

CSFN NEWS



**Photo of the Holiday Celebration at the Flood Mansion
“Lurie and Peskin last face off”
Photo and Quote by Dave Osgood**



CSFN PRESIDENT'S MESSAGE: FLOOD MANSION DESCRIPTION

James Flood in 1870's purchased the Comstock Lode for about \$100,000 or \$4-\$5 a share. Later, the stock would rise to \$710 a share. Eventually, James Flood would make his living in finance.

James Flood wished to have his mansion completed in order to view the Pan Pacific Exposition of 1915. The architects that designed this building, also had designs in the Pan Pacific Exposition.

Maud Flood, when she was living in Nevada, did not want to move to San Francisco, unless the home she lived in was safe from earthquake and fire. Therefore, her husband built a mansion at 2222 Broadway, San Francisco, on rock, with rebar reinforcement and with a facade of marble. The exterior of the Flood Mansion is in the Italian Renaissance style. The exterior architectural ornament was all designed by hand, first in carved in clay, then in marble. The interior main hall is consider Classic Georgian. The dining room is in the style of High Renaissance. Ceiling ornament in the main dining room, is similar to the ornament found at the Vatican, Rome. The Belvedere showcases the most magnificent view of San Francisco and was greatly sought after by James Flood. Where the Chapel is today, this was once the main living quarters and the most beautiful room in the house. To the north of this room, was the wonderful view of the Bay and the walls on the south of the room, with mirrors present, reflected the view of the Bay again.

In 1939 Maud Flood donated the home she shared with her late husband, to the Catholic Church, where it first became a girl's high school. Large bedrooms of the house became the perfect size for classrooms.

Today, it is now a school for boys and girls from kindergarten to the 12th grade. Kathy Holly, our music entertainer at the Holiday Celebration, was educated here as well as Senator Feinstein.

Glenn Rogers, RLA
President CSFN

The Office of the Assessor-Recorder is offering free Wills, for the deceased, available for low income individuals. If you do not have a low income, Wills are available for \$400.

ASSESSOR JOAQUÍN TORRES

MERCED EXTENSION TRIANGLE NEIGHBORHOOD ASSOCIATION

Updates and answers to frequently asked questions about informal reviews, appeals, and more.



Office of the Assessor-Recorder

Our Mission is to fairly and accurately identify and assess all taxable property in San Francisco, and record, secure, and provide access to property, marriage, and other records.

Assessor

- Fairly and accurately identifies and assesses all taxable real and personal property in the City and County of San Francisco.
- Prepares the annual assessment roll which reflects the taxable values of land, improvements, and personal property.
- Provides assessment information and works to ensure constituents are aware of their rights to appeal and benefits they may qualify for including tax exemptions and reassessment exclusions.

Recorder

- Maintains and secures a permanent archive of public records and provides them to the public in an accessible manner.
 - Over 200 documents including deeds of trust, liens, public marriage certificates, reconveyances, and maps.
- Collects real property transfer tax.
- Performs audits to ensure the correct property value basis for taxation.

Our office by the numbers (2024-25)

- \$347 billion assessment roll
- \$23 billion in exemptions
- \$4.0 billion total property tax revenue of which \$2.5 billion supports city services
- Property taxes are the largest single source of revenue for San Francisco's general fund



Source: Office of the Controller, City and County of San Francisco



JEFFREY TUMLIN, THE REAL STORY

Now that departing Director of Transportation Jeffrey Tumlin, has been heaped with political praise for his tenure with the **San Francisco Municipal Transportation Agency (SFMTA)** it is time to tell the real Jeffrey Tumlin story.

On December 12, 2024, Jeffrey Tumlin announced he would be stepping down from his position at the end of 2024. Tumlin has led the **SFMTA** since December 2019, and his five-year contract was due to expire at the end of the year.

Tumlin resigned from his \$400,725 annual salary with benefits because newly elected San Francisco Mayor-elect Daniel Lurie was probably not going to renew his Director of Transportation term. Without San Francisco Mayor, London Breed's protection, Tumlin was finished.

Mayor Breed had asked the previous **SFMTA** Director of Transportation, Ed Reiskin, to resign. Reiskin was brilliant but was a scapegoat for the **SFMTA** problems that had not been fixed for generations. Reiskin was blamed for problems such as aging buses, maintenance, lack of parts, malfunctioning bus doors, lack of revenue, a culture of sexual harassment, and ongoing operator shortages.

Mayor Breed did not like Reiskin but she and State Senator Scott Wiener loved Tumlin.

Mayor Breed controlled the appointments of the seven member Transportation Directors. The Board of Directors then appoints the Director of Transportation. When Mayor Breed says "jump" the **SFMTA** Directors say, "how high?"

“Jeffrey Tumlin is exactly the type of forward thinking, results oriented leader that the **SFMTA** needs and I am excited to announce his new role as Director of Transportation,” said Mayor Breed. “I believe Jeffrey is the right person to improve our public transportation, continue making our streets safer, and ensure that our approach is equitable and serves all of our residents across San Francisco. The **SFMTA** is an agency that requires a balance between managing an enormous day-to-day operation and developing the vision to help our city continue to grow without increasing gridlock. I know Jeffrey is ready to lead this agency.” 1

Tumlin was anointed as the man who would save the **SFMTA**. Future **SFMTA** budgets will show that he has actually crippled the **SFMTA**'s ability to generate adequate revenue and transportation throughout San Francisco. Tumlin picked a great time to go on his so-called “sabbatical” [read: run away]. Let the next Transportation Director fix Jeffrey Tomlin's and Mayor Breed's financial ruin of the **SFMTA**.

“We are in the process of hiring a star,” said **SFMTA** Board Chair Malcolm Heinicke. He noted the agency had conducted an international search to find a new Transportation Director. Tumlin lives in Noe Valley. This “international search” would be the equivalent of searching for a new Director of Transportation at the **Serramonte Mall** in Daly City.

“Jeff deeply understands the interconnectivity linking transportation to social justice *[read: DEI], economic development, public health, and sustainability” said Gwyneth Borden, Vice Chair of the **SFMTA** Board of Directors. “We are excited to leverage his experience tackling complex issues in a modern and technologically advanced era.” 2

* DEI stands for Diversity, Equity, and Inclusion, which is defined as follows: Diversity is the presence of differences in dimensions of human identity. What does this mean?

Tumlin was a mediocre, polarizing public servant. He was hand-picked by Mayor Breed and continually propped-up by Mayor Breed, State Senator Scott

Wiener, **The San Francisco Transit Riders, Walk SF** (pedestrian advocate group), **The San Francisco Bicycle Coalition** (SFBC-501C3) and (SFBC-501C4), the San Francisco Board of Supervisors and several wealthy contractor and architectural firms, that did business with the **SFMTA**.

Tumlin's goals of "joy", "public safety", "transportation facilitation," "transparency" and "revenue generation" all begin and end with getting rid of cars, parking spaces or MUNI competitors. Cars used to be 19% of the **SFMTA**'s revenue, now they will represent only 12% of the SFMTA budget revenue. The **SFMTA** budget deficit for 2025 will be \$12.7 million. SF residents owe a lot of this "joy" to Tumlin.

The **SFMTA** agency now reports that continuing inflation and the end of federal pandemic relief will leave a \$260-million to \$322-million deficit beginning in 2026 – and that massive system cuts in routes and operating hours are coming.

Fare amounts will be increased. Parking fines will go up in both 2025 and 2026 of the budget. By the second year, tickets for street cleaning and parking meter violations will have gone up by \$15. Fare evasion has gone up from 12% to 20% since the pandemic. So, the **SFMTA** included funding in this budget for 36 additional fare inspectors. The more our fare inspectors are visible on Muni, the more people will pay their fares, so this investment will supposedly pay for itself.

The **SFMTA** has paid millions in grants to the bicycle coalition. Tumlin, some Directors of Transportation and many **SFMTA** administrators are current or past Bicycle Coalition members. **The Bicycle Coalition**, and **Walk SF** members are often the spearhead to supporting anti-car legislation. The **SFMTA**'s motto seems to be that cars are always bad—and so is car parking.

If small businesses are hurt by **SFMTA** bike lanes or lack of parking—too bad. The **SFMTA**'s real equity is that they will put any ones small business out of business with impunity. It was the business owners' fault for placing their business near a future bike rack, bike lane, slow street, quick-build, MUNI construction zone, etc. The SF streets are lined with shuttered business. Streets that used to average one or two accidents every five years are being limited to one lane. Clogged or congested streets are becoming common.

SFMTA reports are designed to be misleading. Tumlin states that he had reduced crashes involving pedestrians by 32% and crashes involving bikes by 33% on streets where the **SFMTA** has installed Quick Builds. Cars are often forced to use surrounding streets. The **SFMTA** does not keep track of the accidents on side streets. Thus, the **SFMTA** is always reporting glowing safety reduction numbers on Quick Build streets.

Jian Huang, an 80-year-old San Francisco resident, was crossing Valencia Street at 18th Street when he was struck by the driver of an SUV. The driver was turning left from 18th Street onto Valencia going south, according to Erica Kato, a spokesperson for the **San Francisco Municipal Transportation Agency**. 5

This is the result of just one Quick Build, “Valencia street was redesigned this Summer, with its curbside bike lanes replaced with a single bike lane down the center of the road. The new design stretches between 15th and 23rd streets. **SFMTA** spokesperson Stephen Chun previously told SFGATE that the design provided a “balanced approach” that “separates people on bikes from vehicle traffic and vehicle loading and allows the curb space to be retained for commercial and passenger loading activities.” 5

Luke Bornheimer, a sustainable transportation advocate and organizer behind the **Better Valencia** campaign, told **SFGATE** that the design is “dangerous and unintuitive.” “It’s a failure and it’s fundamentally flawed,” he said. “Drivers turning on and off Valencia, they’re confused. They’ve never seen anything like it before. I have talked to countless drivers who have said, ‘Yes this is confusing.’” 5

Hiding under the mask of public safety, the **SFMTA** has taken over neighborhoods and spent millions of dollars changing streets. In 2014, SF created a program called “**Vision Zero**.” 32 people had died in accidents on SF streets. The **SFMTA** was tasked with reducing the number of deaths to zero.

Under Tumlin’s five year tenure, 153 people have died in street-related accidents. He has the distinction of having the two highest years of traffic deaths on record. In 2021 there were 39 fatalities. In 2024 there were 37 fatalities.

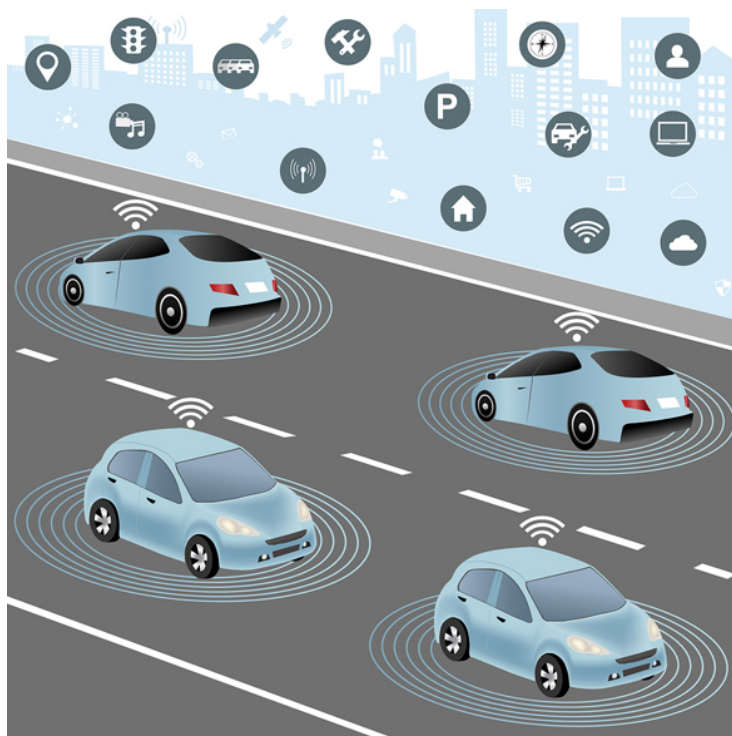
Neighborhoods and small businesses are particularly upset with Tumlin’s demeanor. Regardless of the situation or feedback, Tumlin always felt that he was the smartest person in the room. The **SFMTA** never talked with Midtown Terrace or the Twin Peaks Improvement Association, yet both neighborhood

groups were placed in a report stating that they supported a project that would turn Twin Peaks Blvd into a figure eight road. The surrounding neighborhoods were used as a prop. The **SFMTA**'s own survey showed that the public wanted Twin Peaks Blvd to remain continuous. Both neighborhoods were overrun by enormous crime increases.

This was Tumlin's June 17, 2023 email response: "Public opinion was varied, with different patterns by geography and demographics. No option made everyone happy. Ultimately the **MTA Board** made a policy decision considering all of the channels of public input, as well as technical considerations. While I do not believe the Board is interested in revisiting its policy decision, as staff we are always eager to learn if roadway changes have created unintended traffic consequences that we should work to mitigate."

Tumlin did nothing to help the neighborhood problems. He did not care and never did any traffic congestion reports. The **SFMTA** had selected the Twin Peaks road option that was deemed to be the second worst in their own surveys.

On the bright side, the **SFMTA** and the **Recreation Parks Department (RPD)** just held a skateboard championship sponsored by Red Bull on the part of Twin Peaks Blvd that they closed down.



The San Franciscans who could not stand Tumlin's policies are car owners, small business owners, property tax payers, many transit riders, quietly some of the San Francisco Board of Supervisors, **MUNI** operators (local Transportation Workers Union 250A), neighborhood organizations, transportation network companies, autonomous vehicle passenger services, taxi cabs, and delivery trucks.

Tumlin's first goal was to make SF streets more "joyful." This might explain the **Central Subway's** massive cost overruns during Tumlin's tenure. The **Central Subway** has led to a one per cent increase in **SFMTA** ridership. The **Central Subway** project cost \$1.9 Billion. There were already two overland buses servicing the Chinatown area.

The Van Ness Corridor project is a 1.7 mile long masterpiece of good transit planning. Unfortunately, the \$300 million project had a cost overrun of \$35 Million.

Tumlin's real legacy

There's no doubt the pandemic threw the already tenuous existence of public transportation agencies into even more peril. Shelter-in-place orders gutted ridership and fare-box revenues almost overnight, and systems in cities nationwide cut routes, closed stations and reduced hours. 6

The **SFMTA** was desperate to keep its operators working. After receiving over one billion dollars in federal operating funds from the federal government, Tumlin stopped servicing smaller lines and kept servicing downtown routes, Unfortunately, the downtown routes, often averaged less than 30% occupancy. After spending over \$700 million, the **SFMTA** still retained some Federal operating funds for future use. Muni was essentially broke. The SF General Fund was also reduced by approximately \$70 million with the passage of proposition M, which increased new tax rates. This forced companies to reduce jobs, investments and/or leave San Francisco.

The **SFMTA** will be losing money and cutting services for years.

As Tumlin rides his bike into the sunset, the **SFMTA** will be sinking into a quagmire of debt, poor street design and bad management.

1. Mayors office press release

<https://sfmayor.org/article/mayor-london-breed-and-sfmta-board-directors-announce-jeffrey-tumlin-new-director>

2. SFMTA press release/office of the mayor,

<https://www.sfmta.com/press-releases/jeffrey-tumlin-named-sfmta-director-transportation>

3. SF Gate

<https://www.sfgate.com/bayarea/article/valencia-street-sf-pedestrian-killed-18383590.php>

4. SFGate

<https://www.sfgate.com/bayarea/article/valencia-street-sf-pedestrian-killed-18383590.php>

5. SFGate

<https://www.sfgate.com/bayarea/article/valencia-street-sf-pedestrian-killed-18383590.php>

6. Examiner

https://www.sfexaminer.com/archives/sfmta-received-1-billion-in-federal-stimulus-why-are-some-buses-and-trains-not-running/article_0adfd7ff-c93d-5fa8-b9e5-55bca526cd8d.html

**By George Wooding, January 5, 2025
Government and Election Committee Chair and
Delegate Mid Town Terrace**



OTHER WORTH WHILE ARTICLES:

This is an exhaustive report by the SF Public Press on the careless activity of the Navy in relationship to radioactivity located at Hunters Point:

<https://www.sfpublicpress.org/exposed/>

Not to be outdone, Carol Harvey provides us a tour of toxic Treasure Island:

<https://sfceqa.wordpress.com/2024/12/30/a-toxic-tour-of-treasure-island/>

Parkmerced was unable to refinance its \$1.5 billion loan:

https://www.bizjournals.com/sanfrancisco/news/2024/12/18/parkmerced-loan-maximus-lender.html??utm_source=sy&ana=newsbreak

The Hyatt Regency San Francisco with 686 rooms has given up its ownership to lenders:

<https://www.msn.com/en-us/money/companies/owner-of-sixth-largest-s-f-hotel-surrenders-it-to-lenders/ar-AA1wbXYt#:~:text=Another major San Francisco hotel,challenges in the tourism sector.&text=The 686-room Hyatt Regency,is the city's sixth largest.>

“San Francisco supervisors voted Tuesday to reverse course on a controversial citywide policy banning overnight parking for RVs.”

<https://sfstandard.com/2024/12/13/san-francisco-homeless-vehicle-center-closing/>

What, tornado in Scott’s Valley?

<https://www.ksbw.com/article/scotts-valley-continues-to-recover-after-tornado-looks-to-prepare-for-the-next/63204391#:~:text=SCOTT'S VALLEY, Calif. —,were just falling over it.>

Bird flue found at SF Zoo. Eggs now \$15 a dozen in some stores

<https://www.kqed.org/news/12017684/san-francisco-zoo-closes-aviaries-after-bird-flu-found-dead-wild-hawk>



OPEN SPACE REPORT:

Pease, find the testimony I made to the Coastal Commission on December 12, 2024. Unfortunately, my testimony to the Coastal Commission was completely ignored.

I read the staff report by Luke Henningsen on the Closure of the Great Highway and disagree with the logic and conclusion of the report. The closure of this highway is a non-democratic process, whereby local residents have to suffer the will of San Franciscans far away from the coast. Those living beside the Great Highway will endure more congestion of traffic in their neighborhood with its closure. The Lower Great Highway which is residential road, presented by staff as an alternative, is not acceptable with one lane in each direction and with cars from garages blocking traffic when they exit. Fencing was used in the past to stop trespassing of dunes but eventually failed and was not replaced. The fence created a mound, as sand hit the fence and settled on the ground beside it, creating a maintenance challenge. The Great Highway being open, will invite more dune trespassing, damaging vegetation which keeps the sand in place. With the increased pedestrian traffic across the dunes, the Snowy Plover habitat will be in jeopardy, which is a bird threatened by extinction.

The voters in San Francisco and the staff, seem to ignore the 40'0" wide Green Space adjacent the Great Highway, that could provide all the amenities the Closure of the Great Highway provides. The question arises, why close the Great Highway when another option nearby is available?

Supervisor Engardio has shown himself to be sympathetic to developers. The third slide shows development along a narrow median at Sunset Blvd. in San Francisco. Today, Supervisor Engardio is suffering a petition for his recall. It would be very disappointing, if the Coastal Commission supported an idea of a supervisor, that was recalled.

Therefore, I ask you to not approve this Coastal Development Permit 2-24-0933, please.

Glenn Rogers, RLA
President CSFN



CSFN AGENDA FOR 1/21/2025

- I. Call to Order.**
- II. Spotlight: TBA.**
- III. Program: Aaron Peskin in our guest speaker**
- IV. Officer reports**
 - A. President**
 - B. Vice President**
 - C. Treasurer**
 - D. Corresponding Secretary**
 - E. Recording Secretary**
 - F. County and State Liaison**
- V. Committee Reports**
 - A. Ex. Comm.**
 - B. Land Use and transportation**
 - C. Government and Elections**
 - E. Bylaws**
 - F. Open Space**
- VI. Draft Minutes for Previous Meeting**
- VII. Unfinished Business**
- VIII. New Business**
 - For the Good of the Order**
- IX. Adjournment**

How to Contact us

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

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

Resolutions <https://csfn.net/resolutions/>

CSFN DUES ARE NOW TO BE PAID FOR THE YEAR OF 2025.
To pay using Square use this app.
<https://square.link/u/qxMDLA6e?src=shee>



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	_____
Thank You!	

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.