



**Join us**

**Wednesday Dec. 11, 2024, 6:30-9:00 pm**

**At the Flood Mansion, 222 Broadway & Webster**

**As we Celebrate Fifty-Two Years  
Of Supporting our Neighborhoods**



**HELP US HONOR OUR LOCAL HEROES**

**Meet the Movers and Shakers**

**Hors d'oeuvres Wines and Waters**

**Live Music**

**Silent Auction From 7:30 TO 8:30**

**\$40 per person / CSFN members allowed one guest free**

**Donations are appreciated**

**(Checks payable to CSFN) (Mail to Greg Scott, 637 Noe,  
SF CA 94114)**



## **PRESIDENT'S MESSAGE CAB MEDALLIANS**

In the Board of Supervisor Meeting that occurred on October 1, 2024, numerous cab drivers spoke of their difficulty with their profession. In 1999, there was no charge for a medallion which would allow a cab driver to operate. However, in 2010 the **SFMTA** launched its medallion program. The medallion program would cost cabbies \$250,000. Sadly, **Upper** and **Lyft** drivers do not have to pay any fees. Today, many cab companies have gone bankrupt. Many cab drivers have surrendered their medallions or had them foreclosed on. The San Francisco Federal Credit Union, which provided loans for these medallions, has lost millions of dollars. Lastly, medallions that have been for sale since 2016, have had no buyers.

During the heyday of the cab industry, it was possible to make \$250-\$300 in cash, after expenses. This would mean a cabbie could make \$100,000 a year or more for a 10 hour shift. During this time, cabbies could be paid a monthly fee, for as much as \$2,500 a month, to lease their medallions to other cabbies.

The system changed in 2010 when the **SFMTA** took over control of the industry from the Taxi Commission. Unfortunately, when the **SFMTA** took over the regulation of cabbies, they were in a budget deficit. Realizing the **SFMTA** could make money off of medallions, they decided to charge \$50,000 for every \$250,000 medallion. To make this more affordable, the **SFMTA** provided the cabbies a financing program with the **San Francisco Credit Union**.

Sadly, in the year 2012 Uber and Lyft launched their services without any kind of regulatory approval. Even worse, although the **California Public Utilities Commission (CPUC)** first banned the driver service for operating without a license, by the year 2013, they allowed the ride share program free access to do business.

With the **CPUC** placing no limits on the number of drivers or cars on the street, traffic in San Francisco increased dramatically. Now, with the ride share program undercutting cab driver fares, this would make their living difficult. Today, some cabbies make \$120 an hour, or less than half of what they made before. Even worse, cabbies are not able to pick up fares at the San Francisco Airport which are typically large fares ! Should a cabbie abandon their driving for fares, they still have to pay for their medallion loan.

In 2018, the **SF Credit Union** sued the **SFMTA**. The credit union claimed they had lost \$10 million in foreclosures for this program. In October 2021, a jury ruled against the credit union again. In February, a state Court of Appeal upheld the decision. Lastly, the CA Supreme Court, formally denied the credit union's appeal, closing the case.

Now, the credit union is stuck with clients that have been exploited and cabbies have loans they cannot afford. This is just another example of **SFMTA's** deaf ear to the public and the **SFMTA's** poor management skills

Glenn Rogers, RLA, President of CSFN

# GREAT HIGHWAY CLOSURE

## BACKGROUND

There are two sections of this highway being considered to close. One section is near the Oceanside Water Pollution Control Plant, beside a narrow coastline. This is called the southern part of the Great Highway and it will be closed in the year 2025. The other part of the Great Highway being considered to be closed



is between Sloat Blvd. and Lincoln Way.

## OCEANSIDE WATER POLLUTION CONTROL PLANT

At the coast, beside the sewage plant, some of the of slopes are 1/1. This is a cliff that is unsustainable. A stable slope has a 1/3 slope and is considered at the angle of repose. Where the slope is 1/1, an environmental solution is not possible.

## DETERIORATION OF THE GREAT HIGHWAY DUE TO POOR MAINTENANCE

The clay pipe present appears to be a drain pipe only and not the pipe to the sewage plant. With numerous parts of the Great Highway falling into the ocean, this part of the Great Highway being made into a park is assured. However, there is some misunderstanding about the collapse of the highway here. The Great Highway is eroding because of pipe beside the highway leaking. There is also the possibility that water is undermining the highway from

subsurface drainage from the highway itself. All this is a great disappointment since the solution of repairing faulty pipe is much easier to fix than the correction of *CLIMATE CHANGE!* These pipes appear to be left to collapse intentionally as the City desires to secure the land beside the sewer plant in perpetuity.

### **SOUTHERN GREAT HIGHWAY BEACH ACCESS**

In discussing the attributes of the new park at the Great Highway, one solution is to have a parking lot on the bluff above the Sewage Plant beside the coast and then provide a trail to the new Great Highway Park created for the public. Since one parking lot is believed to be insufficient, a second parking lot could be provided at the end of Zoo Road. Presently, the plan is to create a stairway to the beach for public access. However, this solution may bring the public too close to the threatened Bank Swallow bird population. Besides, a stairway is not an environmental solution to access the beach. For this reason, we present the following scenario to access the beach.

### **ENVIRONMENTAL BEACH ACCESS**

In the report from the San Francisco Estuary Institute (SFEI) is a description of a dune management at Ocean Beach.

Some parts of the beach, that are broad and wide, can be improved with grass or native planting, driftwood and brush matting defining paths that guide hikers to not trample on the grass or vegetation planted. This preserves the sand on the beach also. The loss of vegetation, due to trampling by pedestrians to go to the beach, often would occur at signaled pedestrian crossings. This loss of vegetation can lead to erosion of fixed dunes so that they become mobile dunes, allowing sand to migrate toward the roadway. This sand also ends up in the homes of those living nearby. Therefore, the remedy of this situation is very important to the general public that live here.

### **THREATENED BIRD SPECIES**





Care must be considered in protecting two threatened bird species, the Snowy Plover and the Bank Swallow. A stairway to the beach, beside the steep cliffs, could frighten or reduce habitat for the Bank Swallow that nest on bluffs. The Snowy Plover nests on back beaches which are reduced when beaches are narrow. This species would benefit from an absence of dogs and casual walks by beach enthusiasts. Presently, dogs are allowed on the north portion of the beach beside the Cliff House, if they are on a leash. Care must be taken to not have beach access beside Snowy Plover habitat which is from Beach Chalet Soccer Field to Sloat Blvd. for about 10 months out of the year from July to May. In this zone, it is recommended dogs be on a leash. Therefore, an Environmental Impact Report (EIR) should be part of this process to close the Great Highway.

### **NON-NATIVE PLANT SPECIES**

Today, the plant species presently growing at Ocean Beach are non-native. They are European Beach Grass (*Ammophila arenaria*) and Ice Plant (*Carpobrotus* spp.). I believe it is worthwhile to provide native habitat for the sake of the environment present and for educational purposes.

### **DISCUSSING THE NORTHER SECTION OF THE GREAT HIGHWAY**

The most compelling argument for not closing the Great Highway is that the Snowy Plover habitat would be in jeopardy with additional users of the highway with bikes, skateboards, skates and pedestrians. These same people present from Lincoln Avenue to Sloat Blvd. could cause increased damage with more access to the sand dunes, the scarce grass still present and the Snowy Plover that nest there. The Snowy Plover is a threatened species because of human disturbances due to development, recreation, and other human pressures. With the closure of the Great Highway and more access to the beach, more sand should be anticipated on the highway, as the vegetation on the dunes becomes trampled on by more people. This is because what keeps the sand in place is the vegetation.

### **HOW THE GREAT HIGHWAY IS USED TODAY**

Today, most pedestrian traffic enter the beach from designated crosswalks. This limits the amount of destruction of the sand dunes. When all of the Great Highway is open, all the beach sand dunes will be in jeopardy of being trampled and destroyed. This will add more sand to the highway, not less, and now this increased sand will need to be removed also. Sand is not a friend of bikes, skateboards or roller skates either!

### **ANTICIPATED SERVICES NECESSARY**

Other issues to be faced by the closure of the Great Highway are funding, maintenance and more police. Presently, the San Francisco is in a budget shortfall. Why are we planning all these changes in a time when money is scarce and when there will be a change of the Supervisors deciding these decisions? Besides, today the police do not monitor the Great Highway when it is closed to traffic with people on bikes, skate boards or skates. Residents complain that the bicyclists present seem to act entitled and rude to others using the same space. When will we consider the need for more policing and the need for increased maintenance as more sand becomes present on the highway from degradation of the sand dunes due to more encroachment.

### SFMTA STATISTICS

The **SFMTA** has claimed there are as many as 10,000 visitors to the Great Highway on a weekend. Residents that live there question these overly inflated numbers and ask for a reliable study from an outside data collection agency to challenge the attendance claims of the **SFMTA**. The **SFMTA**, which seems to favor the goals and aspirations of the *Bicycle Coalition*, has improperly designed or claimed statistics, that have not been accurate, in the past.

### RIP CURRENTS

A discussion of the Ocean Beach would not be complete with out a discussion of “rip currents”. First of all, to have rip currents the beach must be shallow. Rip currents allow for a further landward penetration of wave penetration and limits the available space for dunes. Rip currents can also transport large amounts of sediment offshore when synergy develops and the rip-wave pattern results in a small recess in the coastline where the shoreline erodes. If you are in trouble swimming in a rip current, it is important to see if you can stand up and walk to shore. Many deaths could have been avoided by simply trying this alternate form of movement.



Sewer Piping diagram and Pumping Plant (above)

### **UNDERSTANDING THE SEWAGE PLANT**

As you can see from the picture above, effluent from the southwestern part of San Francisco travels past the existing sewage plant by gravity and arrives at the Westside pump station. From there the effluent is pumped to the Oceanside Water Pollution Control Plant. Then the treated effluent is pumped 4.5 miles into the Pacific Ocean for release.



**The picture above is of the Lake Merced Tunnel which is 14'0" diameter and travels 1.6 miles. See red line in Sewage Piping Diagram**

### **WESTSIDE TRANSPORTATION BOX AND DECANTING BOX**

Effluent coming from the northwestern part of the City travels in the Westside Transport Box and the Decanting Box, side by side. In the upper corner of the Sewer Piping diagram (above) is the location of the Decanting Station. This Decanting Station releases raw sewage when it rains and the sewage plant is overloaded and unable to process all the effluent. This allows the solids effluent to be separated and retained, while allowing the remaining untreated effluent to be released into the ocean.

### **FENCE AS PROTECTION**

Some neighbors believe a fence could protect the native planting required to stabilize the dunes from movement and protect the Snowy Plover habitat. This ignores the fact that a fence originally was protecting the European grasses that had been planted there. That fence was very successful and the grasses flourished. Eventually, sand accumulated around the fence. The morning dew,

rich in salt water, caused the fence to deteriorate. Unfortunately, the fence was never replaced.

## **LET'S KEEP THE HIGHWAY**



Closure of the Northern Section of the Great Highway is not recommended because the City could easily convert the adjacent area into a recreational opportunity.

While the center median is 12'0" wide the space to the east of the Great Highway, including the asphalt walkway, is 40'0" wide. Forty feet is nearly the width of the recreational space proposed for the closure of the Great Highway. The question arises: why close the Great Highway when another option is available? In addition, the new recreational space could have a par course providing even more opportunities for healthy recreation. It would no longer be necessary to drive by car to Lake Merced if there were a par course at the Great Highway.

In addition, the Northern Section of the Great Highway should not be closed to minimize public intrusion into the Snowy Plover habitat. Public access to the beach thru the dunes and Snowy Plover habitat would increase dramatically,



negatively impacting both. Presently, most of the public access comes from the lower Great Highway at the intersections, e.g. Judah, Noriega, or Taraval Streets. Should the Great Highway be open everywhere, access to the beach would be from all directions, damaging the dunes even further.

The Southern Section of the Great Highway does not need to be replaced with a park at this time if the leaking pipe is properly repaired and if surface and subsurface drainage is managed properly. Because the Oceanside Water Pollution Control Plant was originally located in a vulnerable location beside a historic stream, a new location must be found.

The northern section of the Great Highway should remain open to automobiles. Beach access should be unrestricted to an unlimited number of beach enthusiasts, but only where there are crosswalks.

An acceptable compromise, the Great Highway could be used for pedestrians, bicyclists, and skateboards on the weekends if the closure of the Great Highway to automobile traffic could begin at 8 pm on Friday evenings, allowing commuters to travel unimpeded to their homes.



## **OTHER PARCELS BUILT ON NARROW STRIPS OF LAND IN DISTRICT 4**

In the photo above, we have housing developed on a extremely narrow parcel off Sunset Blvd. **1** Could this happen at the Great Highway where there is a 40'0" Green Space? Also, the fact Yelp has donated \$300,000 to the Yes on K campaign is a lot of money. Clearly, politicians can benefit by being on the correct side of this issue. Lastly, Richie Greenberg is suing the San Francisco's Voter Handbook for publishing false information about 10,000 visitors at the Great Highway every weekend.. **2**

For all these reasons, the Yes on K campaign should be voted down.

1. <https://westsideobserver.com/23/10-westside-greenbelt-endangered-from-state-mandated-development.php>

2. <https://x.com/greenbergnation/status/1828831322837839917>

**Glenn Rogers, RLA**

**Landscape Architect, LA 3223**

**President, Coalition for San Francisco Neighborhoods**



**SAN FRANCISCO ZOO NEEDS WORK!**

By Lesly McChung, October 11, 2023

At the San Francisco Zoo, the kangaroo pen lacks running water, the gorilla habitat area floods during heavy rainfall and the jaguars are depressed and live in an old concrete chain-link box. That's according to a new report by the San Francisco Animal Control and Welfare Commission, which describes the 95-year-old facility as "extremely outdated" and "unsafe for visitors and animals." The commission is now urging the San Francisco Board of Supervisors to require a performance audit of the zoo.

A damning report describes the 95 year old zoo as outdated. The zoo needs a completely new design because of serious mismanagement and infrastructure that is crumbling. Often animals are brought in to be displayed before the cages are built. The jaguar for example lives in a 30'x40' cage and these animals travel 10 miles when living in the wild. The Ecuadorean Condor was to have a new large cage to fly in but this is not present.

Many experienced employees have left. One expert in lemurs with 30 years experience was not asked his opinion about new lemurs provided the zoo. When the zoo saw the report, they denied the criticism being valid. Those that work at the zoo were disappointed in the AZA accreditation. The Humane Society claims our zoo is the worst in the United States. At our zoo walls were lower than the national standard. This was discovered when in 2007 a Tatiana, a tiger, escaped its enclosure and killed a 17 year old guest at the zoo!

In 2013 a Kaibe, young gorilla was crushed by a door that malfunctioned. Last year a penguin was killed by a door. In 2019, two orangutans, named Bernie and Judy, were confined in rat infested cages for as long as 2 years with little



contact with the outside. In 2020, a young mountain lion killed two wallaroos and a kangaroo. In 2023, a grizzly bear escaped confinement and attacked the maintenance staff.



Unfortunately, having Pandas will not correct the problem, therefore, the program should be cancelled. What is needed is a comprehensive audit. The zoo needs new management and more financial investment. Elk Grove has an exemplary zoo, we should follow their example.

**END**



## **Aaron Peskin gains in S.F. mayor's race, delighting progressives — and alarming familiar foes by J.D. Morris**

As [Supervisor Aaron Peskin](#) tried to spread the word about his mayoral campaign in San Francisco's Mission District Wednesday morning, he kept encountering the same response. Over and over, passersby said they had already voted for him or planned to do so. Peskin wasn't surprised by the reception he received at the 24th Street BART plaza in one of the city's most progressive neighborhoods.

"There is hope and excitement that a grassroots candidate might actually be able to prevail in this contest," Peskin said with a smile, clutching campaign literature that sought to distinguish him from [Mayor London Breed](#) and two other leading candidates, [Daniel Lurie](#) and [Mark Farrell](#). "It's getting closer to the election. Everybody is tuning in," he said. "There's a very clear contrast between me and the other major candidates, and then the recent polling information — regardless of whose poll you look at — shows that my numbers are going up."

Peskin, the Board of Supervisors president who's been a San Francisco elected official on and off since the turn of the century, has been gaining ground in recent polls. In the Chronicle's [third and final survey](#) of the mayor's race published this week, he grew his share of first-choice votes by six points, coming in third place behind Breed and Lurie, who led when all of voters' ranked-choice preferences were accounted for. And Peskin is betting that his momentum will continue to grow.

Peskin's improved position in the race has given hope to his supporters that San Francisco could be on the cusp of electing its first progressive mayor since Art Agnos left office in 1992. In contrast to Breed, a moderate, Peskin favors a greater expansion of rent control and opposes her aggressive push to sweep homeless encampments from the streets. He also frequently decries the influence of wealthy donors in local politics, often noting that, unlike Breed, Lurie and Farrell, he has no billionaires on his side.

While those political positions thrill Peskin's left-leaning supporters, his apparent rise in the mayoral election is raising alarm in San Francisco's moderate camp.

**END**



**Do voters want to close S.F.'s Great Highway? New Chronicle poll shows where they stand [Prop K - 46% in favor of closure, 44% against, 10% undecided]**

## **COMMITTEE: OPEN SPACE REPORT**

There is no promise provided by Supervisor Safai or Melgar, that no new housing will be built on the Brotherhood Way Greenbelt, after the construction of a Oceanview Library. Also, a new location has also been found beside Shields, Beverly Street and 19th Avenue. This location too is beside the M streetcar. See pictures below:



## **GOVERNMENT AND ELECTIONS -**

CSFN members voted on the following in the September 2024 Newsletter:

### **Bonds**

**A - Schools Improvement and Safety Bond (PDF) 55% to pass - YES**

**B - Community Health and Medical Facilities, Street Safety, Public Spaces, and Shelter to Reduce Homelessness Bond (PDF) \$390 million need 2/3rds to pass - No Position**

### **Charter Amendments**

**C- Inspector General (PDF) - YES**

**D - City Commissions and Mayoral Authority - NO (list of commission to be cut p. 6)**

**E- Creating a Task Force to Recommend Changing, Eliminating, or Combining City Commissions**

**(PDF) - YES**

**F- Police Staffing and Deferred Retirement 5 years (PDF) - YES**

**G - Funding Rental Subsidies for Affordable Housing Developments Serving Low Income Seniors, Families, and Persons with Disabilities (PDF) Revenue Bond? No Position**

**H- Retirement Benefits for Firefighters (PDF) - YES**

**I- Retirement Benefits for Nurses and 911 Operators (PDF) - No Position**

**J- Funding Programs Serving Children, Youth, and Families (PDF) set aside? Adds a community**

**needs assessment. Adds oversight of this program. - NO**

#### **Ordinances**

**K- Permanently Closing the Upper Great Highway to Private Vehicles to Establish a Public Open**

**Recreation Space (PDF) - NO - CSFN Signed onto an environmental ballot argument.**

**L- Additional Business Tax on Transportation Network Companies and Autonomous Vehicle Businesses to Fund Public Transportation(PDF) - NO**

**M- Changes to Business Taxes (PDF) - NO**

**N- First Responder Student Loan and Training Reimbursement Fund (PDF) - YES**

**O- Supporting Reproductive Rights (PDF) -YESRM 4- Regional Measure 4, was withdrawn!**

#### **State Propositions**

**Prop 5 - California Proposition 5, Lower Supermajority Requirement ... NO**

**Prop 33 - Costa Hawkins - YES**

### **CSFN AGENDA :**

**Tentative Assembly Agenda for November 19, 2024**

- \* Call to Order**
- \* Spotlight: Ewing Terrace Neighborhood Association**
- Presentation from Christopher Bowman on Election Results!**
- Tentative Draft Minutes of CSFN GA 10-23-2024**



- Officers Reports; President, Vice President, Treasurer, Correspondence and Recording
- Committee Reports: Executive, Bylaws, Government & Election, Land Use and Open Space
- Unfinished Business: December 11 event at Flood Mansion, with auction?
- New Business:
- For the Good of the Order
- Adjournment

Organization <https://csfn.net/organization/>

Members <https://csfn.net/membership/>

Resolutions: Download pdf instructions

### **CSFN Draft Minutes for Approval**

Tuesday October 15, 2024 - 6:42 PM Call to order

Niall Murphy spoke about his year serving on the grand jury from July 2023 to June 2024 where he was involved in 5 investigations including “Commission Impossible”.

No spotlight speaker this month.

President – Glenn Rogers

Glenn attended the October 1<sup>st</sup> Board of Supervisors meeting when cab drivers testified about paying \$250,000 for a medallion. The city didn’t charge Uber or Lyft anything and the cabdrivers are struggling to pay off the debt they incurred.

Vice President – Charles Head

Charles has been looking at various committee meetings especially the Government Audit & Oversight Committee. He is also helping with planning the Dec 11 event at Flood Mansion.

Vice President - Lee Ann Prifti

Lee Ann gave a report to Diamond Heights on up zoning and she also spoke about why the Great Highway shouldn't be closed. She also spoke about Aaron Peskin's rent control being extended to buildings built after 1978.

Recording Secretary – Deborah Murphy

Deborah will hear Aaron Peskin speak at a neighbor's house on October 20

Corresponding Secretary – Mari Eliza

Our slate card and voting guides are on our website. Meetings about the upcoming election are on the calendar.

Treasurer – Greg Scott

Our cash balance is \$56,000 – not a lot of activity this year. Greg will check to see if dues can be paid by Zelle.

Committee Reports

Ex Comm - Charles Head

Has been working on our monthly speaker program, newsletter, and Dec 11 party.

Land Use & Transportation – Mari Eliza

Nothing on ballot regarding land use. She went to save MUNI meeting and Tom Rubin did not say enough to convince people to vote no on Prop 5.

Open Space - Glenn

With the withdrawal of the Bay Area Regional Housing Bond the Ocean View Library is considering a new location next door to the old library. The space is 3 times larger and is currently suffering a lawsuit.

Unfinished Business

The Bylaws Committee hasn't had a meeting and has an absent chairman. This committee needs to be reorganized and revitalized. We need more volunteers for a new Bylaws Committee.

Events at Flood Mansion celebration.

New Business

There have been a few meetings for the Dec 11 event and we want to have a silent auction this year. We have the use of a piano but need to find new musicians. We may also honor heroes– let Charles know of any suggestions.

Draft minutes from September approved as amended.

For the Good of the Order

Meeting Adjourned 8:00

**THE TREASURER HAS ASKED FOR ALL MEMBERS TO CHECK TO SEE IF THEY HAVE PAID THEIR DUES FOR THE YEAR OF 2024. SOON THE YEAR 2025 WILL BE WITH US AND CSFN WILL HAVE MISSED YOUR DUES FOR 2024!**



**Member Renewal**

Name of Organization \_\_\_\_\_

Mailing Address \_\_\_\_\_ SF 941 Contact E-mail \_\_\_\_\_

**Current Officers**

Name	Office	Address (with ZIP)	Email Address	Phone

**CSFN Delegate**

Name	Address (with ZIP)	Email Address	Phone

**If your organization has alternate CSFN delegates:**

Name	Address (with ZIP)	Email Address	Phone

NEWSLETTER MAILING LIST - Each member is entitled to receive two copies of CSFN's monthly newsletter Neighborhood Views as part of their membership fee. The first copy goes to the delegate and the second to a person designated by the organization. A member of an organization's Board of Directors may subscribe to the CSFN newsletter at a rate of \$10 per year. Other persons may subscribe at \$15 per year. If you prefer to view the newsletter online or download it from the website www.csfn.net/newsletter check the box below and leave the following lines blank. Additional paid copies: use the back of this page. Include address and zip codes.

- Email us the newsletter to following email address(es): \_\_\_\_\_
- Do **not** send us a hard copy.
- Send a hard copy to:

Name	Office	Address (with ZIP)	Phone

**DUES, DONATIONS AND NEWSLETTER SUBSCRIPTIONS**

CSFN Annual Membership dues are \$45. Organizations wishing to include an additional donation to CSFN are encouraged to do so. Please add \$10 for each additional newsletter subscription for your organization's board members and \$15 for other members. Make check payable to CSFN and mail to CSFN POBox 320098 SF CA 94132.

Annual Membership Dues: \$45.	_____
Newsletter Subscriptions: @ \$10.	_____
Newsletter Subscriptions: @ \$15.	_____
Additional Donation	_____
Total to CSFN	_____
<b>Thank You!</b>	

**CSFN Membership Certification**  
 CSFN Bylaws (Article II, Section A-G) require each voting member organization to certify that it has a membership of 35 or more in order to maintain voting privileges. Organizations not having the required membership are encouraged to join or retain membership as associate members without voting privileges.

Member Organization (35 or more members) \_\_\_\_\_

Associate (non-voting) Member Organization \_\_\_\_\_

Certifying Signature \_\_\_\_\_

Address if not listed above \_\_\_\_\_

**CSFN Annual Membership Fee is Due in January. If not received by March 1, voting rights will be withdrawn.**