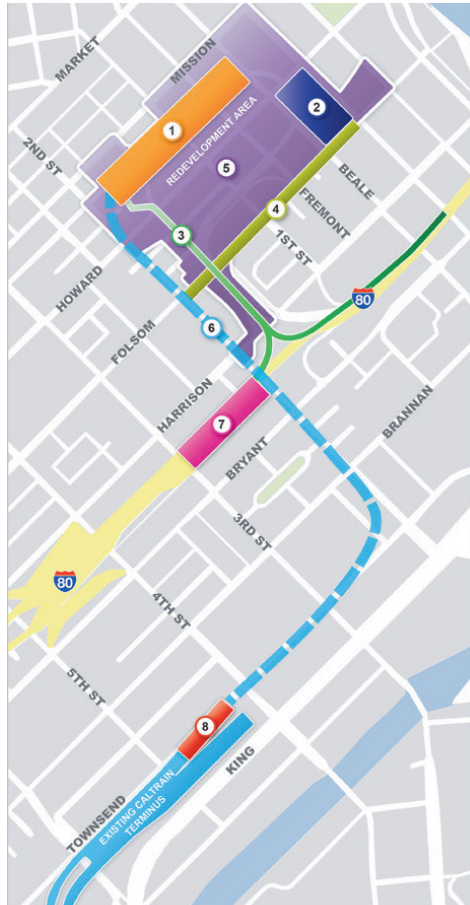


New Train Station and/or Freeway Takedown? What is RAB?

The RAB Study & its Affect on the Downtown Extension of Caltrain

RAB stands for *The Rail Yard Alternatives and I-280 Boulevard Feasibility Study*. RAB has been underway for about 18 months and is being pushed and promoted by members of the Mayor's staff. The RAB planners propose to demolish the north end of the I-280 freeway and then filter 8 lanes of freeway traffic through the streets of the Mission District, Mission Bay, Bayview, Dogpatch and/or Show Place Square. Over the objections of the Caltrain and High Speed Rail Authority, they also propose to relocate the important 4th and King Caltrain rail yard to a remote site miles to the South, thereby substantially pushing up Caltrain and high-speed rail operating costs. Accepting the Mission Bay developers demand that there be "no tracks showing anywhere in Mission Bay", the RAB planners propose to put all tracks north of Potrero Hill in subway. They appear to favor shifting the existing Caltrain alignment including the long established Caltrain terminal at Fourth and King to a new subway alignment under Third Street. Requiring miles of additional subway and a very deep station near the Warriors Arena, this change would delay the Caltrain extension for decades and add \$billions to the cost of extending train service to downtown San Francisco. Yet the RAB proposals are being advanced with no cost estimates, no ridership projections, no



1. Transbay Transit Center
2. Temporary bus terminal
3. New bus ramps
4. Folsom Street
5. Transit Center District & Redevelopment Area
6. Downtown Rail Extension
7. Bus Storage
8. New Fourth & King Caltrain Station

Cont. p. 4

June 21 General Assembly

Installation of CSFN Officers,
London Breed, President, SF Board of Supervisors

Program:

New Train Station and/or Freeway Takedown- RAB and DTX

John Rahaim, Director, SF Planning Department
Gerald Cauthen, SAVE MUNI

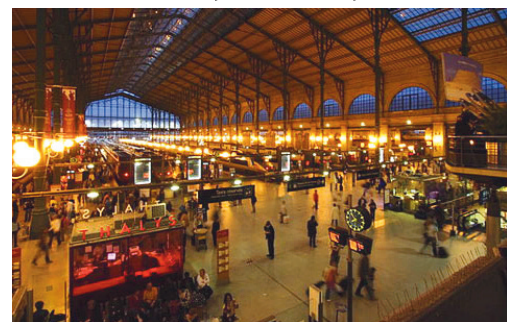
CSFN will be moving to an electronic version only of the *Neighborhood Views* Newsletter effective August, 2016. There will be a General Assembly agenda and Minutes emailed before the July meeting. **This June Newsletter will be the last printed and mailed version.** An electronic version will be emailed to all members and will be posted on our website at csfn.net.

Reminder: Per Membership Eligibility Requirements, all CSFN Member Organizations who have not yet done so need to display a copy of their current membership list to the Recording and/or Corresponding Secretary when signing in to vote on June 21.

Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB)

The Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) is a multi-agency analysis of transportation and land use alternatives in the most rapidly growing areas of the City: South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill. The RAB Study is just that - a study. It is not proposing, nor will it result, in approval or denial of any specific

Cont. to page 2



Gare du Nord, Paris
 One of the world's great train stations



Empty train level in San Francisco's TTC. S.F. Mayor Edwin Lee's legacy?

Resolution on Downtown Extension of Caltrain (DTX)

Whereas in May of 2015 CSFN registered its strong support for the early completion of the DTX Project as called for in San Francisco Proposition H, approved by the San Francisco voters in 1999 by an overwhelming 69.3% majority, and

Whereas, CSFN, recognizing the importance of extending Caltrain to the Transbay Transit Center CSFN reiterates this strong support of the DTX Project on its approved existing alignment, and;

Whereas, when 10, and eventually 11 separate rail lines and over 40 bus lines are serving and connecting to this spacious new destination, it will quickly take its place among the great transportation centers of the world, and;

Whereas, the best way of reducing the 280,000 Peninsula based automobile trips that currently congest San Francisco's streets and slow down MUNI buses every day, is to provide Peninsula residents and San Francisco residents with a faster and more convenient means of traveling to and from San Francisco; therefore be it;

Resolved, that the City and County of San Francisco (CCSF) act immediately to provide the DTX Project with the strong support and political backing needed to raise the local, regional, state and federal funding required to complete the project without further delay, and be it further;

Resolved, that the RAB planners be given until September 15, 2016 to adjust their proposals to assure the early completion of the DTX Project on its approved existing alignment; and that if they fail to do so that Mayor Lee immediately terminate the RAB Study, and be it further;

Resolved, that CCSF take whatever additional actions are needed to ensure that the DTX Project as currently designed and on its approved existing alignment is expedited such that the Caltrain trains are up and running in San Francisco's new Transbay Transit Center no later than 2024.

Submitted by Glenn Rogers (PmAC)

RAB Study *Cont. from p. 1* project.

There are major transit and infrastructure projects currently anticipated or under construction in the City; including the completion of Central Subway, Transbay Transit Center (TTC), Downtown Rail Extension (DTX), Caltrain Electrification, and High Speed Rail (HSR). To date, the cumulative impacts of each individual project have not been studied holistically but rather on a specific project by project basis." Combined with the significant development growth in the area, this presents a number of challenges, including the potential division of these rapidly changing and densifying neighborhoods and increased congestion.

The choices we make now will impact the lives of generations in the region. It is imperative that the City understand how all of the potential projects in the area interact with one another, not independent of each other, to assess the full effects, costs, and benefits and address the final decisions through a comprehensive, regional approach. This is a unique opportunity to shape the future of this area and en-

Cont. to page 4

Presidents Message



Hot button topics like homelessness, gentrification, congestion, infrastructure failings, transportation, water, sewer, crime, public health and safety (and the resulting legislation from City Hall) have a profound impact on all our neighborhoods.

San Francisco's 2016 - 2017 fiscal budget just increased by \$700 million to \$9.6 billion. A million here, a million there—what's the difference in the City by the Bay? San Francisco's annual budget is already larger than the budgets of twenty states.

The draft City budget is also based on a proposed sales tax increase from 8.75% to 9.50% to fund additional public transportation and homeless services. Up for a vote in the upcoming November election, it will need just 50% approval to pass.

These are supposed to be the most prosperous times in San Francisco history, yet the City has a projected budget deficit of \$86 million for 2016 – 2017 and \$161 Million deficit 2017- 2018.

In a March 2016 poll, a majority of respondents disapprove of the job Mayor Lee is doing. His approval number is down in the low 40s, and the percentage who say they "strongly approve" of his performance has dropped to single digits.

According to the phone poll of 504 registered voters, taken by David Binder Research from February 18 to 22, dissatisfaction with the Mayor appears to be fueled by growing concerns over homelessness and the city's affordability.

Under the budget proposal submitted by Mayor Lee on Tuesday, May 31st, there are no cuts to any City services.

The City's workforce will grow from approximately 30,000 employees to 30,750 employees—a 4.1% increase in employees. Most of the new employees will not be able to afford to live inside the City due to the \$3,500 dollar per month rent for a one bedroom apartment.

Home prices are skyrocketing as potential buyers are competing with developers and speculators. The property tax on a \$1M home is \$18,000 annually, plus parcel taxes, and increasing water revenue bonds. Simple math will show that each San Franciscan should have received approximately \$10,700 in benefit. Most of us contributed much more than we received.

Unfortunately, the City's Humpty Dumpty budget is predicated on taxes that may or may not pass and an unsustainable rate of growth. Watch out for the upcoming fiscal disaster.

CSFN Committees

We need your help! How often do you get to participate in something for free, that is fun and rewarding. Please join a committee and help CSFN make a difference. Our official signup will be in August.

George Wooding, Midtown Terraces Homeowners Assn.

Draft Minutes General Assembly Meeting • May 17 2016

1. Call to Order. President Wooding (MTHA) brought the meeting to order at 7:00 PM in the Northern Police Station Community Room.

a. **Quorum declared.** 20 delegates and alternates represented 17 CSFN member organizations. 5 guests signed in.

b. **Agenda approved** after inclusion of the May election under Unfinished Business.

c. Introduction of delegates and guests: Allison Heath (PBNA) introduced Rod Minott, who represents Save the Hill about a project that imperils Potrero Hill and the Eastern Neighborhood plan. He will send us the website.

d. **Hosts:**

(1). **Rose Hillson** (JPIA) mentioned their geographic area, 1908 concerns and proposals for development of the CMPC California Campus and the UCSF Laurel Heights Campus and planning problems associated with them.

(2). **Kathy Devincenzi** (LHIA) and MJ Thomas, their Treasurer, talked about the threat of rapacious developers and getting many businesses to sign onto the petition " Don't Rezone Laurel Heights ". They are fighting bulb outs also.

2. Officers' Reports.

a. **President Wooding** (MTHA) . has been working on No on B and Affordable Housing, and mentioned the upcoming Peskin/Mar legislation for the latter.

b. **1st VP Morgan** (CHNA) – no report

c. **2nd VP Boken** (SPEAK) – no report

d. **Recording Secretary Head** (SHARP) said the draft minutes were on p. 3 of the NL. The report he gave to Sigma Phi on decorum in debate is on p. 7. He reported on the BOS Land Use and Rules Committee meetings and the Planning Commission . He called on latecomers to sign in and show the Secretaries their membership lists to complete the eligibility requirements.

e. **Corresponding Secretary Rogers** (PMAC) is working with Save Muni and will write an article on the tech buses.

f. **Treasurer Scott** (PHRA) – no report.

3. Committee Action Items

a. **Executive** – in NL. In response to an objection from Chooi Eng Grosso (SHARP), Marlayne Morgan (CHNA) explained the rationale for the coming demise of the printed Newsletter

b. **Bylaws** – **Chair Claire Zvanski** (EDIA.) –no report.

c. **Government & Elections.** **Chair Charles Head** (SHARP) . The endorsements for the June 7 ballot are on p. 1 of the Newsletter. SFHAC also took no position on Prop C. We are hearing from Bruce Brugmann about SOTF and Peter Cohen (CCHO) about two realtor backed issues.

d. **Land Use.** No report (will meet Monday, 5/23)

e. **Media Relations.** No report.

f. **Open Space.** **Nancy Wuerfel and Kathy Howard** (SPEAK) –no report.

g. **Transportation.** **Chair Mari Eliza** (EMIA) talked about the striping of Mission Street, meetings with MTA staff, helpfulness of the Small Business Commission and introduced Mark Miller who spoke about the Residential

Parking Permit program and his concerns about it.

h. **Water Task Force.** **Chair Joan Girardot** (MCI&POA)

– no report.

4. Approval of the April 19, 2016 GA minutes – they were approved unanimously.

5. Unfinished Business – New officers were elected by acclamation. They are George Wooding (MTHA) President; Marlayne Morgan (CHNA), 1st VP; Eileen Boken (SPEAK), 2nd VP; Charles Head (SHARP), Recording Secretary; Glenn Rogers (PMAC), Corresponding Secretary; Greg Scott (PHRA), Treasurer; and Penny Clark (RHIA), Mary Harris (OMI-NIA) and Claire Zvanski (EDIA), Members a Large.

6. New Business – **Eileen Boken** (SPEAK) introduced the motion to request to place SFMTA funds on reserve:

"Therefore, be it resolved that CSFN urges the Board of Supervisors to place \$25,000,000 of the General Fund monies allocated to the SFMTA for FY 2016-2017 on reserve until such time as the negative impacts of the Muni Forward project on Mission, Lombard, Geary, Van Ness, Taraval, California, Masonic, Ocean, Geneva and Stockton Streets."

The resolution was declared an emergency, debated and voted on, passing 16-1-0.

7. Program:

a. **Presentation from SF Beautiful.** **Darcy Brown**, Executive Director, and Peter Clark and Bob Frieze, spoke on the founding of SF Beautiful, and current projects to improve the look of the city, among them Muni Art , the Fillmore underpass and SF 2020 projects.

b. **Building New Student Housing for SF Colleges and Universities.** **David Seward** of UC Hastings distributed handouts and discussed the Hastings Institutional Master Plan, including possible coordination with UCSF and SF State University for joint student housing.

8. Adjournment. The meeting was adjourned at 9:15.

Charles Head (SHARP) Recording Secretary

Land Use & Transportation Committee 5/23/16

Meeting commenced at the Taraval Police Station at 5:15PM.

Kathryn Studwell (SFMTA) handed out a sheet with overview slides and Project Brief for **Residential Parking Permit (RPP) Program**. She stated the RPP program was enacted in 1976 by the BOS. D7 where we met consists of 6 areas (O, H, E, B, CC, V). The RPP was created in response to degradation of neighborhoods by vehicles and to keep commuters out of residential areas. Some homes do not have garages and original intent was to support people in Victorians that were built without parking. Due to projected increase in jobs of 200,000 and housing units of 100,000, there is a need to put the demand for on-street parking and static on-street parking space into balance.

City departments, BOS, SFMTA have wanted to evaluate RPP for the last decade but had no funding nor staff. Now have Federal grant to have staff evaluate. Last 18 months doing research on who is buying permits, how many for each person. Conducted online household survey with over 2,300 responses. Need to incentivize people to bike, take transit, and walk.

Cont. to page 6

What is RAB *Cont. from p. 1*

traffic impact data and no information about impact on Caltrain and HSR operations.

TTC stands for San Francisco's new Transbay Transit Center.

The TTC is a huge, five-level rail and bus terminal located at First and Mission Streets. Construction is nearing completion under the direction of the Transbay Joint Powers Authority (TJPA), an agency comprised of one voting representative from AC Transit, one from Caltrain and three from San Francisco. Thanks in large part to the persistence of past TJPA Director Maria Ayerdi, the Authority acquired over \$2 billion in State and federal funding which has been used to build the TTC including a 70-foot deep Train Box for further trains.

DTX stands for the downtown extension of Caltrain.

DTX will be a subway connecting the existing Caltrain terminal at Fourth and King to the TTC. The 1.3 mile extension will complete the 77-mile long, increasingly popular Caltrain line, which currently runs from Gilroy via San Jose and the Peninsula to Fourth and King. Unfortunately, the RAB Study has sidetracked DTX. For this reason it appears that the passenger rail element of the TTC will remain empty and unused for additional decades while the RAB planners sort out what they want to do in Mission Bay. In the intervening years the 1,200,000 square foot structure will serve mainly AC Transit's low ridership transbay bus operation.

"Prop H" stands for a SF Proposition approved by 69.3% of the San Francisco Electorate on November 2, 1999.

Prop H called for San Francisco City Hall to give DTX its top policy and funding priority and that it refrain from taking any actions that would thwart this objective. Section 9 of Prop H states in part: "The Mayor, the Board of Supervisors, and all relevant city officers and agencies are hereby forbidden from taking any actions that would conflict with the extension of Caltrain to downtown San Francisco, including, but not limited to..... undertaking any other land use planning or development effects that would conflict with the intent of this legislation." The Lee Administration has been proceeding in flagrant disregard of Prop H.

TTC/DTX Status:

The TTC/ DTX program has been underway for almost 20 years. As indicated, the TTC is nearing completion. The Train Box stands waiting for trains. DTX preliminary engineering and environmental clearance are complete. The necessary property has been acquired. The necessary local, regional, State and federal agency approvals are in place. With the strong and consistent political support of San Francisco City Hall, DTX could be funded and under construction by the end of 2019 and the Caltrain trains could be up and running in the new TTC by 2024.

What You Can Do: Extending Caltrain would be of major benefit to San Francisco. In particular it would significantly reduce the northbound automobile traffic that flows increasingly onto the streets of San Francisco. The stakes are high; strong action is needed. Get your group on Board! Write to the Mayor or call the Mayor's office. Send letters. Let your Supervisor know what you think. All these things help.

Submitted by Gerald Cauthen, SAVE MUNI

RAB Study *Cont. from p. 2*

sure we provide a world-class transportation system in San Francisco.

The RAB will seek the best ways to integrate all these infrastructure projects and to improve the area as a seamless part of the City. The study will reaffirm the City's commitment to Caltrain Electrification and High Speed Rail service into San Francisco in a manner that meets or exceeds their respective current budgets and timelines while allowing for investigations into potential improvements, expedite their completion, raise additional revenue as well as consider opportunities for coordinated improvements to circulation, public space and land use.

The study is divided in two phases: (I) Technical Feasibility Assessment (completed February 2016) and (II) Alternatives Development.

Phase I of the RAB studied five distinct components. Each component included a thorough analysis of existing conditions and prepared conceptual design alternatives within three study areas: the 16th Street grade separation, the 4th and King Railyard, and I-280. The study also analyzed the possibility of new transit-oriented development and public amenities in the overall area of the City to accommodate growth as the fifth component.

Phase II of this study will combine options from each of the components from Phase I and conduct further analysis of up to three refined alternative.

There are options for each of the components listed below that were shared with the public in February and March, 2016 (<http://sf-planning.org/rab>).

1. Value Engineer the Proposed Downtown Rail Extension (DTX) alignment

The DTX is a planned 1.3 mile tunnel connecting high-speed rail and Caltrain to the Transbay Transit Center. The Downtown Rail Extension project is currently estimated at \$2.6-3 Billion to \$4 Billion. The RAB analysis will review construction methods and rail alignment configurations and seek opportunities to fund and build the project more cost effectively.

2. Create a Loop Track/Extension to the East Bay to Enhance Operational Capacity

Currently, the Transbay Transit Center (TTC) is a stub-end station, meaning trains use the same track to go in and out. This can reduce the station's overall capacity. A loop track or extension to the East Bay will increase the station's overall capacity. The feasibility study will update the existing loop track study according to an updated design of the Transit Center, as well as the financial and physical feasibility of such a loop, including constraints posed by existing and planned build-



ings.

3. Reconfigure, Relocate, or Substantially Reduce the 4th and King Railyard

Currently, the 4th and King Railyard provides train storage, maintenance and operations activities for Caltrain. Modifying or relocating some of these activities would allow Caltrain to continue on a smaller footprint while potentially freeing up land for future development opportunities. The study will analyze potential locations to relocate railyard functions, as well as assess the train storage capacity and train operations associated with a consolidated railyard.

4. Making I-280 into a Boulevard

Replace the end of I-280 north of Mariposa or 16th Street with an urban surface boulevard, similar to the Embarcadero or Octavia Boulevard. This boulevard could create new open space, improve circulation and allow connectivity throughout the area that is currently separated by 1.2 miles of I-280. Creating a boulevard of 280 and a relocated Caltrain/HSR alignment can allow for connecting the street grid, providing more access points between the Mission Bay, Dogpatch, Pier 70 area and the rest of the City.

5. Create Placemaking, Neighborhood Connectivity, Employment and Transit Oriented Development Opportunities

Creating a new Boulevard and relocating the railyard at 4th and King makes new parcels of land available for a number of development or repurposing possibilities. The RAB will also study the possibility of new transit-oriented development, neighborhood connectivity, open space and public amenities to accommodate growth in this area of the City.

The City is expected to present draft alternatives (combined options from each of the components above) to the public in winter 2016, with final versions of the alternatives for further consideration in spring 2017.

At this time, the study is not expected to affect the construction schedules of the Transbay Transit Center, Downtown Rail Extension (DTX), and/or Caltrain electrification. As the preferred alternative (Phase III) is determined, there may be modifications to projects depending on the preferred alternative. Potential costs and time impacts will be preliminarily examined under Phase II and in more detail in Phase III.

RAB study: www.sf-planning.org/rab

Background/Current Status

Transbay Transit Center (TTC) is currently under construction and anticipated to open the concourse, bus terminal and rooftop park in December 2017. The train box will remain a shell until Phase II (DTX) is completed. Construction costs of the TTC are currently \$2.4 Billion. To complete the TTC project, the available funds from the City for Phase II were redirected to Phase I, including the funds from the Mel-lo-Roos District.

The **Downtown Rail Extension** (Phase II of the TTC) is a 1.3 mile underground extension of railyard tracks from their current terminus near the 4th/King railyard to the Transbay Transit Center (TTC). The current project cost estimate for DTX is \$4Billion and due to labor-intensive construction methods (cut and cover and sequential mining) it will take seven years to construct. The estimated cost per rider of the DTX is between 2 and 3 times greater than the cost per rider of the

Central Subway. On average, in the US, it takes approximately 10 years for businesses to rebound after a cut-and-cover construction project such as this. (BART was constructed as a cut-and cover tunnel.) A draft supplemental environmental document was released in December 2015, and a final version anticipated in winter 2016. Construction is set to begin on the DTX in 2023 with completion in 2029 when HSR will travel from LA-SF. The first money identified to pay for this project from the City is scheduled in 2023. Acceleration of the DTX would require reprioritization of many necessary projects within the City.

transbaycenter.org/project/downtown-rail-extension

When **Caltrain** electrifies (2020/2021) Caltrain will only be purchasing vehicles to replace 75 percent of their fleet. In other words, the diesel locomotives will remain on the baby bullet service and the electric vehicles will be used for more local service. Therefore, of the six-peak hour per direction Caltrain trains, only two will be electric and could utilize the DTX until the entire fleet of Caltrain is electrified (no date set). Therefore, the existing noise and air quality resulting from diesel trains operating at 4th/King is not likely to change in the near future under the current plan. The largest volume of passengers on Caltrain uses the current baby bullet service. Caltrain electrification is currently estimated at \$1.9 Billion with some federal and regional money and locally split between San Jose, San Mateo and San Francisco Counties each paying a share.

www.caltrain.com

www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject.html

California High Speed Rail Authority (CHSRA) announced in February 2016 that they were coming north to San Francisco first instead of connecting to LA as originally planned. Originally, HSR would have arrived in San Francisco in 2029 from LA, essentially serving as SFO's fourth runway with a travel time from LA-SF of 2 hours 40 minutes or less. The new plan continues to provide HSR from LA-SF in 2029, but with operations from Bakersfield to San Francisco (4th/King Railyard interim) in 2025. CHSRA is currently embarking on an environmental analysis with a draft anticipated in late 2017/early 2018. The scoping deadline for comments to the CHSRA Environmental project closes June 10, 2016. It is likely with the additional gate down time of an additional four trains/hour/direction (for a total of 20 trains/hour) along the surface tracks of Caltrain that both Mission Bay Drive and 16th Street will need to be grade separated. Previous work completed by CHSRA in 2010 solved this issue by trenching these two streets. That trenching would further divide the communities and results in 20-30-feet of concrete wall on two sides of each intersection for a distance along 16th Street to get underneath and then back to grade under the Caltrain tracks. The current estimate of bringing CHSRA from LA-SF in 2029 is \$64Billion.

www.cahighspeedrail.ca.gov

www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html

By Susan Gygi, PE, Project Manager for the Railyard Alternatives and I-280 Boulevard Feasibility Study

Executive Committee Report • May 2016

The CSFN ExCom met on Wednesday, May 25 at the Northern Station. Chair Morgan called the meeting to order at 4:30 and established a quorum, with Wooding, Head, Rogers, Scott, Clark, Harris and Zvanski present.

President Wooding reported on the Land Use and Transportation Committee meeting on May 23. He recommended that the next GA Program be dedicated to transportation issues, covering the proposed DTX central train station extension and proposed 280 freeway ramp teardown.

First VP Morgan reported that President of the Board London Breed will be swearing in the new CSFN Officers at the June GA. She encouraged ExCom Members at Large to volunteer for projects for which they have a special interest, and for all CSFN members to send in corrections to the GA agenda ahead of the meeting. Morgan will put a notice in the June newsletter reminding all member organizations that this will be the last printed and mailed Newsletter, and that there will not be an electronic newsletter for July. Distribution of the electronic newsletter will commence again in August.

Second VP Boken reported that she had distributed the CSFN Resolution on SFMTA funding before the Commission meeting on May 18, and that she had reached out to Assembly Members Chiu and Ting on proposed affordable housing legislation AB 2501 that will impact affordable housing efforts in San Francisco.

Recording Secretary Head reported that seven of the CSFN member organizations have complied with the membership eligibility requirements to date. There will be a special box in the next newsletter(s) reminding members of this requirement. As Chair of the Government and Elections Committee he is working on seven Charter Amendments for the November ballot. There will need to be two CSFN meetings in August to cover all the issues, and he will let us know the date for this extra meeting.

Corresponding Secretary Rogers reported on the hosting organizations for the upcoming General Assemblies:

June- Diamond Heights Community Association and Excelsior District Improvement Association

July- Francisco Heights Community Association and Forest Knolls Neighborhood Organization

August- Golden Gate Neighborhood Association and Greater West Portal Neighborhood Association

Treasurer Scott reported that he paid the annual premium for the first Errors and Omissions Insurance for the ExCom, and is continuing to work on fiscal year 2015-2016 actual expenditures to help in the preparation of the 2016-2017 Budget.

Member Zvanski raised the issue of CSFN supporting the printing of a postcard for "NO on Proposition B". Chair Morgan explained that CSFN was one of several contributors to a printing expense for this card. There was discussion that there should have been pre-approval of the content of the postcard before authorizing this expense.

The ExCom decided to postpone the Committee signup process until July when Chair Morgan will be able to coordinate the process at the GA. Combining existing Committees and closing down AdHoc Committees was also discussed.

The meeting was adjourned at 6:15 pm.

Submitted by Marlayne Morgan (CHNA)

Land Use & Transportation Committee *Cont. from p. 6*

There were 5-8 areas with 1.2 – 1.6 permits for every available space so asked those areas if should limit household applications. Committee questions: What was the impetus for starting this revamp besides the age of program? See Legislative Analyst Report of 2009 that looked at feasibility of citywide permits due to too many RPP areas with internal demand – demand by local homeowners where there is no parking at night when people return home from work. Report will be sent to this CSFN Committee.

Can residents in new buildings with no parking be ineligible for RPP? Can't do that per Vehicle Code because have to treat all buildings the same. City Attorney looking into possible development agreement or to amend new TDM ordinance (NOTE: TDM will be passed at Planning Commission on 7/17/2016). If anyone wants to exclude persons in new buildings ineligible you can draft something. Is there a legal impediment for those who are in new buildings to not be eligible for RPP? SFMTA can look at it.

Funding of program now is from \$10 million in permit fees per year and this \$10 million is spent on permits, salaries, parking officers, administration. Ms. Studwell says cost of new proposals is nothing unless new technology is used like license-plate recognition. Residents in a pilot neighborhood can do pay-by-phone and possibly extend time flexibly beyond the 2-hour maximum permit time posted or get decal but all must pay and with license plate recognition, easy to see if already paid vs. chalking tires. Ms. Studwell will send answers to our 3 pages of questions we submitted to her.

Website: sfmta.com/neighborhoodparking

Committee went over status and looked at potential schedule of the following topics (dates subject to change):

A. 3333 Calif. (SKS/Prado/Ms. Shorestein) -- schedule AFTER JUNE 29

B. CPMC site project (TMG Partners) – no date for presentation

C. Geary BRT (SFMTA/Colin Dentel-Post) – neighbors either upset or supportive

D. SFMTA's Commuter Shuttle Program status (Sue Vaughan, SFMTA staff) – Mari to follow up

E. Article 7 (Aaron Starr) – JULY GA

F. 280 Teardown- JUNE GA

G. Citywide Design Guidelines (Planning staff) – JULY GA

H. Affordable Housing – SEPT GA

I. RPP (Residential Parking Permit Program) – JULY GA

J. DTX (CSFN existing and new reso) – JUNE GA

K. SFMTA Board Members Appointment – OCTOBER

L. Transportation Demand Management – JULY GA?

(NOTE: TDM considered for adoption **at Planning Commission on Thur., 7/7/2016**)

Meeting adjourned at 6:35PM.

Respectfully submitted,

Rose Hillson (JPIA)

Resolution to Place SFMTA Funds on Reserve

WHEREAS, the SFMTA Muni Forward program is responsible for transit related projects citywide;

WHEREAS, a *Muni Forward* project has been responsible for negative impacts on Mission Street, such as merchants' difficulty in getting deliveries, patrons not able to park to shop locally and decline in the customer base as people decide to avoid going to shop in the Mission altogether;

WHEREAS, the Muni Forward designs for Lombard, Geary, Van Ness, California, Geneva, Ocean, Masonic and Stockton will potentially create negative impacts similar to Mission Street;

WHEREAS, the proposed Muni Forward design for Taraval Street will potentially create negative impacts similar to those on Mission Street;

WHEREAS, the SFMTA's budget is supplemented by General Fund monies;

WHEREAS, the Board of Supervisors has control over appropriating General Fund monies to the SFMTA;

WHEREAS, the Board of Supervisors has the ability to place General Fund monies on Reserve that are allocated to the SFMTA during the City budget and appropriation process;

Therefore, be it RESOLVED, that the *Coalition for San Francisco Neighborhoods (CSFN)* urges the Board of Supervisors to place \$25,000,000 of the General Fund monies allocated to the SFMTA for FY 2016-2017 on reserve until such time as the negative impacts of the Muni Forward projects on Mission, Lombard, Geary, Van Ness, California, Geneva, Ocean, Masonic, Stockton and Taraval Streets are resolved to the satisfaction of the affected communities.

COMMITTEE MEETINGS

Bylaws Chair Claire Zvanski, czvanski@hotmail.com. Ongoing meetings.

Gov't & Elections Chair Charles Head, charleshead@hotmail.com. 6pm, second Friday, Taraval Police Station.

Land Use & Housing Chair, George Wooding, gswooding@gmail.com. Ongoing meetings

Open Space Chair Nancy Wuerfel, nancenumber1@aol.com, 731-6432, Co-chair Ramona Albright, 621-9621. Ongoing meetings.

Transportation Chair Mari Eliza, mari.eliza@sbcglobal.net. Ongoing meetings.

Water Task Force • Chair Joan Girardot, csfnwatertaskforce@gmail.com, 346-5525. Ongoing meetings.

NEIGHBORHOOD VIEWS is published monthly, the official voice of the Coalition for SF Neighborhoods, Inc., a 501(c)4 organization.

To Submit Articles: Email articles by the 3rd (third) of the month to: Newsletter Editor (2nd VP) in Microsoft Word-compatible document (i.e. no pdf's) in-line or as attachment. Articles reflect the opinions of the submitter, not necessarily the opinion of the CSFN. We invite material from member organizations as well as rebuttal to articles already printed. We reserve the right to edit where necessary.

BENEFACTORS

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CORRECTIONS TO NEWSLETTER

Turn in written submissions to ExCom Chair (marlayne16@gmail.com)



JUNE 21, 2016 • CSFN GENERAL ASSEMBLY AGENDA

- | | |
|---|---|
| 6:30 I. Sign In and Refreshments | 7:30 IV. Committee Action Items-written reports: Newsletter |
| 7:00 II. Call to Order/ Ascertain Quorum | A. Executive |
| A. Introduction of Delegates and Guests
/ Short Announcements | B. Government & Elections |
| B. Hosts | C. Land Use & Housing |
| 1 Diamond Heights Community Association
(DHCA) | D. Open Space |
| 2. Excelsior District Improvement Association
(EDIA) | E. Transportation |
| 7:10 Installation of Officers | 7:45 V. Approval of May 17, 2016 Minutes |
| President London Breed, SF Board of Supervisors | 7:50 VI. Unfinished Business |
| 7:20 III. Officers' Reports | 8:00 VII. New Business |
| A. President | 8:15 VIII. Program: |
| B. Vice Presidents | New Train Station and/or Freeway Takedown — |
| C. Secretaries | RAB and the DTX |
| D. Treasurer | John Rahaim, Director, SF Planning Department |
| | Gerald Cauthen, SAVE MUNI |
| | 9:15 IX. Adjournment |