; Peter Engerone peterengerone@gmail.com>; Elizabeth Greene <chezgreene@sbcglobal.net>; brendan@hallinan-law.com; Bill Panzer <215lawyer@gmail.com>

**Subject:** Thank you / Cannabis Oversight Committee appointments

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

Dear Rules Committee / BOS,

I concur with your reappointments of previous Oversight Committee members and especially the addition of Brendan Hallinan Seat 14. However the large number and qualifications of so many other applicants is most notable with important considerations.

Past, present and future, local and statewide, cannabis regulations and their modifications and necessary improvements should be continually investigated, formulated with public expert pre-existing and existing cannabis operator input.

While quite understandably Equity concerns have been the main focus of the Oversight Committee, the difficulties of Equity Applicants mirror the problems facing most pre-existing cannabis operations in California: e.g. ergo excessive high priced local and statewide dual licensing cost; 70 % statewide localities prohibiting cannabis distribution (sales, delivery); cannabis prices determined by taxes, fees rather than production cost; up to 70 % less than expected state tax revenue from cannabis operations; another 70 % lack of previous existing (50 years) cannabis businesses' inclusion in current state regulation model; from 1996 to 2016 only caregiver private/public none profit collective cannabis regulations, currently outlawed!

In conclusion with the Office of Cannabis help I hope the current Oversight Committee appointees will be inspired to increase their scope span and productivity. San Francisco has always demonstrated the most forward thinking, implementation regulation regarding cannabis, planetary speaking.

"All marijuana is medical", Dennis Peron.

Peace & Love, Safe & Healthy Charley Pappas /Co-founder, chairman Divinity Tree Patients Coop, SF On Sunday, April 25, 2021, 09:30:28 PM PDT, Charles Pappas <a href="mailto:nberkhills@sbcglobal.net">nberkhills@sbcglobal.net</a>> wrote:

#### Charles Pappas Sum: Cannabis Oversight Committee Appt

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Qualified experience- seats 16 (above), 15 14 13 12 (see email below for more details)

seat 15- work force, economic development- Divinity Tree 2005-12 SF

seat 14- experience CA cannabis laws regulations- Bureau of Cannabis Control

meeting attendance, contact as Berkeley Cannabis Commission

seat 13- Equity Applicant- similar Police Code status SF license, fed intervention

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From: Charles Pappas

To: aaron peskin; Angulo Sunny (BOS)

Cc: Steph Tucker; Raymond Gamley; PETER ENGER; Elizabeth Greene

Sent: Tuesday, April 20, 2021

Subject: More/Additions Cannabis Oversight Committee application/BOS/Rules Com 04/26/21

Dear Supervisor Peskin,

Please indulge a few sentences of additional public comment which I will try to add next Monday, if given the opportunity.

"I truly appreciate and <u>respect the concept</u> of allowing <u>incumbent members reappointment</u> considering the <u>travails of a Covid-19 year</u>.

Nevertheless, I hope you will consider my <u>8 year experience of Berkeley medical and then Cannabis Commission membership</u>, as well as being elected chairman and vice chairman half that time period.

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Peace and Love, Stay Safe and Healthy

Charley Pappas 510-486-2686 H, 510-501-2686 C

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510-486-2686 H 510-501-2686 c nberkhills@sbcglobal.net

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From: Charles Pappas

To: Rafael Mandelman; Chan Connie (BOS)

Cc: Steph Tucker; Raymond Gamley; PETER ENGER

Sent: Sunday, April 18, 2021,

Subject: Additions To Cannabis Oversight Committee application/Board of Supervisors - Rules Com

04/19/21

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Charley Pappas 510-486-2686 h 510-501-2686 c nberkhills@sbcglobal.net

From: Charles Pappas

**To:** SFGovTV, DT (TIS); Board of Supervisors, (BOS); Chan, Connie (BOS); Haney, Matt (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mandelman, Rafael (BOS); Law, Ray (ADM); Young, Victor (BOS)

Cc: Steph Tucker; Peter Engerone; San Francisco Office of Cannabis

Sent: Sunday, April 18, 2021

**Subject:** Additions To Cannabis Oversight Committee application/Board of Supervisors - Rules Com 04/19/21

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Re: RESPONSE REQUIRED: Consideration of Applications and Appointments - Boards and Commissions

- Charles Pappas
- To: Young, Victor (BOS)

Bcc: Peter Engerone, Steph Tucker, Raymond Gamley, Regent Press, Catherine Katt Fri, Apr 16

Dear Victor Young and Rules Committee,

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Again, thank you for your time and consideration.

Peace & Love, Safe & Healthy

RESPONSE REQUIRED: Consideration of Applications and Appointments - Boards and Commissions

Young, Victor (BOS) Cc:Hepner, Lee (BOS), Office of Cannabis (ADM), Law Ray (ADM) Thu, Apr
 15

Dear Applicants,

# Monday, April 19, 2021 at 10:00 a.m. - REMOTE MEETING

• Cannabin Oversight Committee

Please confirm you will be in attendance (remotely) by replying to this e-mail.

You will be expected to remotely attend the hearing, speak on your qualifications, and respond to any questions from the Supervisors. Supervisors will have been provided your application, resume (if provided), and any letters of support—please expect that they have reviewed them—however, in preparing your remarks, provide a brief background (2-3 minutes) of your qualifications.

## **BEST PRACTICES**

- Call from a Quiet location
- Speak slowly and clearly
- Turn down any televisions or radios around you

<u>You should contact Rules Committee Supervisors</u> (Peskin, Mandelman and Chan), if you have not done so already, to introduce yourself. If a Supervisor is not available, ask to speak with or meet with a legislative aide. Contact information is provided below.

#### What to expect at Committee

- 1. Anticipate item(s) before yours. Barring any complications or questions, you can estimate when your hearing item should be called.
- 2. The Chair will call upon applicants to speak in the same order as listed on the agenda.
- 3. Limit concise comments to 2 minutes or less.
- 4. Provide a brief overview of your qualifications; speak specifically to how your experience matches the requirements of the seat(s) to which you are applying.
- 5. Speak to your goals, should you be appointed: why do you want to be appointed? what do you hope to accomplish?
- 6. (For reappointments: The Supervisors will also be interested in hearing your perspective on the work that the body has done and why you want to serve: what are your goals and plans for the future of the body? What else could the body be doing?)
- 7. Supervisors may ask whether or not you have previously attended meetings and whether or not you have participated in the body's work.
- 8. Following your presentation, Supervisors may ask additional questions, but do

- not always do so. If so, you will be provided additional time to respond as necessary.
- After all applicants have spoken, speakers may testify on applicants'
  qualifications during public comment. This can be in addition to their letters of
  recommendation.

Letters of support or other documentation may also be given to me prior to the hearing, and I will distribute those to the Supervisors and include them with your application packet.

Rules Committee Supervisors will be recommending appointment(s) to the full Board of Supervisors for consideration. You may contact them directly with information provided below:

Supervisor Aaron Peskin, Chair (aaron.peskin@sfgov.org)

Aide: Lee Hepner (<u>lee.hepner@sfgov.org</u>)

Main Office: (415) 554-7454

Supervisor Rafael Mandelman, Vice Chair (Rafael.mandelman@sfgov.org)

Aides: MandelmanStaff@sfgov.org

Main Office: (415) 554-6968

Supervisor Connie Chan, Member (connie.chan@sfgov.org)

Aide: Ian Fregosi (ian.fregosi@sfgov.org)

Main Office: (415) 554-7410

If you have any questions or concerns in the meantime, don't hesitate to call or email.

Thank you again for your interest!

Victor Young Board of Supervisors

Sunshine Ordinance Task Force

 Your application to the one of be below listed bodies will be considered by the Board of Supervisors Rules Committee at the following remote meeting (agenda attached):

Charles Pappas To:Victor.Young, Cc:Schwartz, Jeremy (ADM), Steph Tucker, Mon, Mar 15 Dear Victor Young,

could you please give me a call or Email me regarding when to apply for Cannabis oversight Committee appointments. I believe I qualified for appointment categories 12-16 (especially the latter #16). Thank you for your time and attention.

Yours truly,

Charles Pappas c: 5105012686 h: 5104862686 e: <a href="mailto:nberkhills@sbc-global.net">nberkhills@sbc-global.net</a>

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

**Subject:** FW: SOTF & BoS Must Endorse AB339 and SB16

Date: Monday, April 26, 2021 10:40:00 AM
Attachments: SOTF BoS Must Endorse AB339 and SB16.msg

----Original Message-----

From: Anonymous Records Requester <arecordsrequestor@protonmail.com>

Sent: Monday, April 26, 2021 10:15 AM

To: Bruce Wolfe (Chair, SOTF, SF) <sotf@brucewolfe.net>; SOTF, (BOS) <sotf@sfgov.org> Cc: SFPD, Commission (POL) <SFPD.Commission@sfgov.org>; Board of Supervisors, (BOS)

<board.of.supervisors@sfgov.org>; Scott, William (POL) <william.scott@sfgov.org>; Raju, Manohar (PDR)

<manohar.raju@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Cityattorney

<Cityattorney@sfcityatty.org>

Subject: SOTF & BoS Must Endorse AB339 and SB16

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

From: Anonymous Records Requester

To: Bruce Wolfe (Chair, SOTF, SF); SOTF, (BOS)

Cc: SFPD, Commission (POL); Board of Supervisors, (BOS); Scott, William (POL); Raju, Manohar (PDR); Calvillo,

Angela (BOS); Cityattorney

Subject: SOTF & BoS Must Endorse AB339 and SB16

Date: Monday, April 26, 2021 10:14:59 AM

Attachments: signature.asc

## Dear Chair and Members of SOTF.

As a public communication for distribution to all members

Under your authority to advise the Board on matters regarding public access, this Task Force should discuss AB339 and SB16 on its agenda, endorse both of them as a Task Force, and advise the Board to make a resolution in support of both.

AB339, by Assembly Members Alex Lee and Cristina Garcia, strengthens criminal penalties against public officials who evade public meetings law, requires permanent telephonic access (in addition to in person access) for public meetings after COVID, and improves access for people who speak languages other than English. It is endorsed by the First Amendment Coalition and the ACLU. Remote participation makes government truly accessible to many who have neither the time nor ability to physically attend a meeting, and those, like me, who prefer to be anonymous. Consider the number of citizens unable to have their say in government because they cannot leave home to sit for hours in City Hall waiting for public comment because they need to work, or have a disability (that currently requires special arrangement for call-in), or have someone to take care of at home.

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\_id=202120220AB339

SB16 strengthens the CPRA and SB1421 by expanding the kinds of police personnel records that are subject to disclosure, and also adding whistleblower protection. It is endorsed by the First Amendment Coalition, California Broadcasters Association, California Black Media, Ethnic Media Services, and California News Publishers Association. Records of potential police misconduct are of the highest public concern and their disclosure must continue to be expanded, including by closing some of the loopholes that exist for officers that resign during investigations and shortening the delays allowed in disclosures. Read CNPA's great analysis here: <a href="https://firstamendmentcoalition.org/2021/04/fac-supports-senate-bill-16-to-improve-police-transparency-in-california/">https://firstamendmentcoalition.org/2021/04/fac-supports-senate-bill-16-to-improve-police-transparency-in-california/</a>

Every effort to improve access by the people to their own government is crucial to a more informed electorate, which maintains our representative democracy. Officials who oppose higher transparency show contempt for those who put them in office. SOTF and the Board must support both of these improvements to access.

Regards,

Anonymous

Twitter @journo\_anon

# **IMPORTANT**:

1. If you are a public official: I intend that these communications all be disclosable public records, and I will not hold in confidence any of your messages, notwithstanding any notices

to the contrary.

- 2. If you are NOT a public official: This communication is confidential and may contain unpublished information or confidential source information, protected by the California Shield Law, Evidence Code sec. 1070. I am a member of the electronic media and regularly publish information about the conduct of public officials.
- 3. I am not a lawyer. Nothing herein is legal, IT, or professional advice of any kind. The author disclaims all warranties, express or implied, including but not limited to all warranties of merchantability or fitness. In no event shall the author be liable for any special, direct, indirect, consequential, or any other damages whatsoever.
- 4. The digital signature (signature asc attachment), if any, in this email is not an indication of a binding agreement or offer; it merely authenticates the sender.

Sent from ProtonMail for iOS

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: SFMTA Black Employee Concerns - SFMTA HR Director Telecommuting Under Terms of Family Medical Leave

**Date:** Monday, April 26, 2021 9:18:00 AM

From: Black Employee Alliance <blackemployeealliance@gmail.com>

**Sent:** Saturday, April 24, 2021 5:41 PM

**Cc:** John Doherty <idoherty@ibew6.org>; cityworker@sfcwu.org; Charles Lavery <clavery@oe3.org>; mbrito@oe3.org; tneep@oe3.org; oashworth@ibew6.org; debra.grabelle@ifpte21.org; kgeneral@ifpte21.org; Jessica Beard <jbeard@ifpte21.org>; tmathews@ifpte21.org; Vivian Araullo <varaullo@ifpte21.org>; ewallace@ifpte21.org; aflores@ifpte21.org; smcgarry@nccrc.org; larryjr@ualocal38.org; jchiarenza@ualocal38.org; SEichenberger@local39.org; Richard Koenig <richardk@smw104.org>; anthonyu@smw104.org; Charles, Jasmin (MTA) <Jasmin.Charles@sfmta.com>; twulocal200@sbcglobal.net; roger marenco <rmarenco@twusf.org>; pwilson@twusf.org; Theresa Foglio <laborers261@gmail.com>; bart@dc16.us; dharrington@teamster853.org; MLeach@ibt856.org; jason.klumb@seiu1021.org; theresa.rutherford@seiu1021.org; XiuMin.Li@seiu1021.org; Hector Cardenas <Hector.Cardenas@seiu1021.org>; pmendeziamaw@comcast.net; mjayne@iam1414.org; raquel@sfmea.com (contact) <raquel@sfmea.com>; christina@sfmea.com; criss@sfmea.com; rudy@sflaborcouncil.org; l200twu@gmail.com; Local Twu <local200twu@sbcglobal.net>; lkuhls@teamsters853.org; staff@sfmea.com; president@sanfranciscodsa.com; SFDPOA@icloud.com; sfbia14@gmail.com; ibew6@ibew6.org; Haney, Matt (BOS) <matt.haney@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; SFPD, Commission (POL) <SFPD.Commission@sfgov.org>; Airport Commission Secretary (AIR) <airportcommissionsecretary@flysfo.com>; Commission, Fire (FIR) <fire.commission@sfgov.org>; DPH, Health Commission (DPH) <HealthCommission.DPH@sfdph.org>; info@sfwater.org; Koppel, Joel (CPC) <joel.koppel@sfgov.org>; Moore, Kathrin (CPC) <kathrin.moore@sfgov.org>; Chan, Deland (CPC) <deland.chan@sfgov.org>; Diamond, Susan (CPC) <sue.diamond@sfgov.org>; Fung, Frank (CPC) <frank.fung@sfgov.org>; Imperial, Theresa (CPC) <theresa.imperial@sfgov.org>; blackemployeesalliance@outlook.com

**Subject:** SFMTA Black Employee Concerns - SFMTA HR Director Telecommuting Under Terms of Family Medical Leave

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

Good afternoon Director Tumlin, Mayor Breed, Board of Supervisors, Civil Service Commission, MTA Board of Directors, and DHR Director –

Multiple SFMTA employees, BEA members, have approached the BEA about writing to you on their behalf, regarding concerns about work arrangements provided for members of your leadership team.

It has become widely known that Kimberly Ackerman, SFMTA Human Resources Director, has relocated back to the state of Virginia (her home state) to care for one of her family members who suffered illness, and has been working remotely from there since mid-2020. Put another way, the SFMTA Human Resources Director has been allowed to work out of state for more than seven months, due to reasons that would be associated with Family Medical Leave (and would be protected under the FMLA).

There are questions the employees would like to have answered, as well as several requests. Please consider this public records request under the Freedom of Information Act (FOIA):

- Has the SFMTA HR Director relocated back to Virginia for good? If not, what is the estimated timeframe she is due to return to San Francisco?
- If she has not relocated for good, how long did you approve this accommodation for? Please provide beginning and end dates, as well as her departure date out of California, and all dates worked out of state.
- Has she been approved for leave under the FMLA (whether intermittent on concurrent) for family medical leave? If so, please provide the number of hours taken since July 2020. If she has not been approved for leave under FMLA, does this mean that SFMTA has instituted a new policy that allows for employees to care for family members while working remotely, and furthermore not take leave? If this is the new policy, please provide a copy and the effective date?
- Please provide all time-off taken for Director Ackerman, since July 2020, based upon records reflected in PeopleSoft. Please include all types, and total number of hours, as well as remaining time accruals.
- Please confirm that you would provide/allow other employees who are able to work remotely, the opportunity to work out of state for more than six months if they needed to.
- Will the benefit to telecommute out of state for more than six months remotely while caring for family members, under terms of family leave, be available to all SFMTA employees, or other employees Citywide? If so, please provide the protocols to request these special accommodations. If not, please provide the reasons why you would not approve these terms for other employees in the future.
- What does the SFMTA's telecommuting policy state regarding employees telecommuting out of state for a period of six months or longer, under the reasons of caring for family members? What are the steps for approval?
- Are Mayor Breed, SF Board of Supervisors, SFMTA Board, Civil Service Commission, and DHR Director, aware of Director Ackerman's relocation? If so, how long have they been aware, and how were they made aware (e.g., Board meeting, email, verbally, etc.)? Please provide all

- written communication regarding your communications with all these entities regarding Director Ackerman's leave.
- Did Mayor Breed, SF Board of Supervisors, SFMTA Board, and Civil Service Commission approve Director Ackerman's out-of-state telecommuting arrangement, specifically allowing her to work remotely from Virginia, while caring for a family member?
- How does this align with the City's policies and employment practices regarding all employees represented under the Municipal Executives Association (MEA) contract, and broader employment practices? Please provide a copy of Director Ackerman's current Telecommuting agreement. If there is not one on file at the time of this request, please provide a statement explaining why she was not required to complete the City's telecommuting agreement.
- Please provide all dates and times all members of your executive leadership team have worked out of state since June 2020, as well as all leaves they have taken, and remaining time accruals.
- Please provide all meetings Director Ackerman cancelled because she was not available, since September 2020. Please include the titles, agendas, and all parties of these meetings.
- Please provide all meetings Director Ackerman was scheduled to attend, but did not attend, Since September 2020. Please include the titles, agendas, and all parties of these meetings.
- Please provide an account of all in-person meetings Director Ackerman attended since September 2020.
- Please provide a weekly print-out of Director Ackerman's schedule from Outlook, dating back to September 2020.

We expect a response within the standard FOIA timeframes. Please let us know if you have any questions and/or require additional clarification.

Sincerely,

Black Employees Alliance and Coalition Against Anti-Blackness

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

**Subject:** FW: Executive Team Message: Supporting Each Other

**Date:** Monday, April 26, 2021 10:15:00 AM

Attachments: image001.png

image005.png

From: Black Employee Alliance <blackemployeealliance@gmail.com>

Sent: Friday, April 23, 2021 2:52 PM

**To:** Ackerman, Kimberly (MTA) <Kimberly.Ackerman@sfmta.com>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Ayankoya, Josephine (MTA) <Josephine.Ayankoya@sfmta.com> **Cc:** John Doherty <jdoherty@ibew6.org>; cityworker@sfcwu.org; Charles Lavery <clavery@oe3.org>; mbrito@oe3.org; tneep@oe3.org; oashworth@ibew6.org; debra.grabelle@ifpte21.org;

kgeneral@ifpte21.org; Jessica Beard <jbeard@ifpte21.org>; tmathews@ifpte21.org; Vivian Araullo <varaullo@ifpte21.org>; ewallace@ifpte21.org; aflores@ifpte21.org; smcgarry@nccrc.org;

larryjr@ualocal38.org; jchiarenza@ualocal38.org; SEichenberger@local39.org; Richard Koenig <richardk@smw104.org>; anthonyu@smw104.org; Charles, Jasmin (MTA)

<Jasmin.Charles@sfmta.com>; twulocal200@sbcglobal.net; roger marenco <rmarenco@twusf.org>;
pwilson@twusf.org; Theresa Foglio <laborers261@gmail.com>; bart@dc16.us;

dharrington@teamster853.org; MLeach@ibt856.org; jason.klumb@seiu1021.org;

theresa.rutherford@seiu1021.org; XiuMin.Li@seiu1021.org; Hector Cardenas

<Hector.Cardenas@seiu1021.org>; pmendeziamaw@comcast.net; mjayne@iam1414.org;

raquel@sfmea.com (contact) <raquel@sfmea.com>; christina@sfmea.com; criss@sfmea.com;

rudy@sflaborcouncil.org; l200twu@gmail.com; Local Twu <local200twu@sbcglobal.net>;

lkuhls@teamsters853.org; staff@sfmea.com; president@sanfranciscodsa.com;

SFDPOA@icloud.com; sfbia14@gmail.com; ibew6@ibew6.org; CivilService, Civil (CSC)

<civilservice@sfgov.org>; kim@sflaborcouncil.org; sflc@sflaborcouncil.org; SFPD, Commission (POL)

<SFPD.Commission@sfgov.org>; Airport Commission Secretary (AIR)

<airportcommissionsecretary@flysfo.com>; Commission, Fire (FIR) <fire.commission@sfgov.org>; DPH, Health Commission (DPH) <HealthCommission.DPH@sfdph.org>; MTABoard@sfmta.com;

info@sfwater.org; Koppel, Joel (CPC) < joel.koppel@sfgov.org>; Moore, Kathrin (CPC)

<kathrin.moore@sfgov.org>; Chan, Deland (CPC) <deland.chan@sfgov.org>; Diamond, Susan (CPC)

<sue.diamond@sfgov.org>; Fung, Frank (CPC) <frank.fung@sfgov.org>; Imperial, Theresa (CPC)

<theresa.imperial@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Bruss,

Andrea (MYR) <andrea.bruss@sfgov.org>; sean.elbernd@sfgov.org; Board of Supervisors, (BOS)

<board.of.supervisors@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; MandelmanStaff,

[BOS] <mandelmanstaff@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Peskin, Aaron (BOS) <a href="mailto:control-paskin-gesfgov.org">(BOS) 
(BOS) <aaron.peskin@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Stefani, Catherine (BOS)

<catherine.stefani@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Melgar,

Myrna (BOS) <myrna.melgar@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>

Subject: Fwd: Executive Team Message: Supporting Each Other

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

#### Good afternoon -

We are writing on behalf of multiple SFMTA employees (Black, Asian, and White) who appear to have been adversely impacted by the "all-staff" message below. Please follow-up with the Black and African American Affinity Group (BAAAG), and other Black employees, to support and address the presumably inadvertent and unintentionally harmful message that was distributed by the SFMTA leadership to all staff.

You may want to consult with members of Black staff (and potentially members from other groups), to advise on all communications highlighting racial issues. Attempts to be inclusive can also be reductive, if care, relevance, and precision are not exercised thoughtfully. After all, these incidences are traumatic for the communities directly impacted by them, and should not be approached as an Abstract preceding a research journal.

We look forward to hearing from our members that the SFMTA exercises better care and judgement in the future.

Lastly, please consider this part of this message a public records request, under the Freedom of Information Act, for every person listed on the executive team. Specifically, we would like:

• Classifications, Job titles, and hourly wage amounts over the last 5 years for each person. Please produce this information in a spreadsheet, no later than Friday, May 7th.

-------Forwarded message ------
From: president tri-citynaacp.org president@tri-citynaacp.org>
Date: Wed, Apr 21, 2021 at 9:17 AM
Subject: RE: Executive Team Message: Supporting Each Other
To:
Cc:

WOW! I'm lost for words. WOW!

The Struggle Continues, Keep Fighting!

If you have any questions, please let us know.

The following announcement by our Executive Leadership at SFMTA is Disrespectful to the Black Community without acknowledging our Sole struggles as one for the Black Community.

How dare they put us in a grouping to **NOT** acknowledge the issues going on within the Black Community Solely. The Chavis announcement was a pivoting event in history and it needs to be acknowledged solely! This is not kumbaya!

This is further systemic racism by not acknowledging the George Floyd Verdict as it was. If you notice every other organization addressed this issue in its appropriateness to address Black Systemic Racism, including the Mayor. How dare SFMTA? This is totally Anti-Black on all levels.

This too I'm Sick and Tired to the Core!

**From:** InsideSFMTA < <a href="mailto:lnsideSFMTA@sfmta.com">lnsideSFMTA@sfmta.com</a>>

**Sent:** Tuesday, April 20, 2021 3:37 PM **To:** All Staff < <u>All\_Staff2@sfmta.com</u>>

**Subject:** Executive Team Message: Supporting Each Other

# Dear SFMTA Colleagues,

As the leaders of this agency, we are writing to you today with a unified voice to acknowledge and condemn recent and on-going violence against Black, Latinx, Sikh and other Asian communities. A series of appalling events (described below) are impacting wellness in our workforce and community, including several incidents involving racist policing and traffic stops. As part of government and transportation sector, we have an obligation to advance racial equity through our policies, processes, procedures, while supporting the health and wellbeing of our staff.

In Black communities, there have been multiple, recent police involved killings, including of Roger Cornelius Allen in Daly City and Daunte Wright in Minnesota. During this time, many staff have likely been following the Derrick Chauvin trial for the murder of George Floyd. A verdict of guilty has been reached on all counts. In addition to the original trauma of Black lives being violently ended, trials of police killings often add insult to injury through the use of demeaning and dehumanizing language about the deceased.

Latinx communities are also grappling with the impacts of racist policing on staff wellness. Footage was recently released of both the murder of Adam Toledo, a 13-year-old boy in Chicago, and assault on Lieutenant Caron Nazario, a Black Latino man being pepper sprayed and held at gunpoint by Windsor police. In the past year, other young, Latino men including Erik Salgado in Oakland and Sean Monterrosa in Vallejo have killed by police.

Additionally, we have seen a rise in violence towards Asian and Pacific Islander communities. On Thursday, there was a mass shooting at an

Indianapolis Fedex facility. Most of the victims of the shooting were Sihk, leaving many to believe this was a racist act of violence. This comes in the wake of mass shootings of numerous Asian women in Atlanta.

There is much senseless and tragic violence which is impacting our workforce and the communities we serve. Violence, verbal abuse, dehumanizing actions and policies toward any individual or group robs us each of our humanity. And, these incidents may be particularly triggering for our Black, Latinx, Sikh, and Asian and Pacific Islander staff.

Ending racism is an on-going commitment, which starts with acknowledging its existence and pervasiveness. Racist actions create subtle and overt harms. As agency leaders, we are committed to using our power and privilege to address current and historical wrongs, by specifically addressing the root causes of racist violence within the transportation sector. We stand with and for our staff team members and San Franciscans. This week and every week, we value you – not just the work you perform, but also you as a person.

We and your managers are here to support you. Managers, we ask that you remain flexible and proactive in your support of staff as they are impact by several events. Staff, please let your managers know what you need to feel supported.

Everyone should consider taking advantage of resources noted below.

# Sincerely,

# **SFMTA Executive Team**

Kimberly Ackerman, Human Resources Director
Josephine Ayankoya, Race, Equity, and Inclusion Officer
Kate Breen, Director of Government Affairs
Deanna Desedas, Interim Communications/Marketing/Outreach Director
Melvyn Henry, Director of System Safety
Julie Kirschbaum, Director of Transit
Tom Maguire, Director of Streets Division
Chiamaka Ogwuegbu, Acting Deputy Chief of Staff
Carli Paine, Acting Chief of Staff
Jonathan Rewers, Acting Chief Financial Officer
Christine Silva, Board Secretary
Nadeem Tahir, Program Director, Central Subway Project
Kate Toran, Director of Taxis, Access & Mobility Services Division
Jeffrey Tumlin, Director of Transportation
Siew-Chin Yeong, Director of Capital Program and Construction

# **Support & Resources:**

 SFHSS Employee Assistance Program: Counselors are available 24/7 for free and confidential individual telephone counseling and consultations. Call 628.652.4600 or 800.795.2351

- Working While Black (WWB) Healing Circle: (Tuesdays through April 27, 1 2 p.m.): Sponsored by SFHSS and SFDPH, the WWB Healing Circle is a safe, private, non-judgmental place to share chronic and acute experiences of racial trauma. It is made available to all African American CCSF employees wanting to focus on their health and emotional wellness. Questions? Email: well-being@sfgov.org
- SFMTA CARE Program: Offers counseling for personal concerns, access to work/life referrals, and legal/financial consultations. For free and confidential support, call 800.834.3773
- <u>Peer Assistance Program:</u> Offers emphatic, thoughtful one-on-one support to SFMTA employees. Connect with a Peer 24/7 at 415.923.6346
- Heal San Francisco: Immediate and coordinated mental health services for San Francisco's public, private and nonprofit health care providers, including trauma-informed and cultural-specific resources for individuals and organizations.
- Unlearning Racism Training Series: The Impact of Racism and Anti-Blackness on Behavioral Health: Online training covers historical and present-day foundations of racism, anti-Blackness white supremacy and their impact on behavioral health. Focus on actions that individuals and systems can take to unlearn racism and understand ideological and systemic underpinnings of racism and resulting trauma responses.

Action & Events: RSVP information for webinars are forthcoming.

- Racial Equity Town Hall: Racism, Xenophobia and the Impact on Staff Wellness (April 28, noon – 1:30 p.m.): The Race, Equity, and Inclusion Officer will send conference call details shortly.
- Anti-Asian Hate Crimes/Incidents: Know Your Rights Training (April 21, 6:00 p.m. 9:00 P.M.): Since the start of the COVID-19 pandemic, anti-Asian hate crimes have been on the rise. Please join Asian American Bar Association, API Legal Outreach, and subject matter experts in a discussion on what constitutes a hate crime, what government or other resources are available to victims of hate incidents, and what recourse victims might have. Click here to RSVP
- Racism, Discrimination, and Deconstructing and Un-learning Anti-Blackness: "Healing Wounds and Building Bridges" (April 28, 10:00 a.m.):
  Hosted by the African American Steering Committee for Health and Wellness, the webinar will give an overview of Anti-Blackness while exploring the intersectionality of internalized oppression, colorism, and colonialism. Click here to RSVP.
- Hollaback's Bystander Trainings focused on stopping street violence, police and anti-Black racist harassment, and Anti-Asian/American and xenophobic harassment. (Note: External event)

Agencywide Listening Sessions: The SFMTA Office of Race, Equity, and

Inclusion (OREI) in partnership with the Performance Team is conducting a series of listening sessions in all divisions to understand the challenges with racial inequity and staff wellbeing, as well as resources needed to address workplace disparities. We encourage you to join the conversation on resources needed to sustain a commitment to racial equity. *Contact your division director to learn more about your scheduled listening session.* 

- Racial Equity Town Hall: The Socio-Cultural Context of COVID-19
   Vaccines (May 19, 11:30 a.m. 1 p.m.): Join an interactive webinar on the social, cultural and system issues that impact attitudes and beliefs about vaccines in Latinx, Asian American, Pacific Islander, African & African Descent communities. You will also learn more about the different types of COVID-19 vaccines. To submit a question in advance, email <a href="mailto:josephine.Ayankoya@SFMTA.com">Josephine.Ayankoya@SFMTA.com</a>.
- San Francisco Health Service System (HSS) Wellness Webinar (May 2021):
   Forthcoming event with a panel of clinicians addressing a wide range of topics, including mental health and COVID; vaccine hesitancy; Black, Indigenous, and People of Color Violence; Family/children's mental health; and more. Questions? Email: well-being@sfgov.org.

# **SFMTA Affinity Groups:**

If you would like to join any of these groups, please send an email to the Office of Race, Equity and Inclusion (<a href="mailto:Josephine.Ayankoya@SFMTA.com">Josephine.Ayankoya@SFMTA.com</a>) indicating which group you want to be connected with:

- Asian and Pacific Islander Affinity Group
- Black African American Affinity Group
- Latinx Affinity Group
- White People Working Against Racism

#### Inside SFMTA



#### InsideSFMTA@SFMTA.com

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



Managers and supervisors please make sure that a copy of this email is posted for those staff without the benefit of email access.

From: Black Employee Alliance

To: Ackerman, Kimberly (MTA); Tumlin, Jeffrey (MTA); Ayankoya, Josephine (MTA)

Cc: John Doherty; cityworker@sfcwu.org; Charles Lavery; mbrito@oe3.org; tneep@oe3.org; oashworth@ibew6.org;

debra.grabelle@ifpte21.org; kgeneral@ifpte21.org; Jessica Beard; tmathews@ifpte21.org; Vivian Araullo;

ewallace@ifpte21.org; aflores@ifpte21.org; smcgarry@nccrc.org; larryjr@ualocal38.org;

jchiarenza@ualocal38.org; SEichenberger@local39.org; Richard Koenig; anthonyu@smw104.org; Charles, Jasmin

(MTA); twulocal200@sbcglobal.net; roger marenco; pwilson@twusf.org; Theresa Foglio; bart@dc16.us;

dharrington@teamster853.org; MLeach@ibt856.org; jason.klumb@seiu1021.org;

theresa.rutherford@seiu1021.org; XiuMin.Li@seiu1021.org; Hector Cardenas; pmendeziamaw@comcast.net;

mjayne@iam1414.org; raguel@sfmea.com (contact); christina@sfmea.com; criss@sfmea.com;

rudy@sflaborcouncil.org; l200twu@gmail.com; Local Twu; lkuhls@teamsters853.org; staff@sfmea.com; president@sanfranciscodsa.com; SFDPOA@icloud.com; sfbia14@gmail.com; ibew6@ibew6.org; CivilService. Civil (CSC); kim@sflaborcouncil.org; SfpOA@icloud.com; sFPD, Commission (POL); Airport Commission Secretary (AIR); Commission, Fire (FIR); DPH, Health Commission (DPH); MTABoard@sfmta.com; info@sfwater.org; Koppel, Joel (CPC); Moore, Kathrin (CPC); Chan, Deland (CPC); Diamond, Susan (CPC); Fung, Frank (CPC); Imperial, Theresa (CPC); Breed, Mayor London (MYR); Bruss, Andrea (MYR); sean.elbernd@sfgov.org; Board of Supervisors, (BOS); Haney, Matt (BOS); MandelmanStaff, [BOS]; Mar, Gordon (BOS); Peskin, Aaron (BOS);

Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Walton, Shamann (BOS);

Melgar, Myrna (BOS); Chan, Connie (BOS)

Subject: Re: Executive Team Message: Supporting Each Other

**Date:** Tuesday, April 27, 2021 10:03:50 PM

Attachments: <u>image001.png</u>

image005.png

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

# Good evening SFMTA -

Please amend the public records request below, to include:

The last 7 years of salary/pay adjustments (e.g. raises, out-of-cycle increases, etc.) and raises, and classification changes, for former SFMTA Human Resources Manager Derek Kim. Include all years dating back to 2013.

Please confirm you received this amended request.

Best,

**BEA** 

On Fri, Apr 23, 2021, 2:51 PM Black Employee Alliance < blackemployeealliance@gmail.com > wrote:

Good afternoon -

We are writing on behalf of multiple SFMTA employees (Black, Asian, and White) who appear to have been adversely impacted by the "all-staff" message below. Please follow-up with the Black and African American Affinity Group (BAAAG), and other Black employees, to support and address the presumably inadvertent and unintentionally harmful message that was distributed by the SFMTA leadership to all staff.

You may want to consult with members of Black staff (and potentially members from other groups), to advise on all communications highlighting racial issues. Attempts to be

inclusive can also be reductive, if care, relevance, and precision are not exercised thoughtfully. After all, these incidences are traumatic for the communities directly impacted by them, and should not be approached as an Abstract preceding a research journal.

We look forward to hearing from our members that the SFMTA exercises better care and judgement in the future.

Lastly, please consider this part of this message a public records request, under the Freedom of Information Act, for every person listed on the executive team. Specifically, we would like:

• Classifications, Job titles, and hourly wage amounts over the last 5 years for each person.

Please produce this information in a spreadsheet, no later than Friday, May 7th.

The following announcement by our Executive Leadership at SFMTA is Disrespectful to the Black Community without acknowledging our Sole struggles as one for the Black Community. How dare they put us in a grouping to **NOT** acknowledge the issues going on within the Black Community Solely. The Chavis announcement was a pivoting event in history and it needs to be acknowledged solely! This is not kumbaya!

This is further systemic racism by not acknowledging the George Floyd Verdict as it was. If you notice every other organization addressed this issue in its appropriateness to address Black Systemic Racism, including the Mayor. How dare SFMTA? This is totally Anti-Black on all levels.

This too I'm Sick and Tired to the Core!

**From:** InsideSFMTA < <a href="mailto:lnsideSFMTA@sfmta.com"> <a href="mailto:lnsideSF

**Sent:** Tuesday, April 20, 2021 3:37 PM **To:** All Staff < <u>All\_Staff2@sfmta.com</u>>

**Subject:** Executive Team Message: Supporting Each Other

# Dear SFMTA Colleagues,

As the leaders of this agency, we are writing to you today with a unified voice to acknowledge and condemn recent and on-going violence against Black, Latinx, Sikh and other Asian communities. A series of appalling events (described below) are impacting wellness in our workforce and community, including several incidents involving racist policing and traffic stops. As part of government and transportation sector, we have an obligation to advance racial equity through our policies, processes, procedures, while supporting the health and wellbeing of our staff.

In Black communities, there have been multiple, recent police involved killings, including of Roger Cornelius Allen in Daly City and Daunte Wright in Minnesota. During this time, many staff have likely been following the Derrick Chauvin trial for the murder of George Floyd. A verdict of guilty has been reached on all counts. In addition to the original trauma of Black lives being violently ended, trials of police killings often add insult to injury through the use of demeaning and dehumanizing language about the deceased.

Latinx communities are also grappling with the impacts of racist policing on staff wellness. Footage was recently released of both the murder of Adam Toledo, a 13-year-old boy in Chicago, and assault on Lieutenant Caron Nazario, a Black Latino man being pepper sprayed and held at gunpoint by Windsor police. In the past year, other young, Latino men including Erik Salgado in Oakland and Sean Monterrosa in Vallejo have killed by police.

Additionally, we have seen a rise in violence towards Asian and Pacific Islander communities. On Thursday, there was a mass shooting at an Indianapolis Fedex facility. Most of the victims of the shooting were Sihk, leaving many to believe this was a racist act of violence. This comes in the wake of mass shootings of numerous Asian women in Atlanta.

There is much senseless and tragic violence which is impacting our workforce and the communities we serve. Violence, verbal abuse, dehumanizing actions and policies toward any individual or group robs us each of our humanity. And, these incidents may be particularly triggering for our Black, Latinx, Sikh, and Asian and Pacific Islander staff.

Ending racism is an on-going commitment, which starts with acknowledging its existence and pervasiveness. Racist actions create subtle and overt harms. As

agency leaders, we are committed to using our power and privilege to address current and historical wrongs, by specifically addressing the root causes of racist violence within the transportation sector. We stand with and for our staff team members and San Franciscans. This week and every week, we value you – not just the work you perform, but also you as a person.

We and your managers are here to support you. Managers, we ask that you remain flexible and proactive in your support of staff as they are impact by several events. Staff, please let your managers know what you need to feel supported.

Everyone should consider taking advantage of resources noted below.

# Sincerely,

#### SFMTA Executive Team

Kimberly Ackerman, Human Resources Director
Josephine Ayankoya, Race, Equity, and Inclusion Officer
Kate Breen, Director of Government Affairs
Deanna Desedas, Interim Communications/Marketing/Outreach Director
Melvyn Henry, Director of System Safety
Julie Kirschbaum, Director of Transit
Tom Maguire, Director of Streets Division
Chiamaka Ogwuegbu, Acting Deputy Chief of Staff
Carli Paine, Acting Chief of Staff
Jonathan Rewers, Acting Chief Financial Officer
Christine Silva, Board Secretary
Nadeem Tahir, Program Director, Central Subway Project
Kate Toran, Director of Taxis, Access & Mobility Services Division
Jeffrey Tumlin, Director of Transportation
Siew-Chin Yeong, Director of Capital Program and Construction

# Support & Resources:

- <u>SFHSS Employee Assistance Program</u>: Counselors are available 24/7 for free and confidential individual telephone counseling and consultations. Call 628.652.4600 or 800.795.2351
- Working While Black (WWB) Healing Circle: (Tuesdays through April 27, 1 2 p.m.): Sponsored by SFHSS and SFDPH, the WWB Healing Circle is a safe, private, non-judgmental place to share chronic and acute experiences of racial trauma. It is made available to all African American CCSF employees wanting to focus on their health and emotional wellness. Questions? Email: well-being@sfgov.org
- SFMTA CARE Program: Offers counseling for personal concerns, access to work/life referrals, and legal/financial consultations. For free and confidential support, call 800.834.3773
- Peer Assistance Program: Offers emphatic, thoughtful one-on-one support

- to SFMTA employees. Connect with a Peer 24/7 at 415.923.6346
- Heal San Francisco: Immediate and coordinated mental health services for San Francisco's public, private and nonprofit health care providers, including trauma-informed and cultural-specific resources for individuals and organizations.
- Unlearning Racism Training Series: The Impact of Racism and Anti-Blackness on Behavioral Health: Online training covers historical and present-day foundations of racism, anti-Blackness white supremacy and their impact on behavioral health. Focus on actions that individuals and systems can take to unlearn racism and understand ideological and systemic underpinnings of racism and resulting trauma responses.

**Action & Events:** RSVP information for webinars are forthcoming.

- Racial Equity Town Hall: Racism, Xenophobia and the Impact on Staff Wellness (April 28, noon – 1:30 p.m.): The Race, Equity, and Inclusion Officer will send conference call details shortly.
- Anti-Asian Hate Crimes/Incidents: Know Your Rights Training (April 21, 6:00 p.m. 9:00 P.M.): Since the start of the COVID-19 pandemic, anti-Asian hate crimes have been on the rise. Please join Asian American Bar Association, API Legal Outreach, and subject matter experts in a discussion on what constitutes a hate crime, what government or other resources are available to victims of hate incidents, and what recourse victims might have. Click here to RSVP
- Racism, Discrimination, and Deconstructing and Un-learning Anti-Blackness: "Healing Wounds and Building Bridges" (April 28, 10:00 a.m.):
  Hosted by the African American Steering Committee for Health and Wellness, the webinar will give an overview of Anti-Blackness while exploring the intersectionality of internalized oppression, colorism, and colonialism. Click here to RSVP.
- Hollaback's Bystander Trainings focused on stopping street violence, police and anti-Black racist harassment, and Anti-Asian/American and xenophobic harassment. (Note: External event)
- Agencywide Listening Sessions: The SFMTA Office of Race, Equity, and Inclusion (OREI) in partnership with the Performance Team is conducting a series of listening sessions in all divisions to understand the challenges with racial inequity and staff wellbeing, as well as resources needed to address workplace disparities. We encourage you to join the conversation on resources needed to sustain a commitment to racial equity. Contact your division director to learn more about your scheduled listening session.
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vaccines in Latinx, Asian American, Pacific Islander, African & African Descent communities. You will also learn more about the different types of COVID-19 vaccines. To submit a question in advance, email <a href="mailto:Josephine.Ayankoya@SFMTA.com">Josephine.Ayankoya@SFMTA.com</a>.

• San Francisco Health Service System (HSS) Wellness Webinar (May 2021): Forthcoming event with a panel of clinicians addressing a wide range of topics, including mental health and COVID; vaccine hesitancy; Black, Indigenous, and People of Color Violence; Family/children's mental health; and more. Questions? Email: well-being@sfgov.org.

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- Asian and Pacific Islander Affinity Group
- Black African American Affinity Group
- Latinx Affinity Group
- White People Working Against Racism

#### Inside SFMTA



#### InsideSFMTA@SFMTA.com

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



Managers and supervisors please make sure that a copy of this email is posted for those staff without the benefit of email access.

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

**Subject:** FW: It's time to defund

**Date:** Monday, April 26, 2021 10:35:00 AM

----Original Message----

From: Chris Morgan <cmorganrn@gmail.com> Sent: Wednesday, April 21, 2021 4:31 PM

Subject: It's time to defund

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

To Mayor Breed, the San Francisco Board of Supervisors, and San Francisco Elected Officers

My name is Chris Morgan and I am a resident of San Francisco. This past week, our nation has been gripped by protests calling for rapid and meaningful change with regard to police behavior, an end to racism and anti-Blackness, and immediate reform in how Black people are treated in America. Our city has been at the forefront of much of this action.

SFPD has been a waste of our resources. Last year, the SFPD budget was \$611,701,869, the majority of which comes from the San Francisco general fund. While we've been spending extraordinary amounts on policing, we have not seen improvements to safety, homelessness, mental health, or affordability in our city. Instead, we see wasteful and harmful actions of our police.

I call on you to slash the SFPD budget and instead use those extraordinary resources towards solving homelessness, which is felt most by our Black neighbors and veterans. We implore you to give every member of our community experiencing homelessness a place to call home and the treatment they need.

We can be a beacon for other cities to follow if only we have the courage to change.

Sincerely,

Chris morgan

1870 34th Ave Sam Francisco CA 94122

Cmorganrn@gmail.com 407-697-0179

Sent from my iPhone

To: BOS-Supervisors; BOS-Legislative Aides; BOS-Administrative Aides

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Laxamana, Junko (BOS); Ng, Wilson (BOS); Nagasundaram, Sekhar

(BOS)

Subject: FW: HOW TO INVEST IN THE FUTURE OF SAN FRANCISCO

**Date:** Monday, April 26, 2021 12:42:00 PM

From: Casey <cdesrosi@mail.ccsf.edu>
Sent: Friday, April 23, 2021 6:19 PM

**To:** Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; BOS-Legislative Aides <bos-legislative\_aides@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; Stefani, Catherine (BOS) <catherine.stefani@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>; Fewer, Sandra (BOS) <sandra.fewer@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>

**Subject:** HOW TO INVEST IN THE FUTURE OF SAN FRANCISCO

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

Hi, my name is Casey and I live, work and attend public college in San Francisco.

# I am writing to demand public safety for all.

We absolutely MUST defund SFPD in this year's budget cycle, redirecting those funds to investments which make us ALL safe, including but not limited to public health, housing, reparations (INVESTMENT and EQUITY) for communities most targeted by policing and imprisonment such as Black, Indigenous, and People of Color, trans communities, and our poor and unhoused neighbors.

Let me reiterate -- we demand that you vote to reject any budget that does not fire AT LEAST 200 officers THIS BUDGET CYCLE. You can still do this by introducing budget amendments to the budget that came out of the Budget and Appropriations Committee.

Those who tell us to wait are telling our most marginalized communities that their lives do not matter. That brutalization, suffering, and oppression does not deserve an urgent response. That equity and justice is not a right, but a privilege.

# Police don't keep us safe!

American policing began with slave patrols. Modern day policing was a response to the rise of labor unions. Today, approximately 99% of SFPD calls for service are in response to non-violent issues. Most calls are related to public health, poor and unhoused people in crisis, traffic/parking, and noise complaints.

# Worse than that, police harm our communities.

When the police talk about "public safety", they're speaking in code. The word "public" is not referring to marginalized communities. It's not referring to Alex Nieto, Mario Woods, Jessica Williams, or Luis Góngora Pat. It's referring to the people the system of policing was designed for. The slave owner. The union buster. The wealthy homeowner.

This is reflected not just in the lived experiences of BIPOC, trans people, poor and unhoused people. It's also reflected in the numbers.

- Black San Franciscans make up only 5% of the city's population, but account for 40% of police searches, 54% of our jail population, and 40% of people killed by police.
- In the fourth quarter of 2019, 76% of all uses of force by SFPD were against people of color.
- In 2019, SFPD officers pointed a gun at San Franciscans an average of **2.4 times PER DAY**. Only 14 of the 868 incidents were in defense of self or others.
- After 4 years of DOJ mandated reforms, non-gun related SFPD uses of force have only decreased from 1,142 to 1,110.

# Policing can't be reformed because it's working as intended.

SFPD is a violent, racist, and explicitly anti-Black institution. Cal DOJ and the SFPD's implicit bias trainer recently described the level of anti-Black bias in SFPD as "extreme." This presents a clear and imminent danger to our most marginalized communities. The first step towards public safety for all is disbanding SFPD and eliminating that danger.

Disbanding SFPD is an act of harm reduction. It is just one step on the way towards achieving public safety for all. We can't be safe until EVERYONE has access to fundamental human rights -- housing, food, education, healthcare, opportunity.

DefundSFPDNow, a multi-racial campaign in San Francisco, has identified **at least \$295 million** in SFPD line item budget cuts as a step towards reducing the threat to public safety and reinvesting in solutions that begin building public safety.

What can you do as my elected official? Defund SFPD, reinvest in our communities, and reimagine the path to public safety that uplifts ALL San Franciscans by

- 1. Refusing to pass any budget that does not fire 200 officers or Sheriff's deputies
- 2. Leveraging the rights of Supervisors to **amend the BUDGET** that came out of Budget and Appropriations this cycle
- 3. Ensuring that more than \$120 million of budget cuts are reinvested back into predominantly Black communities
- 4. Ensuring that the city closes all jails in the Hall of Justice building and ends the use of holding cells there for all purposes, including short term or overnight stays.

We are not asking for chaos.

Chaos is responding to someone experiencing a mental health crisis with a gun and combat training instead of care and services.

Chaos is stopping a Black driver for a broken tail light to threaten and harass them instead of offering to replace the light.

Chaos is spending \$23 million a year on police units that criminalize poverty instead of providing housing and opportunity.

We are not asking for chaos. We are asking that you be reasonable.

Defund SFPD, Defund Sheriffs, reinvest and reinvigorate SF's community starting with the neighborhoods that are targeted the most by SFPD, not those with highest property value. We have to reimagine the path to public safety.

Thank you for your time,

Casey

604 Bush Street

SF, CA 94108

415-875-9084

To: BOS-Supervisors

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject:FW: Ghetto- izing San Francisco!Date:Monday, April 26, 2021 9:14:00 AM

From: Ingleside San Francisco <inglesideneighbor@gmail.com>

**Sent:** Saturday, April 24, 2021 5:10 PM

To: Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; MONS (MYR)

<MONS@sfgov.org>; Murray, Ashley (MYR) <ashley.murray@sfgov.org>; Board of Supervisors, (BOS)

<board.of.supervisors@sfgov.org>

Subject: Fwd: Ghetto- izing San Francisco!

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

Are WE A CITY GOING "GHETTO OR LAW AND ORDER"?????.....TRASH,GRAFFITI, FAREEVADERS<
UNSAFE PUBLIC TRANSITS, HOMELESS HAVE MORE RIGHTS AND DEGRADE PAYING TAXPAYERS TO
QUALITY OF LIFE in this Once BEAUTIFUL CITY!!

SHAME ON YOU ALL!!!>>>>>SHAME ON MAKING THIS CITY AND COUNTRY GOING TO 3 RD WORLD STATUS!!!

----- Forwarded message -----

From: Ingleside San Francisco < inglesideneighbor@gmail.com >

Date: Fri, Mar 26, 2021 at 12:11 PM Subject: Ghetto- izing San Francisco!

To: <ashley.murray@sf.gov>, <board.of.supervisors@sfgov.org>, <mons@sf.gov>

To Mayor London Breed c/o Ashley Murray

We the Ingleside Residents, along Ocean Ave have been "Ignored" too Long for City Services, that is "Degrading our Neighborhood to 3rd World Status"!

- -Loose Trash on Sidewalks and Streets
- -Homeless Invading this once quiet/safe and clean neighborhood, to "pissing and shitting" on our private properties and parks etc.
- No Vehicles Restrictions for the "Loop Side Street" by Geneva/Phelan/Ocean Ave Intersection,next to 76 Gas Station,where Cars (especially belonging to 1 party) have up to 6 Cars Parked for weeks,months,as their "own parking spaces" and not allowing other nearby residents to have a chance to find parking!...Really?

We have tried to report "fruitlessly of these Cars deploying the 72 hr rule, and just play checkers when their cars are marked!" We been asking the City to at LEAST, Restrict to Street Sweeping Days, as loose Trash and city storm drain is never cleaned up, unless by neighbors (we are tired of

doing DPW work!

Please Reevaluate the Situation, and you will see how with "Valuable Parking Spaces is Premium in the City" how can this side street be "Exempted from Parking Restrictions"!!

- Homeless come into this area by deploying the public transit system, of Muni and Bart, as they are not challenged as "Fare Evaders" and Degrade the "Taypaying Property Owners" of their Rights of Quality of Life in this City!

These Homeless and Lawless people, come from all over the State and Country to "DEPLETE the RESOURCES of this Once Beautiful City to 3rd World Status!!

- -Look at the Graffiti and Trash and Encampments....SUCH A SHAME to Residents and Visitiors!
- -Balboa Park Station Spent Million\$\$ of Taxpayers Money for WHAT? to have a New Greenhouse Glass Entramce,but not a Dollar\$ to Clean Up and Deter Pigeon SHIT In the Station (look at the the Up Escalators from Platform!...its been that way for YEARS!!
- -Look at the Emergency entrance of Balboa Station (Ocean Ave side), its a Target for Fare Evaders to get IN and OUT of the Bart System! (why should people pay when more and more fareevaders are not)...may as well be FREE PUBLIC TRANSITS for ALL!!
- -All this Lawlessness is Creating a Criminal and Unsafe Environment, that is the ROOT OF THE PROBLEM!!!....if you Pander More to the Rights of Homeless and Free Loaders....you will have Million Dollars worth Homes, but STEP OUT INTO THE GHETTO!!!
- -Do Something, Take Actions, Not Just for a Day!....BUT REGULARLY and Monitor these ISSUES!! ITS 2021, GET WITH IT!!!

Chris W. Ingleside Neighborhood District 11

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject:FW: The San Francisco Drug CrisisDate:Monday, April 26, 2021 9:09:00 AM

From: John Sheehan <johnjs823@gmail.com>

**Sent:** Saturday, April 24, 2021 9:17 AM

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

**Subject:** The San Francisco Drug Crisis

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

This problem, now being picked up by national news, is all of your problems. Your inaction and lack of competency needs to fix this problem. We are losing this fine city because of handouts and leniency with regards to the homeless and drug usage. We live here too! Fix this. Whatever your doing is not working.

Sincerely,

John Sheehan

Here's the most recent article that is a national emabarrasement for San Francisco <a href="https://www.nytimes.com/2021/04/23/us/fentanyl-overdoses-san-francisco.html?">https://www.nytimes.com/2021/04/23/us/fentanyl-overdoses-san-francisco.html?</a> <a href="mailto:searchResultPosition=4">searchResultPosition=4</a>

John J. Sheehan

M: 415-302-3473

E: Johnjs823@gmail.com

From: Francesca Pastine

To:

Monge, Paul (BOS); Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); Ronen, Hillary; Safai, Ahsha (BOS); DPH - Anthony; Breed, Mayor London (MYR); letters@marinatimes.com; info@resuesf.org; Lerma, Santiago (BOS); Board of Supervisors, (BOS); Cityattorney; SFPD Mission Station, (POL); MelgarStaff (BOS); demian.bulwa@sfchronicle.com; DHSH (HOM); Mission Local; Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Walton, Shamann (BOS); taylor.brown@sfchronicle.com

Subject: TENT BLOCKING WHOLE SIDEWALK FOR A MONTH ACROSS STREET FROM SAFE SLEEPING SITE

Date: Saturday, April 24, 2021 12:37:47 PM

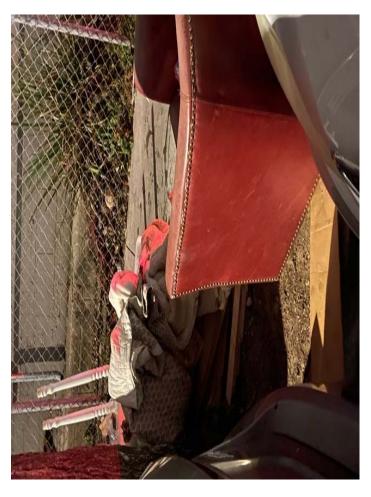
This message is from outside the City email system. Do not open links or attachments from untrusted sources.

#### Dear Supervisor Ronen, et. al.,

This tent has been blocking our sidewalk on Shotwell Street between Cesar Chavez and 26th street, and across the street from the 'Safe Sleeping' site, for a whole month. It violates two of San Francisco's own Safe Sleeping Guidelines. Despite multiple calls to the non emergency SFPD number, nothing has been done about it.







What the mayor, City Hall, and Hillary Ronen fail to recognize or acknowledge is that when you have one such situation, people lose respect for that area and trash and bad behavior become the norm. This situation is part of the culture of permissiveness and enablement that the mayor and Board of Supervisors have cultivated in San Francisco and that, sadly, has made it a horrible place to live. San Francisco's policy of allowing tent communities to fester for months on our public sidewalks is the other side of the coin of its failed drug policy that inspired this article from the New York Times: A Crisis in San Francisco as Fentanyl Deaths Soar.

San Francisco and so called 'progressives' like Hillary Ronen need to realize that policy based on ideology is not progressive, it is regressive. It harms the very people they purport to help. Since 2016, my neighborhood has deteriorated considerably because of San Francisco's failed housing policies and their inability to (as the above mentioned article states) build enough homeless shelters. San Francisco, instead, has promoted a city sanctioned policy that uses our public sidewalks and our communities as city homeless shelters. I would add that policies such as the one that Jeff Kositsky enacted in January 2020 to not respond to encampments through 311 and then the Mayor's covid policy to not remove encampments from residential neighborhoods but, instead, make them permanent fixtures, has done extraordinary harm to me and my low-income and vulnerable community. Furthermore, Hillary Ronen's anti-housing ideology that effectively killed the 157-unit housing project at 1515 South Van Ness and her subsequent exploitation of this property to locate a Navigation Center and currently a 'Safe Sleeping' site in this residential community has had a huge negative impact. The Safe Sleeping area has compounded the harm done here by actually attracting more encampments on our public sidewalks. And, by the way, as I say at the beginning of this letter, these encampments then occupy our public space for months even though they are in violation of San Francisco's own city policy.

There is, as I write this another huge encampment on South Van Ness at the entrance to the Safe Sleeping site. It's been there for over a month. Effectively, the city has forced our POC, low-income, and

immigrant community to host up to 60 homeless and 40 tents at the 1515 South Van Ness site, then they

do nothing to keep the sidewalks free of encampments.



The mayor and City Hall have to shed ideology for reality. Otherwise, the tragic deaths occurring from Fentanyl because of San Francisco's permissive attitude toward this deadly and highly addictive drug, the enormous exodus out of San Francisco by residents fed up with dysfunctional politics, and harm done to vulnerable communities like mine will only get worse.

Sincerely, Francesca Pastine

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https://www.francescapastine.com/
http://francescapastine.blogspot.com
Eleanor Harwood Gallery
Pentimenti Gallery
IN THE MAKE

Life is short Art is long Opportunity fleeting Experience treacherous Judgment difficult

Hippocrates 400 b.c.

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: Neighborhood Anchor Business Registry

Date: Monday, April 26, 2021 10:29:00 AM

Attachments: <u>SLaguana-NABR.pdf</u>

From: Richard Hashimoto < rich.hashimoto@gmail.com>

**Sent:** Friday, April 23, 2021 8:11 AM **To:** SBC (ECN) <sbc@sfgov.org>

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

Subject: Neighborhood Anchor Business Registry

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

Dear Mr. Laguana,

Please find attached our letter of support for the referenced.

We urge you and the Small Business Commission to approve the proposed ordinance.

Thank you,

# Richard Hashimoto

President
JAPANTOWN MERCHANTS ASSOCIATION
1759 Sutter Street
San Francisco, CA 94115
(415) 567-4573



April 23, 2021

Mr. Sharky Laguana, President SF Small Business Commission City Hall, Room 140 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102

Email: sbc@sfgov.org

Re: Neighborhood Anchor Business Registry

Dear President Laguana:

The Japantown Merchants Association (JMA) welcomes and strongly supports the creation of a **Neighborhood Anchor Business Registry**.

We represent over 75 businesses in Japantown, with the majority of them being businesses with less than 10 employees. Our businesses provide more than a tangible commodity to purchase. They serve as our cultural liaisons to residents, neighbors and visitors in providing information and culturally authentic goods and services from Japan. Without them, our Japantown community would be void of being able to appropriately promote and preserve our cultural heritage with the larger community.

The **Neighborhood Anchor Business Registry** would be a welcome addition to the Japantown community. There are a number of businesses who are not yet eligible for the Legacy Business Registry but are still vital and critical members of our business community. The protections and incentives provided by this program would allow them a better chance in succeeding and carrying on the traditions Japantown has continued to pass down over its 115+ years of existence in this City.

Thank you for seriously considering this Ordinance.

Sincerely,

Richard Hashimoto

President

cc: SF Board of Supervisors

From: Kristina Pappas

To:

Breed, Mayor London (MYR); Administrator, City (ADM); Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); Melgar, Myrna (BOS); Mandelman,

Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)

Cc: Board of Supervisors, (BOS)

Subject: SFLCV Supports Funding for Tree Planting in Public Works Capital Budget

Thursday, April 22, 2021 9:12:22 PM Date:

2021 04 22 Money for Trees in DPW Budget.pdf Attachments:

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

# Greetings,

Please find attached a letter of support from the San Francisco League of Conservation Voters.

Sincerely, Kristina Pappas

Kristina Pappas 415.812.3128



April 22, 2021

Mayor London Breed 1 Dr. Carlton B. Goodlett Pl. San Francisco, CA 94102

City Administrator Carmen Chu City Hall, Room 362 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102

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

RE: Support for Funding for Tree Planting in Public Works Capital Budget

Dear Mayor Breed, City Manager Chu, and Supervisors,

The San Francisco League of Conservation Voters strongly urges the City to approve the \$6 million for tree planting requested by Public Works in the upcoming Capital Budget. This funding is an essential step toward aligning Public Works' Capital Budget with long-term tree planting goals set out by the Urban Forest Plan and the draft Climate Action Plan, and toward remedying San Francisco's long-standing deficit of tree canopy.

Phase One of the Urban Forest Plan, adopted unanimously by the San Francisco Board of Supervisors in 2015, called for the City to be fully stocked with street trees by 2034. The draft Climate Action Plan calls specifically for planting 30,000 more street trees by 2034. The \$6 million requested for tree planting will be a credible and substantive down payment. In future years, we strongly urge the City to allocate the full \$12 million necessary to achieve this goal.

When the City declared a Climate Emergency in 2019, it tasked San Francisco Environment with compiling a report on how the City can meet its carbon emission goals. Not surprisingly, the report affirmed the importance of increased urban tree canopy as a key strategy, and referenced the tree planting goal laid out in the Urban Forest Plan. Indeed, as Al Gore put it, "The best available technology for pulling carbon dioxide from the air is something called a tree." Because San Francisco ranks almost last among major U.S. cities in the percentage of land area covered by trees, we have a tremendous opportunity to improve our carbon sequestration, and to affirm our environmental responsibility -- by planting trees.

This investment in the City's "green infrastructure" will also do so much more than meet the urgent requirements of the Climate Action Plan. Just a few of the multiple benefits are:

- Social and Environmental Justice. Renewed, equity-focused tree planting can help remedy the environmental
  injustice of the inequitable distribution of trees throughout San Francisco resulting from historic red-lining,
  disinvestment, and neglect.
- Civic infrastructure co-benefits. Increased urban canopy will increase the proven benefits provided by trees to our
  civic infrastructure, including stormwater capture, reduced combined sewer overflows, traffic calming, energy
  savings, reduced heat islands, wildlife and pollinator habitat, and human physical and mental health.



• Workforce development and job preparedness. Community-based tree planting programs that would be funded via the Capital Budget have long been a key part of the City's urban forest development. These job preparedness programs have trained 50-40 youth per year, and workforce development helps diversify the arboriculture workforce in the City. These are much needed local, green jobs.

This funding for tree planting does not come a moment too soon. The City's implementation of StreetTreeSF, the tree maintenance program funded by the 2016 passage of the Healthy Trees and Safe Sidewalks initiative (Prop E), has resulted in the removal of more than 8,000 street trees that were dead, dying, or dangerous due to 30 years of deferred maintenance. Consequently our inadequate street tree population has actually declined in the past few years. There is no more "shovel ready" project than tree planting and tree care, and the \$6 million in requested funds would support planting and watering and structural pruning during a three-year establishment period. Subsequently, Prop E funds cover the remaining maintenance needs.

For these reasons, the San Francisco League of Conservation Voters strongly recommends approval of the requested \$6 million as a first step toward the vital goal of mitigating climate change, creating local jobs, capturing stormwater, and greening our community with a fully-stocked street tree population of 155,000 trees by 2034.

We look forward to working with you on this important issue.

Sincerely,

Kristina Pappas

President, San Francisco League of Conservation Voters

Gardin Capper

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Young, Victor (BOS)

**Subject:** FW: correspondence

**Date:** Thursday, April 29, 2021 3:30:00 PM

Attachments: BHC seats.pdf

From: Wynship Hillier < wynship@hotmail.com>

Sent: Tuesday, April 27, 2021 5:59 PM

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

**Subject:** correspondence

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

Dear Madam, Mx., or Sir:

The attached correspondence is for distribution to all members of the Board and inclusion in the correspondence file for the next meeting.

Very truly yours,

Wynship W. Hillier, M.S.

That this shall be or we will fall for it. - Brutus, Julius Caesar

# Wynship W. Hillier, M.S.

Post Office Box 427214 San Francisco, California 94142-7214 (415) 505-3856 wynship@hotmail.com

April 27, 2021

Shamann Walton, President
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
City Hall
San Francisco, California 94102-4689

Sent via email to board.of.supervisors@sfgov.org

# Re: THE SAN FRANCISCO BEHAVIORAL HEALTH COMMISSION

Dear President Walton:

Due to a mysterious technical difficulty that seems to strike whenever I attempt to address a legislative body, I was not able to address the Board of Supervisors at today's regular meeting. I ask that you circulate this letter to all Supervisors and include this letter in the communications packet for the next meeting.

Through the Board of Supervisors, the People of the City and County of San Francisco have ordained that the San Francisco Behavioral Health Commission ("Commission") have 17 members. San Francisco Administrative Code § 15.12(b). At least four of these seats are to be reserved for mental health consumers and four for family members of consumers. Id., subd. (c). Additionally, one seat shall be reserved for a child advocate, one for an older adult advocate, and two for mental health professionals. Id., subd. (d). Finally, "[a]ny position on the Commission not allocated to specific types of members may be filled by people with experience and knowledge of the mental health system representing the public interest..." Id., subd. (e). This would seem to require that five seats be available for people representing the public interest.

This is not how the Clerk has interpreted this section. On the vacancy announcement for the Commission, <a href="https://sfbos.org/behavioral-health-commission">https://sfbos.org/behavioral-health-commission</a>, she shows *five* seats reserved for consumers, not four, *six* seats reserved for family members of consumers, not four, *zero* seats for a child advocate, not one, *zero* seats for an older adult advocate, not one, two seats for mental health professionals, and *four* for people representing the public interest, not five.

President Shamann Walton April 27, 2021 Page 2

If I had been able to give this as a verbal comment, as I had planned, you would have been able to respond without notice on the agenda by making a referral to staff for factual information or by referring the subject matter of the comment to staff for reporting back at a future meeting. S.F. Admin. Code § 67.7(d). I had left appx. 30 seconds at the end of my speech for you to do so.

Now is the time to act, because it happens that none of seats 2, 13, and 14 are currently being held by Commissioners on current or held-over appointments. The appointed Commissioner for seat 2 has not attended a meeting since January of 2020. The appointed Commissioner for seat 14 has not attended a regular meeting since June of 2020. Seat 13 is currently vacant. Seat 2 is currently listed as a "consumer" seat. Seats 13 and 14 are currently listed as "family member" seats. Therefore, the problem may be timely addressed by recharacterizing these seats as being reserved for a child advocate, an older adult advocate, and a representative of the public interest. Alternatively, seat 1, currently held by Javier Vigil, may be recharacterized from a consumer to a child advocate seat, because Commissioner Vigil has recent experience on the Youth Commission and is a mental health consumer. Seat 2 could then be left as it is, and seats 13 and 14 recharacterized as reserved for an older adult advocate and a representative of the public interest. If you delay, appointments may be made to seats 13 or 14 that are compatible with their current designations, but which would make compliance with *id*. § 15.12 impossible.

*Id.* allows for a preponderance of consumers or family members, and a preponderance of either group over representatives of the public interest to occur on the Commission, but only fortuitously, as necessary to fill the child advocate and adult advocate positions. The Clerk's vacancy announcement, to the contrary, requires a preponderance of family members over consumers and a preponderance of both groups over representatives of the public interest. Email to the Clerk regarding this issue has gone unanswered for over two weeks. This spontaneous regulation by the Clerk entailed no public participation, was not authorized by the People of San Francisco, and creates blatant inequities on the Commission contrary to the ordinance of the People of San Francisco. It must not stand.

Very truly yours,

/s/

Wynship Hillier

cc: San Francisco Behavioral Health Commission

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

Subject: FW: Upcoming poison drop on Farallones

Date: Friday, April 23, 2021 9:14:00 AM

From: Anastasia Glikshtern <apglikshtern@gmail.com>

Sent: Thursday, April 22, 2021 3:53 PM

**To:** Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Board of Supervisors, (BOS) <br/>
catherine.stefani@sfgov.org>; Chan, Connie (BOS) <connie.chan@sfgov.org>; Preston, Dean (BOS) <dean.preston@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Ronen, Hillary <hillary.ronen@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; MandelmanStaff, [BOS] <mandelmanstaff@sfgov.org>; Walton, Shamann (BOS) <shamann.walton@sfgov.org>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>

**Subject:** Upcoming poison drop on Farallones

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

Dear Mayor and Members of the San Francisco Board of Supervisors,

The U.S. Fish and Wildlife Services are at it again: planning to drop about 1.5 tons of rat poison on Farallon Islands.

This May or June (different dates listed in different sources) the California Coastal Commission (farallonislands@coastal.ca.gov) will decide whether or not to permit the U.S. Fish and Wildlife Service to use helicopters to scatter 1.5 tons of rodenticide onto the Southeast Farallon Island to try to keep eight to ten Burrowing Owls from coming to the island from the Marin Headlands to eat mice that live there.

https://www.youtube.com/watch?v=2bEcyWaVgX0

https://www.marinij.com/2021/04/21/biden-administration-revives-farallon-islands-poison-plan/https://www.mercurynews.com/2021/04/22/biden-administration-revives-farallon-islands-poison-plan/

The rodenticide (brodifacoum) will poison all wildlife and fish - not just mice - as is always the case.

Are you going to protest this criminal plan?

Sincerely,

Anastasia Glikshtern

To: <u>BOS-Supervisors</u>

Cc: Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); Laxamana, Junko (BOS); Nagasundaram, Sekhar

(BOS); Mchugh, Eileen (BOS)

**Subject:** FW: Signs prohibiting motorized scooters on sidewalks

**Date:** Monday, April 26, 2021 2:48:00 PM

Attachments: <u>image001.png</u>

From: Carroll, John (BOS) < john.carroll@sfgov.org>

Sent: Monday, April 26, 2021 12:55 PM

To: Andrew.Jones@nikon.com

**Cc:** Board of Supervisors, (BOS) <box>
<br/> **Subject:** RE: Signs prohibiting motorized scooters on sidewalks<br/>

Thank you for your message.

By copy of this response to the <u>board.of.supervisors@sfgov.org</u> email address, your message is forwarded to the membership of the San Francisco Board of Supervisors.

# John Carroll Assistant Clerk

Board of Supervisors San Francisco City Hall, Room 244 San Francisco, CA 94102 (415) 554-4445

**(VIRTUAL APPOINTMENTS)** To schedule a virtual meeting with me (on Microsoft Teams), please ask and I can answer your questions in real time.

Due to the current COVID-19 health emergency and the Shelter in Place Order, the Office of the Clerk of the Board is working remotely while providing complete access to the legislative process and our services.



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**From:** Andrew.Jones@nikon.com < Andrew.Jones@nikon.com >

**Sent:** Monday, April 26, 2021 11:36 AM

**To:** Carroll, John (BOS) < <u>iohn.carroll@sfgov.org</u>>

**Subject:** Signs prohibiting motorized scooters on sidewalks

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

#### Hello,

I live in district 5 but I have noticed, as I am sure you have, people actually driving motorized scooters on sidewalks. People drive them on the sidewalk in front of my house, with kids playing in the same space.

It is common sense not to drive on the sidewalk, but they do it with impunity.

I suggest, as a minimum measure, that we paint signs on sidewalks that indicate it is against the law to ride motorized scooters in a space that is intended for walking.

Signs such as these are on the Embarcadero but they were painted before motorized scooters took off.

(The police seem to not care about this law, as I have many times witnessed motorized scooters zipping past them and they do nothing.)

Many cities around the world use painted signs on sidewalks to remind people of dangerous or obnoxious things. As an example, there are such signs every 100 m or so in the Chiba district of Tokyo (they are to remind people they cannot smoke on the sidewalk).

Please implement this policy soon before people are hurt.

Thanks,

Andy