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11/2/99
(9901)

City and County of San Francisco

Voter Information Pamphlet and Sample Ballot

Consolidated Municipal Election
November 2, 1999

Check the back cover
of this
pamphlet for your
polling place address.

OUTSTANDING POLL WORKERS — NOVEMBER 3, 1998 ELECTION

Grady Allison	Bernard Edelheit	Margaret M. Kennedy	Michael Peppe	Douglas Tallerson
Jamie G. Armstrong	Shirley J. Edelheit	Patricia Kirby	Linda Annette Pierce	Curtis Taylor
Clifford Arnett	Roscoe L. Farmer	Karl V. Klemens	Sotero P. Pinca	Lurinze Terrell
Ralph I. Avendano	Ralph Gage, Jr.	Thomas J. Knapp	Kalisha N. Puckett	William H. Travis, Jr.
Frank A. Beerling	Godofredo S. Gomez	Harold W. Lewis	Ralford A. Rattan	Soledad S. Turla
Frances Berg	Victoria Guzman	Maria Lofredo	Inez Reid	Delores M. Umbarger
Maurice Bihan	Diana H. Hall	Craig Lombardi	Donald L. Roberts	Alexa C. Uriarte
Lydia Boesch	Shirley J. Harper	Jacqueline J. Lucas	Kevin V. Robinson	Richard A. Vendiola
Eusebia I. Caparro	Monique Harris	Eveleen Maher	Lucy K. Rumold	Erlinda B. Villa
John M. Casey	Aurora Hartwig	Barbara Massey	Herbert R. Runyon	Brenda F. Watson
Bernice Castaing	Mark Hetrick	Laurence Monroe	Richard P. Samuels	James J. Weir, Jr.
Sandy P. Cates	Anna L. Hom	Isabelle Musio	Victoria Sanchez	Tenecia Williams
Jess Centeno, Jr.	Justin T. Horner	Maria Navas	Ronald Santos	Dewey Wilson
Arthur P. Childs	Allan Hummel	Suzanne E. Norris	Elise Schoux	Victoria V. Winston
Kam F. Ching	Burk L. Humphrey	Rosa Ozan	William Schoux	Michelle N. Wong
David Colbert	Audrey Jamison	Angela Pak	J. Michael Sherlock	Frances Ye
Dashon Craig	Della Jones	Jeremiah Paknawin-Mock	Lauren C. Shurman	Demetri Young
Artie F. Darden	Bonnie B. Jones	Joan Panarelli	Michelle Soriano	Jaly Yu
Louise R. Dean	Mable Jordan	Juanito Patalinghug	Tracy St.Cyr	Jean Zenger
Helen Doherty	Gloria E. Juric	Peggie Paul	Elizabeth Steens	Paula Zimmerman

Dedication and Commitment

The Department of Elections wants to take this opportunity to thank the above-listed poll workers for their dedication and commitment to our City during the November 3, 1998, Consolidated General Election. Please join us in acknowledging the outstanding community service and personal contribution these poll workers have performed for all of us.

Volunteer poll workers are needed in your neighborhood for upcoming elections. A poll worker is required to attend a training session before each election. On Election Day, poll workers start at 6:30a.m. and finish at approximately 9:00p.m. The poll worker who is responsible for picking up supplies, delivering the ballot box and acting as supervisor of a polling site is reimbursed \$105 for the day. The other poll workers are reimbursed \$82 for the day. We urge all of you to make time to volunteer your services to this fundamental aspect of democracy.

EQUAL CIVIC DUTY OPPORTUNITY - SIGN UP TODAY

DEMOCRACY NEEDS YOU



DEPARTMENT OF ELECTIONS — POLL WORKER APPLICATION

I am a resident of San Francisco and a **REGISTERED VOTER** of San Francisco. I hereby request to be a poll worker for the Consolidated Municipal Election to be held on Tuesday, November 2, 1999. If I am not currently registered to vote, my registration form is attached. **BRING THIS FORM IN PERSON TO: Department of Elections, City Hall, 1 Dr. Carlton B. Goodlett Place, Rm. 46.**

Sign Here

/ /99

Today's Date

DATE of BIRTH (Month/Day/Year)

FIRST NAME

M.I.

LAST NAME

ADDRESS

San Francisco, CA

ZIP CODE

DAYTIME PHONE

EVENING PHONE

I HAVE A CAR:


☐

Yes

No

What language do you speak in addition to English?

11/19/98
S.F. (415) 376-2000
POLLWORKER



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Consolidated Municipal Election, November 2, 1999

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SAN FRANCISCO VOTER INFORMATION PAMPHLET

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Department of Elections



One Dr. Carlton B. Goodlett Place
City Hall - Room 48
San Francisco, CA 94102-4634
Phone: (415) 554-4375
Fax: (415) 554-7344

September 1999

Dear Voter,

The Department of Elections moved back into City Hall in January 1999. We are located in Room 48 and invite you to stop in and say "hello" to the staff!

I'd like to discuss three subjects in this letter:

Poll Worker Recruitment

The Department of Elections has a difficult time recruiting enough poll workers for the 600 - 650 polling places we open every election. We admit it's a long, hard day. Poll workers are expected to be at the polling place at 6:30 in the morning and often don't leave until 9 or 9:30 at night. They are expected to learn many procedures and to be knowledgeable about changes in laws which affect a voter's rights. **HOWEVER**, we also believe that poll workers are proud to be a part of the democratic process and enjoy spending the day meeting and talking with their neighbors. We have hundreds of people who return every election. Recently, we had a ceremony to honor 138 poll workers who have volunteered for more than ten years. Among them were four poll workers, each of whom has volunteered anywhere from 41 to 52 years!

If you are interested in helping your community, please call our office at (415) 554-4385. We reimburse the lead poll worker (the "Inspector") \$105; the other poll workers are reimbursed \$82. We especially need volunteers who are bilingual and biliterate in Chinese and Spanish. Ask your family, friends and neighbors if they would like to volunteer! Civic, community and church group members can volunteer and use the reimbursement money to help fund their group activities, scholarships, etc.

Absentee Ballot Application

Many of you vote by absentee ballot. *If you request an absentee ballot for the November 1999 election, you will automatically be mailed an absentee ballot if there is a run-off election on December 14, 1999. If you do not want an absentee ballot if there is a December run-off, please let us know that in your request.*

Department of Elections Web Site

The Department of Elections' web site address is <http://www.ci.sf.ca.us/election>. This site is updated for each election and contains information about how to request an absentee ballot (you can download a request form), an elections calendar, guides on how to qualify to be a candidate and how to qualify an initiative for the ballot, and other items. As the election draws closer, you can find the location of your polling place and view the Voter Information Pamphlet on this site. Beginning approximately 8:30 election night, election results are posted and are updated every half hour.

Sometime in the near future, hopefully by the time you receive this Pamphlet, the Department will have the Statement of Vote (election results) for some of the previous elections available for you to view or download. We receive frequent requests for information about election results and hope that by providing the Statement of Vote on the Internet, you will be able to access this information whenever you want. We also plan to provide information on ballot measures back to 1961: the name of the measure; letter designation; year it was on the ballot; whether it was a bond, charter amendment, ordinance, or declaration of policy; and whether or not it passed and by what percentage.

We hope you find the web site helpful and informative. Give us your feedback!

Naomi Nishioka
Acting Director of Elections

Ballot Simplification Committee

John M. Odell, Committee Chair
*National Academy of Television Arts and Sciences,
Northern California Chapter*
Mary Hilton
League of Women Voters
Stephen Schwartz
The Northern California Newspaper Guild
Dr. Anthony Ramirez
San Francisco Unified School District
Betty J. Packard
Northern California Broadcasters Association
Thomas J. Owen, *Ex officio*
Deputy City Attorney
Naomi Nishioka, *Ex officio*
Acting Director of Elections

The Ballot Simplification Committee prepares summaries ("The Way It Is Now," "The Proposal," "A Yes' Vote Means," and "A No Vote Means") of measures placed on the ballot each election. The Committee also prepares a table of contents, an index of candidates and measures, a brief explanation of the ballot pamphlet, definitions of terms in the pamphlet, a summary of voters' basic rights, and a statement as to the term, compensation and duties of each local elective office.

Citizens Advisory Committee on Elections

Mayoral appointees: Ed Canapary, Kathleen Grogan, Susan Horsfall, Marcel Kapulica and Albert J. Reen.

Board of Supervisors appointees: Chris Bowman, Ollie Bryant, Joan Lewis, George Mix, Jr., Anne Politeo, and Samson W. Wong.

Ex officio members: Thomas J. Owen, *Deputy City Attorney* and Naomi Nishioka, *Acting Director of Elections*.

Appointed members represent political organizations, political parties, labor organizations, neighborhood organizations, business organizations and other citizens groups interested in the political process.

The Citizens Advisory Committee on Elections studies and makes advisory recommendations to the officers of the City and County on all matters relating to voter registration, elections and the administration of the Department of Elections. It investigates compliance with the requirements of Federal, State and local election and campaign reporting, disclosure laws and other statutes relating to the conduct of elections in San Francisco, promotes citizen participation in the electoral process, and studies and reports on all election matters referred to it by various officers of the City and County.



Mail Delivery of Voter Pamphlets

The San Francisco Voter Information Pamphlet and Sample Ballot is scheduled to be mailed at the end of September. If you registered to vote on or before September 3, 1999 you should receive your Voter Information Pamphlet by the middle

of October.

If you registered to vote or changed your registration after September 3, your Voter Information Pamphlet will be mailed after October 8.

If you do not receive your Voter Information Pamphlet in a timely manner, please notify your local Post Office.



PURPOSE OF THE VOTER INFORMATION PAMPHLET

This Voter Information Pamphlet provides voters with information about the November 2, 1999 Consolidated Municipal Election. The pamphlet includes:

Page

1. A **Sample Ballot** (a copy of the ballot you will see at your polling place or when you vote by mail). 9
2. The location of **your polling place** (see the label on the Back Cover)
3. An application for an **Absentee (Vote-by-Mail) Ballot** and for **permanent absentee voter status** (Back Cover)
4. **Your rights as a voter** 4
5. Information for **disabled voters** 5
6. **Statements from candidates** who are running for local office. 18
7. Definitions of the **words you need to know**; and 31
8. Information about each **local ballot measure**, including a summary, how the proposition got on the ballot, the Controller's Statement, arguments for and against the measure, and the legal text begins on page 33
9. A **quick voters reference card** on which to mark your choices before voting. (Inside Back Cover)

Your Rights as a Voter

by the Ballot Simplification Committee

Q — Who can vote?

A — U.S. citizens, 18 years or older, who are registered to vote in San Francisco on or before October 4, 1999.

Q — My 18th birthday is after October 4, 1999 but on or before November 2. May I vote in the November 2 election?

A — Yes, if your 18th birthday is on or before November 2, but after October 4, you can register to vote on or before October 4 and vote November 2 — even though you were not 18 at the time you registered to vote.

Q — If I was arrested or convicted of a crime can I still vote?

A — You can vote as long as you are not in prison or on parole for a felony conviction. You must be registered to vote.

Q — I have just become a U.S. citizen. Can I vote in the November 2 election?

A — If you became a U.S. citizen on or before October 4, you may vote in the election, but you must register to vote by October 4.

OR

If you became a U.S. citizen after October 4, but on or before October 26, you may register and vote at the Department of Elections office with proof of citizenship and proof of San Francisco residency.

Q — I have moved within the county but have not re-registered. Can I vote in this election?

A — Yes, but you must go to your new polling place and show proof of current residence.

Q — When do I vote?

A — Election Day is Tuesday, November 2, 1999. Your polling place will be open from 7 a.m. to 8 p.m.

Q — Where do I go to vote?

A — Go to your polling place. The address is on the back cover of this book.

Q — What do I do if my polling place is not open?

A — Check the label on the back of this book to make sure you have gone to the right place. Polling places often change. If you *are* at the right place, call the Department of Elections at 554-4375 to let them know the polling place is not open.

Q — If I don't know what to do when I get to my polling place, is there someone there to help me?

A — Yes, the poll workers at the polling place will help you.

Q — Can I take my sample ballot or my own written list into the voting booth?

A — Yes. Deciding your votes before you get to the polls will help. You may wish to use the Quick Voters Reference Card, which is on the inside back cover of this pamphlet.

Q — Can a worker at the polling place ask me to take any tests?

A — No.

Q — Is there any way to vote instead of going to the polling place on Election Day?

A — Yes, you can vote before November 2 if you:

- Fill out and mail the Absentee Ballot application printed on the back cover of this book. Within three days after we receive your request, a vote-by-mail ballot will be sent to you. Your request must be **received** by the Department of Elections no later than October 26, 1999;

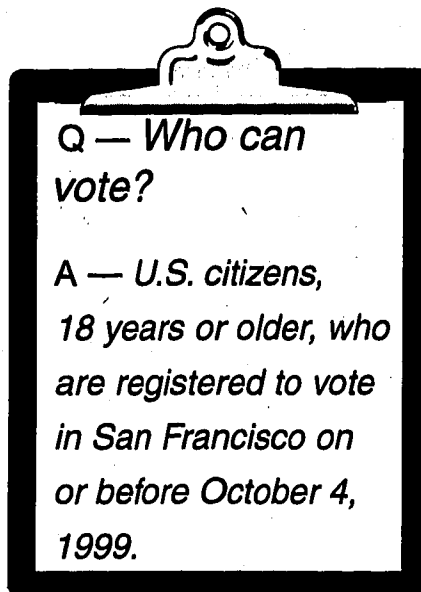
OR

Go to the Office of the Department of Elections at City Hall, One Dr. Carlton B. Goodlett Place, Room 48 from October 4 through November 2. The office

hours are: from 8:30 a.m. to 4:30 p.m., Monday through Friday; from 9 a.m. to 3 p.m. the weekend before the election; and from 7 a.m. to 8 p.m. on Election Day, November 2.

Q — If I don't use an application form, can I get an Absentee Ballot some other way?

A — You can send a note, preferably a postcard, to the Department of Elections asking for a ballot. This note must include: your printed home address, the address where you want the ballot mailed, your birthdate, your printed name and your **signature**. Mail your request or fax it to (415) 554-4372. Your request must be received by the Department of Elections no later than October 26, 1999.





Early Voting

(In person or by mail)

EARLY VOTING IN PERSON

Office hours for early voting are as follows:

- 8:30 a.m. to 4:30 p.m., Monday through Friday (beginning October 4 at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 48);
- 9 a.m. to 3 p.m., Saturday and Sunday, October 30 and October 31;
- 7 a.m. to 8 p.m. on Election Day, November 2 at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 48.

EARLY VOTING BY MAIL

Any voter may request an absentee ballot. You can request a ballot by mail, using the application form provided on the back of this pamphlet. You may also request a ballot by sending a short note or postcard to the Department of Elections. When making such a request, remember to include your home address, the address to which you want the ballot mailed, your birthdate, name and **signature**. Your signature must be included. (Mail your request or fax it to (415) 554-4372.)

NOTE: You no longer need a reason such as illness or travel to qualify to cast your ballot prior to Election Day. Any registered voter may vote early.



HERE'S HOW TO GET YOUR BALLOT BY MAIL:

To request an absentee ballot by mail, **complete the application card on the back cover of this pamphlet** and return it to the Department of Elections so that it is received no later than October 26, 1999. Within three days after we receive your request, a vote-by-mail ballot will be sent to you.



Access for the Disabled Voter

by the Ballot Simplification Committee

BEFORE ELECTION DAY

ABSENTEE VOTING — All voters may request that an absentee ballot be mailed to them, or they may vote in person at the Department of Elections, City Hall, One Dr. Carlton B. Goodlett Place, Room 48, from October 4 through November 2. The office hours are:

- 8:30 a.m. to 4:30 p.m., Monday through Friday;
- 9 a.m. to 3 p.m., Saturday and Sunday, October 30 and October 31;
- 7 a.m. to 8 p.m. on Election Day, November 2.

In addition, voters with at least one of the specified disabilities listed on page 6 may apply to become Permanent Absentee Voters. Ballots for all future elections will automatically be mailed to Permanent Absentee Voters.

TAPE RECORDINGS — The San Francisco Public Library for the Blind and Print Handicapped, 100 Larkin Street, produces and distributes tape-recorded copies of the Voter Information Pamphlet for use by visually impaired voters.

TDD (TELECOMMUNICATIONS DEVICE FOR THE DEAF) — Hearing-impaired or speech-impaired voters who have a TDD may communicate with the San Francisco Department of Elections office by calling 554-4386.

ON ELECTION DAY

ASSISTANCE — Persons unable to complete their ballot may bring one or two persons with them into the voting booth to assist them, or they may ask poll workers to provide assistance.

CURBSIDE VOTING — If architectural barriers prevent an elderly or disabled voter from entering the polling place, poll workers will bring the necessary voting materials to the voter in front of the polling place.

PARKING — If a polling place is situated in a residential garage, elderly and disabled voters may park in the driveway while voting, provided they do not block traffic.


READING TOOLS — Every polling place has large-print instructions on how to vote and special sheets to magnify the type on the ballot.

SEATED VOTING — Every polling place has at least one voting booth which allows voters to vote while sitting in a chair or a wheelchair.

VOTING TOOLS — Every precinct has an easy-grip pen for signing the roster and an easy-grip tool for punching the ballot.

Permanent Absentee Voter Qualifications

(Permanent Vote-by-Mail Qualifications)

 If you are physically disabled, you may apply to be a permanent absentee voter. Once you are on our permanent absentee voter mailing list, we will mail you an absentee ballot automatically for every election until you move, re-register, or do not vote. If you do not vote in a statewide election, you will no longer be a permanent absentee voter; however, you will remain on the voter roll unless this office has been informed that you no longer live at the address at which you are registered.

To qualify as a "Permanent Absentee Voter," you must meet at least one of the following conditions:

- Lost use of one or more limbs;
- Lost use of both hands;
- Unable to move about without the aid of an assistance device (e.g. cane, crutches, walker, wheelchair);
- Suffering from lung disease, blindness, or cardiovascular disease;
- Significant limitation in the use of the lower extremities; or
- Suffering from a diagnosed disease or disorder which substantially impairs or interferes with mobility;

OR

- Is a spouse or family member who resides with and is the primary caregiver to a voter with any of the conditions described above.

To receive an application for permanent absentee voting status, complete the Absentee Ballot application on the back cover and return it to the Department of Elections or call for an application at (415) 554-5665. **Be sure to check the box that says, "Please send me a Permanent Absentee Voter Application" and sign your name where it says, "Sign Here".**

If you move, re-register, or do not vote, you will need to re-apply for permanent absentee voter status. In all other cases, you do not need to re-apply.

IMPORTANT NOTICE TO PERMANENT ABSENTEE VOTERS

If you have already registered as a permanent absentee voter, your ballot will be mailed by October 4. To find out if you are registered as a permanent absentee voter, please call the Department of Elections at 554-4411. If you have not received your absentee ballot by October 15, please call 554-4411.

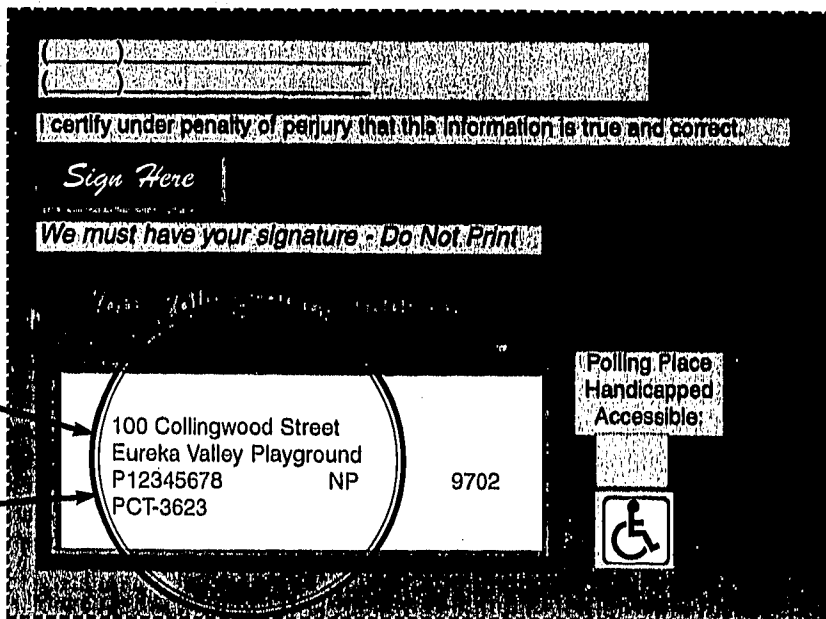
How to Locate Your Polling Place

Back cover of this pamphlet (lower left corner):

NOTE:

Your polling place address is located in the lower left-hand corner of the back cover of this pamphlet. Please make a note of it. Even if you send in for an absentee ballot, you may still wish to turn in your ballot at your polling place on Election Day.

Your precinct number




certify under penalty of perjury that this information is true and correct.

Sign Here

We must have your signature - Do Not Print

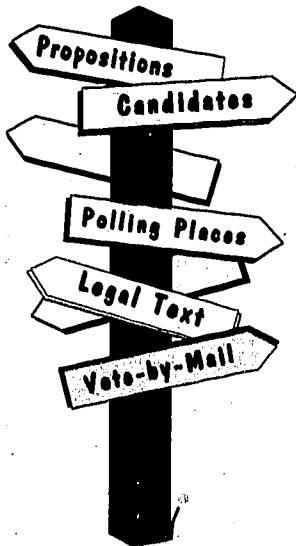
100 Collingwood Street
Eureka Valley Playground
P12345678 NP 9702
PCT-3623

Polling Place
Handicapped
Accessible



...OOOPS!

Sometimes we get crossed up,
but when we do, we admit it...



With all the items that are included in the Voter Information Pamphlet, it is possible that we have made a mistake of some kind.

If we learn of any errors after the pamphlet has been printed and mailed out, we will publish a correction notice in three local newspapers in the days preceding the election.

Watch for our correction notices **October 22, 23 and 24** in the Public Notices section of the *San Francisco Chronicle*, *San Francisco Examiner* and *San Francisco Independent*.

HOW TO VOTE ON THE VOTOMATIC VOTE RECORDER

SPECIAL NOTE:

IF YOU MAKE A MISTAKE, RETURN YOUR CARD AND GET ANOTHER.

如何用自動投票機

請特別注意

如有錯誤，請向助理員換取新選票。

STEP

1

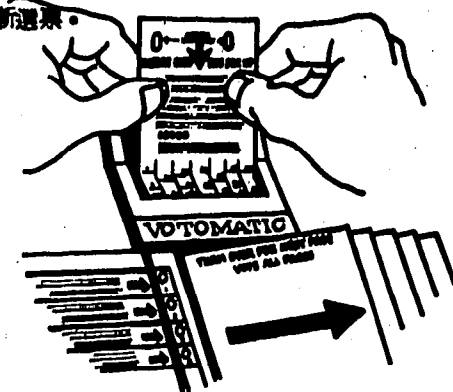
Nota: Si hace algun error, devuelva su tarjeta de votar y obtenga otra.

**USING BOTH HANDS
INSERT THE BALLOT CARD ALL THE
WAY INTO THE VOTOMATIC.**

Usando las dos manos, meta la tarjeta de votar completamente dentro del "Votomatic."

第一步

請雙手持票向自動機將整張選票插入。



STEP

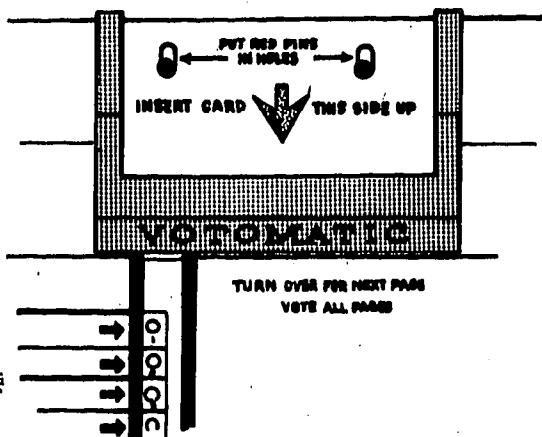
2

**BE SURE THE TWO SLOTS IN THE
STUB OF YOUR CARD FIT DOWN
OVER THE TWO RED PINS.**

Paso 2. Asegúrese de que los dos orificios que hay al final de la tarjeta coinciden con las dos cabecitas rojas.

第二步

請切記將選票插入時，票尾之二孔，接合於二紅點之上。



STEP

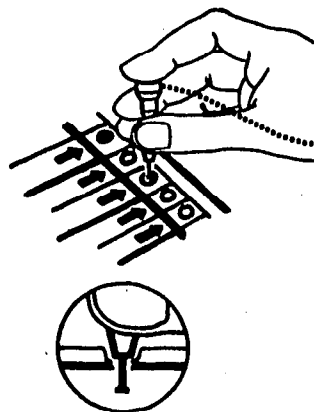
3

**HOLD PUNCH VERTICAL (STRAIGHT
UP). PUNCH STRAIGHT DOWN
THROUGH THE BALLOT CARD TO
INDICATE YOUR CHOICE. DO NOT
USE PEN OR PENCIL.**

Para votar, sostenga el instrumento de votar y perforo con él la tarjeta de votar en el lugar de los candidatos de su preferencia. No use pluma ni lápiz.

第三步

請把帶鍊之選舉針，由小孔內垂直插入打靶投票。



STEP

4

After voting, remove the ballot from the Votomatic, fold the ballot at the perforation and return it to the precinct official.

第四步

投票之後，把選票取出，

Después de votar, saque la tarjeta del Votomatic, doble la balota a lo largo de las perforaciones y ontréguela en el lugar oficial de votacion.

沿虛線摺起選票交給選舉站監選員。

SAMPLE BALLOT

Consolidated Municipal Election, November 2, 1999
City and County of San Francisco

OFFICIAL BALLOT CITY AND COUNTY OF SAN FRANCISCO

BALLOT 9901

INSTRUCTIONS TO VOTERS:

To vote for a **CANDIDATE** whose name appears on the ballot, use the blue stylus to punch the hole opposite the name of the candidate preferred.

To vote for a qualified **WRITE-IN CANDIDATE**, write the person's name and office in the blank space provided for that purpose on the long stub of that ballot card; if you do not know how to do this, ask a poll worker for help.

To vote for any **MEASURE**, use the blue stylus to punch the hole opposite the "YES" or "NO" for that measure.

All distinguishing marks or erasures are forbidden and make the ballot void.

If you wrongly vote, tear, or deface the ballot, return it to the poll worker to obtain another.

After you have completed voting, remove the numbered stub. This is your receipt for voting. Clean the hanging paper chips from the back of the ballot and place it in the ballot box.

Pueden encontrarse instrucciones en español en el
reverso de la última página de la balota.

PARA COMENZAR A VOTAR, PASE A LA
PAGINA SIGUIENTE



中文說明刊印在底頁
TO START VOTING,
GO ON TO NEXT PAGE.

SAMPLE BALLOT

Consolidated Municipal Election, November 2, 1999
City and County of San Francisco

聯合市選
1999年11月2日

ELECCIONES MUNICIPALES CONSOLIDADAS
2 DE NOVIEMBRE DE 1999

CONSOLIDATED MUNICIPAL ELECTION
NOVEMBER 2, 1999

市縣

CIUDAD Y CONDADO

CITY AND COUNTY

ALCALDE 市長
Mayor

請選一名 Vote por Uno
Vote for One

◆ MARTIN LEE ENG 伍應全 Internet Company Founder / Fundador de una Compañía de Internet / 互聯網公司創辦人	2	➡
◆ JOEL VENTRESCA 喬爾·文特雷斯加 International Airport Administrator / Administrador del Aeropuerto Internacional / 國際機場行政官員	3	➡
◆ A. D. WYATT NORTON 懷亞特·諾頓 Artist / Artista / 藝術家	4	➡
◆ FRANK M. JORDAN 法蘭克·佐敦	5	➡
◆ JIM REID 占·里德 Retired Building Contractor / Contratista de Construcción Jubilado / 已退休建築承包商	6	➡
◆ CLINT REILLY 克林·雷利 Manager/Business Owner / Gerente/Propietario de una Empresa / 經理/商業東主	7	➡
◆ LUCRECIA BERMUDEZ 盧克雷斯西亞·貝穆德斯 Immigrant Rights Organizer / Organizadora de Derechos de los Inmigrantes / 移民權益組織者	8	➡
◆ WILLIE LEWIS BROWN, JR. 威利·布朗 Mayor / Alcalde / 市長	9	➡
◆ MAX WOODS 馬克斯·伍茲 Mass Transit Engineer / Ingeniero de Transporte Público en Masa / 大眾交通工程師	10	➡
◆ CESAR ASCARRUNZ 塞薩爾·阿斯卡倫斯 Businessman / Hombre de Negocios / 商人	11	➡
◆ MARK "SUPERBOOTY" O'HARA 馬克·奧哈拉 Funk Vocalist, Animator / Cantante de Funk, Animador / Funk音樂歌手, 動畫片繪制者	12	➡
◆ J. R. MANUEL J. R. 曼紐爾 Businessman / Hombre de Negocios / 商人	13	➡
◆ DAVID J. MARTZ 戴維·馬爾茨 Attorney / Abogado / 律師	14	➡
◆ WILLIAM FELZER 威廉·費爾澤 Engineer/College Instructor / Ingeniero/Instructor Universitario / 工程師/大學講師	15	➡

FISCAL DEL DISTRITO 地方檢察官
District Attorney

請選一名 Vote por Uno
Vote for One

◆ STEVE CASTLEMAN 史蒂夫·卡斯爾曼 Environmental Prosecutor / Fiscal por el Medio Ambiente / 環境檢察官	18	➡
◆ MATT GONZALEZ 馬特·岡薩雷斯 Deputy Public Defender / Asistente al Defensor Público / 副公共辯護律師	19	➡
◆ TERENCE HALLINAN 特倫斯·哈利南 District Attorney of San Francisco / Fiscal del Distrito de San Francisco / 三藩市地方檢察官	20	➡
◆ MIKE SCHAEFER 邁克·謝弗 Public Interest Attorney / Abogado por los Intereses Públicos / 公共利益律師	21	➡
◆ BILL FAZIO 比爾·法西奧 Attorney / Abogado / 律師	22	➡

ALGUACIL 縣警長
Sheriff

請選一名 Vote por Uno
Vote for One

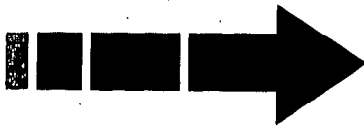
◆ MICHAEL HENNESSEY 邁克爾·亨尼西 Sheriff of San Francisco / Alguacil de San Francisco / 三藩市縣警長	25	➡
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◆ A diamond means the candidate has agreed to voluntarily limit campaign spending. / Un diamante significa que el candidato ha estado de acuerdo voluntariamente a limitar los gastos de su campaña política. / 在候選人姓名之前注有“鑽石”符號, 即表示該候選人已同意自願限制競選經費。

SAMPLE BALLOT

**Consolidated Municipal Election, November 2, 1999
City and County of San Francisco**

**VOTE ALL PAGES.
TO CONTINUE VOTING,
GO ON TO THE NEXT PAGE.**



**投選每一頁。
繼續投票，
請轉下頁。**

**VOTE EN TODAS LAS PAGINAS.
PARA SEGUIR VOTANDO,
PASE A LA PAGINA SIGUIENTE**

SAMPLE BALLOT

Consolidated Municipal Election, November 2, 1999
City and County of San Francisco

2

CITY AND COUNTY OF SAN FRANCISCO, CONSOLIDATED MUNICIPAL ELECTION, NOVEMBER 2, 1999
MEASURES SUBMITTED TO VOTE OF VOTERS – CITY AND COUNTY PROPOSITIONS

A

LAGUNA HONDA HOSPITAL, 1999. Shall the City and County incur bonded debt and/or other evidences of indebtedness and/or undertake lease financing, in an aggregate principal amount not exceeding \$299,000,000, for the acquisition, improvement, construction and/or reconstruction of a new health care, assisted living and/or other type of continuing care facility or facilities to replace Laguna Honda Hospital, and reduce the property tax impact by requiring the application of available tobacco settlement revenues received by the City and County, and any state and/or federal grants or funds received by the City and County that are required to be used to fund these facilities, (a) to finance the acquisition, improvement, construction and/or reconstruction costs of such facilities, and (b) to pay the principal and redemption price of, interest on, reserve fund deposits, if any, and/or financing costs for the obligations authorized thereby?

YES 28



NO 29



B

Shall firefighters and police officers who transferred to the Tier 2 retirement plan in 1981 receive improved retirement benefits given other Tier 2 members since then if they meet certain repayment conditions?

YES 38



NO 39



C

Shall the City make changes in how it defines the districts that will be used to elect members of the Board of Supervisors?

YES 42



NO 43



D

Shall City employees be allowed to donate unused sick leave or vacation credits to a pool for City employees who are catastrophically ill, and to donate vacation credits to be used by City employees to care for catastrophically ill spouses, domestic partners, and dependents?

YES 45



NO 46



E

Shall the City create a Municipal Transportation Agency with expanded powers and duties to run the Municipal Railway and the Department of Parking and Traffic?

YES 49



NO 50



SAMPLE BALLOT

Consolidated Municipal Election, November 2, 1999
City and County of San Francisco

4

CITY AND COUNTY OF SAN FRANCISCO, CONSOLIDATED MUNICIPAL ELECTION, NOVEMBER 2, 1999 MEASURES SUBMITTED TO VOTE OF VOTERS – CITY AND COUNTY PROPOSITIONS

F

Shall the City prohibit banks and other financial institutions from charging a fee to persons who do not have an account with that bank for use of the bank's automated teller machines in San Francisco?

YES 54



NO 55



G

Shall the City make changes in the requirements and procedures regarding public access to City records and meetings provided in the Sunshine Ordinance?

YES 57



NO 58



H

Shall the City pursue extending Caltrain from the Fourth and Townsend Streets station to a new or rebuilt station on the site of the Transbay Terminal, as well as other improvements in Caltrain facilities and services?

YES 61



NO 62



I

Shall the City use the proceeds from any sale of excess Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements, support construction of housing and mixed uses on the right-of-way property, and prohibit widening of the existing elevated freeway structure?

YES 65



NO 66



J

Shall the City repeal 1998's Proposition E and authorize Caltrans to retrofit and widen the lower deck of the Central Freeway to provide a four-lane, single-deck structure over Market Street from South Van Ness Avenue to Oak and Fell Streets, and prepare an annual transit plan?

YES 69



NO 70



K

Shall the City set voluntary spending limits for candidates running for the Board of Supervisors by district at \$75,000 for the general election and \$20,000 for a run-off election?

YES 73



NO 74



CITY AND COUNTY OF SAN FRANCISCO OFFICES TO BE VOTED ON THIS ELECTION

MAYOR

The Mayor is the chief executive officer of the City and County of San Francisco. The term of office for the Mayor is four years. The Mayor is paid \$146,891 a year.

DISTRICT ATTORNEY

The District Attorney prosecutes criminal court cases for the City and County of San Francisco. The term of office for District Attorney is four years. The District Attorney is paid \$137,156 a year.

SHERIFF

The Sheriff runs the county jails and provides bailiffs (security) for the courts. The term of office for the Sheriff is four years. The Sheriff is paid \$106,984 a year.

STATEMENT OF QUALIFICATIONS LOCAL CANDIDATES

On the following pages are statements of qualifications from local candidates. They have been printed as submitted. Spelling and grammatical errors have not been corrected.

The statements are submitted by the candidates. They have not been checked for accuracy by any City official or agency.

Candidates for Mayor

MARTIN LEE ENG

My occupation is ModelsWatch.com Founder.

My qualifications are: Implement private and governmental sting operations, rewards for information are effective ways to insure a clean government without squandering your money.

You deserve a full time mayor that won't seek presidential appointment, no hidden medical problems serving out the term, and govern by merit only.

Guilt-ridden San Franciscans will attempt to break lose the strong grips of special interests. All political appointments should be re-appointed; reevaluate salaries over \$100,000 for all departments. Stop cash ticket thefts by cable car operators. Combat racism and graffiti in low-income housing projects and on Muni.

\$4 billion budget, billions of real estate projects and contracts are to be opened for public scrutiny.

Address traffic jams and housing as priorities, no spitting on streets, reduce livestock's cruelty, reduce changing street names, assist small businesses, and stop homeless loitering.

Elected twice to public office, former CPA, stockbroker, real estate broker, and joint projects with Graphics firm. Win without distortion of facts and propaganda.

Candidates shouldn't be retaliated against for running.

Official campaign website:

<http://www.GlobalForum.com/SanFrancisco.html>

Internet Company Founder

News-Photo Journalist

Fr. Vice-Chairperson, County Committee

Email: Mayor-Eng@GlobalForum.com

Voicemail/fax: (415) 680-1699

Martin Lee Eng

JOEL VENTRESCA

My occupation is City and County of San Francisco Airport Commission pre-construction airport contracts manager/airport management assistant.

My age is: 47

My qualifications are: With 15 years of distinguished local government executive and administrative experience and 25 years of unparalleled neighborhood and environmental leadership experience, I have the proven track record to build a top-performing, problem-solving team in the Mayor's Office.

As a community leader and Sunset homeowner raising a family, I have been dedicated to improving the quality of life in San Francisco all of my adult life.

Electability:

- Since 1990, I have received 60,650 votes.
- 34% (36,075 votes) of the electorate (Sunset 43%; Haight 37%) supported me in the 90 day 1997 Treasurer's race in which I was outspent 5-to-1.
- Poll results show my name recognition is 72%.
- Local media call me: "incorruptible", "honest", "principled", "tough", "courageous", "independent".

Prior positions:

- City and County of San Francisco Environmental Commissioner
- President, Coalition for San Francisco Neighborhoods

Education:

- Master of Public Administration, USF

Accomplishments:

- Saved taxpayers \$1 billion.
- Managed \$300 million in contracts for the 7th largest airport in the world.
- Fought stadium subsidies and Presidio privatization.

Goals:

- Public education, transit, and park systems that are the best in the nation.
- 100% publicly financed candidate elections.

I can unify the opposition and defeat the incumbent machine career politician.

Together we can create a new progressive majority.

(415) 731-1434

<http://www.joelventresca.com>

Joel Ventresca

Statements are volunteered by the candidates and have not been checked for accuracy by any official agency. Arguments are printed as submitted. Spelling and grammatical errors have not been corrected.

Candidates for Mayor

A. D. WYATT NORTON

My occupation is Artist.

My qualifications are: Homeless plan that will perpetually cure while lowering taxes!

MUNI plan that will make the buses and streetcars run faster and be more fun to ride while lowering taxes! I will fix MUNI in 99 days. I ride MUNI.

Entertaining ritual firing of sullen grumpy inefficient twee-nies in our bloated and expensive city bureaucracy while lowering taxes! I'll install a bell in City Hall rung each time I fire a bureaucrat.

Foremost on my agenda is the ritual and total destruction of the despised concrete offal known as the Vaillancourt Fountain.

Other candidates for Mayor aren't designed to function after December 31st, 1999! A serious glitch in their programming threatens to reduce their functioning to the caliber of a gibbering monkey! Don't find yourself with a non-functional mayor who has reset himself inexplicably to the year 1900! I'm Y2K compliant!

I'm from the illustrious family of Emperor Norton (emperor of these United States and protector of Mexico) and the infamous Blackie Norton (as portrayed by Clark Gable). I'll never park my car in your driveway.

I am not a lawyer. To hear more or to meet me, please go to: <http://www.mayor.norton.net>

A. D. Wyatt Norton

FRANK JORDAN

My qualifications are: San Franciscans will no longer settle for government that elevates special-interest greed over neighborhood priorities.

San Francisco can do better.

San Franciscans do not want the quality of their lives subordinated to the private needs of developers, criminals and lobbyists. The present administration is unique in the annals of private avarice and public neglect.

San Franciscans deserve better.

Through my three decades of service on the police force and at City Hall, I am committed to reopening government. I love this City. We deserve to be proud of its government.

When I take office January 8, 2000, we will return control of our City to the people.

My supporters include:

Richard Goldman	Dennis Wu
Ray Taliaferro	Neil Eisenberg
Kathleen Dowling	Frank Fung
Nick Aiello	Tina Burgess Coan
Adolfo Lopez	Marcia Traversaro
Hadie Redd	Joan Kahr
Elenita Austria	Patricia Christensen
Elizabeth England	Susan Eisenberg
Robert Oakes	Gregory Ott
Earl Rynerson	Jimmy Cheong
Cynthia Brattesani	Lee Munson
John Traversaro	Nick Roomel
Musa Ibrahim	Samih Shehadeh
Salim Dahud	

Frank Jordan

Candidates for Mayor

JIM REID

My occupation is Retired Building Contractor.

My qualifications are: that I have common sense, listen well, am a creative problem solver, and a tireless worker. I have the courage to take action and follow through with integrity. I stayed in our homeless shelters for nine days and rode MUNI for 72 consecutive hours to talk with people to understand the problems and develop comprehensive solutions. Our next mayor needs to be a leader who will empower diverse groups of people with differing agendas to work together to solve our common problems for our mutual benefit. I will put the vast resources of the mayor's office to the task of implementing the solutions that we develop. I will bring hope to those who have lost hope that we will ever solve some of these problems. As mayor, I will walk and ride MUNI daily to keep attention on the problems that still need to be solved. With input from all our citizens, we will implement a homeless solution that the rest of the nation will copy. We will get our homeless off the streets and into safe shelter once and for all. We will build affordable housing for all San Franciscans. View our platform at www.SFMayor.com or call 826-6106

Jim Reid

CLINT REILLY

My occupation is Manager/Business Owner.

My qualifications are: For thirty years, I've fought for quality leadership, honest government and livable neighborhoods.

I helped pass San Francisco's 1976 district elections law. Helped lead the 1986 fight against Manhattanization. Co-chaired the campaign for affordable housing at Mission Bay. Opposed Willie Brown's stadium-mall. Protected public access to Treasure Island.

As Mayor, I will fix Muni, reduce homelessness, improve our neighborhood quality of life, and restore honest government to City Hall.

I would appreciate your vote, and your help.

Joseph Alioto
Michela Alioto
Elena Barbagelata
Debra Barnes, Former Health Commissioner
Father Eugene Boyle
Brian Cahill, Former Social Services Director
Donna Miller Casey
Graciela Cashion, Founder, LANSCA
Lee Dolson, Former Supervisor
Russ Gumina, Salesian Boys/Girls Club
Francisco Hsieh
Joe Konopka
Mara Kopp
Jeffrey Liebovitz, South Park Improvement Association
Rose Tsai
Phil Nelson, Teacher, Harvey Milk Academy
Louise Ogden, Former Chair, Commission on the Status of Women
Jorge Portugal
Roland Quan
John Riordan, Former Trustee, Community College Board
Fred Rodriguez, Past President, Board of Education SFUSD
Manny Rosales, California Hispanic Chambers of Commerce
Joseph Russoniello, Former US Attorney
Felix Sablad, Filipino-American Council
Joseph Schwachter
Tom Walsh, Taraval Merchants Association
Olin Webb, Bayview Coalition

Clint Reilly

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Candidates for Mayor

LUCRECIA BERMÚDEZ

My occupation is Immigrant Rights Advocate.

My qualifications are: I'm running for Mayor with the support of labor, tenant, l/g/b/t/, immigrant rights and neighborhood organizations. I'm the only progressive Latina lesbian candidate running against the establishment's candidates: Brown, Jordan and Reilly.

My campaign is the struggle to stop gentrification or the rapid transformation of San Francisco into a dormitory for rich people. My platform includes the withdrawal of all City funds from Wells Fargo and other banks, and using those funds to create the Bank of the City of San Francisco.

This proposal, combined with progressive taxation on big corporations and Downtown businesses, and a Downtown MUNI Transit Assessment will provide the City with approximately \$600-Million dollars of additional annual income. This money should be utilized to create jobs, housing, free healthcare and free public transportation.

I support District elections, a children first policy, a comprehensive solution for the homeless and the defense of civil rights and equality for the poor, people of color, l/g/b/t/ and women. I advocate the right to vote at the local level for non-citizens and the proposed ATM initiative on the ballot.

I'm running on a left progressive platform. For a copy call (415) 452-9992 or visit my Web Page at www.lucreciaformayor.com.

Lucrecia Bermúdez

WILLIE LEWIS BROWN, JR.

My occupation is Mayor, San Francisco.

My qualifications are: It's a big job, and some days it takes all the experience of my 35 years in public service to keep San Francisco working the way it should.

We are a city of nearly 800,000 souls, each with unique needs that must be balanced. Our budget is over \$4 billion. Our economy rivals that of small nations. We must manage an extensive health care system, refurbish our century-old infrastructure, run and repair the Municipal Railway.

It's a tough job. It is certainly no job for rookies. But the facts show we're making progress:

Crime is down.

Unemployment has been cut in half.

We have the largest rainy day reserve in city history.

We've opened eight Beacon Schools and ten Senior Centrals.

Public housing is off the troubled list.

We still have much to accomplish – tackling the housing emergency, reducing traffic gridlock, rebuilding Muni. But despite the obstacles, we are meeting the challenge and making San Francisco work.

I am proud to have the support of leaders like President Clinton, Senators Boxer and Feinstein and Congresswoman Pelosi. But the support that would mean the most to me is yours. I would be honored by your vote on November 2.

Willie Lewis Brown, Jr.

Candidates for Mayor

MAX WOODS

My occupation is Mass Transit Engineer.

My qualifications are: Renter. Married 26 years - son, two daughters, two grandsons. Born in North Beach - Irish father, Italian mother, stern religious tradition. Alterboy at Saints Peter & Paul. Sacred Heart, then Bellarmine College Preparatory. Lettered in football and track. At 13, dishwasher at restaurant that employed mother. Summers earned up to \$1.00 a day, picking fruit. At 17, volunteered for the U.S. Marine Corps. After hostilities ceased in Korea, went into the U.S.M.C. Reserves. Galileo Night School for high school diploma. New daughter meant 16 hours a day at several jobs including stock clerk, motorcycle delivery, private investigator, forklift, crane and chemical reactor operator, warehouseman, cab driver and radio dispatcher. Manager - bowling alley and secretarial service. Proprietor - parking lots, Xmas tree lots, restaurant and nightclub. Party Nominee - State Senate 1974 and 1978; Member - Transportation and Airports Committee (A.B.A.G.) Citizens Forum; C.A.T.V. Educational Access Committee (1975-76); Co-Chairman - Bay Area Caucus of State Central Committee (1975-76); Member - State Central and San Francisco County Committees (1974-88), San Mateo County Committee (1974-82). San Francisco Delegate to 1974, 1976 and 1978 Platform Conventions (Local Government, Transportation, and Revenue and Taxation Committees).

City employee with over 30 years on railed vehicles.

Max Woods

CESAR ASCARRUNZ

My occupation is Businessman.

My qualifications are: The principle reason I am running for Mayor is to bring about a more equitable system of government in San Francisco, which will mean inverting the priorities of municipal politics. I want to use my vast business, administrative and artistic experience and skills to return the city to its original sense of democratic representation. Instead of government representing corporation interests, into which it then fits the needs of the people (if it can) as "special interests," government should represent the people, and fit the interests of business into that goal. Democracy is non-existent when people become irrelevant to government that treats corporations like real citizens. Citizen participation and access to government, cutting away the fat (the "commissioners" and middle men who don't earn their pay), living wages and livable rents, subsidized child care and medicine for Seniors, public transportation, communities that can protect their own streets, a city that honors its young people and democratic expression that comes from neighborhoods, is where democratic government must start. I have been a successful businessman and civic leader in this city for three decades, helping community movements and organizing benefits for AIDS programs, senior citizen entertainment and world relief campaigns.

Cesar Ascarrunz

Candidates for Mayor

MARK "SUPERBOOTY" O'HARA

My occupation is Funk vocalist, computer animator.

My qualifications are: I'm not only an entertainer, I'm a multimedia small business owner and I'm running for mayor because I believe the people of San Francisco want new options and new ideas.

This year a grassroots movement broke all the rules in city politics by uniting thousands of San Franciscans and forcing changes in MUNI. It's clear the people of San Francisco want to come together outside the traditional political process that's dominated by career politicians, the major parties, and special interests. From Jesse Ventura in Minnesota to Audie Bock and Jerry Brown in Northern California, independents are being elected to office. Let's bring this movement for democracy from the bottom up to the heart of San Francisco!

My candidacy is an opportunity for San Francisco voters to do that and has been endorsed by pioneering grassroots reformers, including longtime independent activist Jim Mangia, formerly of the AIDS project of the East Bay and a former candidate for the San Francisco Board of Supervisors; and Dr. Lenora Fulani, a two-time candidate for President and the first African American and first woman to appear on the ballot for that office in all 50 states.

Mark "SuperBooty" O'Hara

J. R. MANUEL

My occupation is Businessman.

My qualifications are: I'm J. R. Manuel, candidate for Mayor of San Francisco, a city currently plagued by problems: traffic gridlock, inadequate parking, rampant vagrancy, dwindling jobs, inadequate housing, deteriorating health facilities, failing public transit, inefficient welfare programs, environmental mismanagement, and a City Hall filled with \$100,000/yr appointees. San Franciscans deserve a city government that responds to their concerns and costs less. That's why I'm running for Mayor after a 35-year career in business, finance, design engineering, and problem solving.

As Mayor, I'll get our city moving again by bringing in a team of experienced and dedicated experts to serve in my administration--not career politicians--to address these problems from a solution-oriented--not a reelection--perspective. I will use my experience in government finance, coalition building, community development, and law enforcement to bring workable solutions.

I'm ready and eager to tackle the problems facing our city, and have specific proposals that include:

- Fat-free budgets
- Increased job opportunities
- Sound management principles
- Balanced environmental management
- Less and fairer taxes for all persons living and doing business in San Francisco. For Details see: www.jr.manuelformayor.com.

Vote J. R. Manuel, Mayor for integrity, ability, and public service.

J. R. Manuel

Candidates for Mayor

DAVID J. MARTZ

My occupation is Attorney.

My qualifications are:

Yale University (B.A.), summa cum laude

Yale Law School (J.D.)

Attorney in Banking/Financial Services for 5 years at major San Francisco law firm

Board Member of Asian Perinatal Advocates and Center for Youth Development Through Law

Volunteer in San Francisco public schools and nursing homes for 5 years

Tutor/Mentor of children in Tenderloin and resident of Tenderloin

Platform:

Increase number of charter schools and after-school foreign language programs

Combat homelessness through innovative strategies, such as creating network of private citizens/houses of worship to take in homeless women/children

Improve business climate

Actively persuade and negotiate with businesses to relocate and stay in San Francisco

Control public spending

Privatize MUNI

Work with unions to provide computer training for union members

Increase services for elderly

Assist middle/high school students form advocacy groups to fight racism, violence, prostitution, drug abuse, and environmental destruction

Form community coalitions, including law enforcement, social agencies, school system, and houses of worship, to combat gangs, crime and drug abuse among youth

Experiment with school vouchers for low-income children

Foster economic development in low-income neighborhoods

Increase welfare-to-work programs

Raise private funds for college education and home ownership for low-income residents

David J. Martz

WILLIAM FELZER

My occupation is Engineer/College Instructor.

My qualifications are:

College Engineering Instructor, 29 years

City College San Francisco

Mechanical, Industrial Engineer, 25 years
Navy Department

University California, Engineering Degree
San Francisco State University, Teaching Credential
Balboa

Commodore Sloat

Former President: AARP 2822, NARFE 65

Author: Poetry for Millions; Alcatraz Escape

Inventor: Washing machine Patent 5,307,651

Volunteer: Kaiser Permanente; Friends Library

Muni Solutions:

New Shuttle line of subway S streetcars between Embarcadero and West Portal Station.

Run J,K,L,M,N streetcars on streets only.

Upgrade F Market streetcar line to rapid transit system.

Eliminate buses, trolleys running on Market Street.

Make Market Street turnaround for buses, trolleys.

Revise Muni's overlapping and congested routes.

Eliminate end of line layovers.

New Muni Departments: Hiring, Legal Services, Purchasing, Security.

Divide long cross town routes.

Agenda

Seniors ride Muni free, 10 AM to 2 PM

Build 10 storied classroom building on reservoirs opposite CCSF Campus for next Century.

Revise Charter:

Runner-up Candidate completes term of elected official who leaves office prematurely.

Elect Mayor and 11 full time District Supervisors.

Replace all other elected positions by Mayor's appointees with advise and consent of Board's majority.

100% voting by mail.

Elected officials: one 6 year term.

Combine Muni, Parking, Traffic.

home.pacbell.net/wfelzer

William Felzer

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Arguments are printed as submitted. Spelling and grammatical errors have not been corrected.

Candidates for District Attorney

STEVE CASTLEMAN

My occupation is Environmental Prosecutor.

My qualifications are:

- BA, Yale, Chinese Studies
- JD, University of San Francisco
- 5 years Criminal Investigator
- 15 years Assistant District Attorney: Criminal; Consumer; Environmental
- Currently with Solano County DA prosecuting oil companies for toxic groundwater contamination
- Prosecuted San Francisco's largest landlord, Parkmerced, collecting \$335,000 in fines plus refunds for thousands of tenants
- Won California's first criminal hazardous waste jury trial
- Obtained felony convictions against Triple A Shipyards for toxic waste dumping at Hunters Point

The incumbent is incompetent, blowing too many big cases. He's been unethical in his treatment of judges and in dismissing the Triple A Shipyards civil case in a secret deal that cost taxpayers millions.

Unlike the incumbent, I will be a competent progressive prosecutor, ethical and effective, targeting violent crime, hate crimes, gangs, juvenile offenders, weapons offenses, white collar crime, internet fraud and crimes against seniors.

A top priority: Increasing mandatory treatment of drug addicts and the mentally ill to stop revolving-door incarceration and to free up jail space for violent offenders.

Studies show every dollar spent on treatment saves taxpayers \$7. Jailing addicts and the mentally ill hasn't worked. Treatment works. It's not bleeding-heart liberalism, it's fiscal responsibility that attacks the roots of crime.

Steve Castleman

MATT GONZALEZ

My occupation is: Deputy Public Defender.

My qualifications are: I am a progressive candidate for the Office of District Attorney. I graduated from Columbia University and received my law degree from Stanford Law School. My candidacy is founded upon honesty, integrity, and a belief that Justice is best served through a competent progressive agenda. I have posted my position paper (over 15 pages) at www.gonzalez4da.com.

I have represented thousands of people in criminal law matters through all types of proceedings. My experience and daily responsibilities at the Hall of Justice have provided me with an understanding of the problems in the criminal justice system, and the lack of leadership under the current administration. As District Attorney I will: call for a moratorium on the death penalty; decriminalize marijuana; give priority to serious and violent crime; expand the number of attorneys handling preliminary hearings; not allow inexperienced attorneys to handle serious felony matters; prosecute police misconduct and illegal evictions; and I will pursue a legislative agenda in Sacramento to further progressive ideas including the repeal of the 3 Strikes Law.

I will require that victims be kept informed in all felony cases.

I will restore professionalism and integrity to the office.

Matt Gonzalez

Candidates for District Attorney

TERENCE HALLINAN

My occupation is District Attorney of San Francisco.

My qualifications are: I'm America's most progressive District Attorney. My record is zero tolerance for violent crimes, 90% felony conviction rate and new first offender programs that emphasize education as alternatives to jail.

I'm a recognized leader on medical marijuana and created California's most diverse D.A.'s office with new, energetic staff reflecting all our communities.

Our Drug Court Program, where 91% of graduates have no repeat offenses, is a national model. Our First Offender Program extricates women from sexual exploitation and won Ford Foundation and Harvard's Kennedy School awards. We aggressively investigate all domestic violence including those committed by police - formerly handled solely by the Police Commission.

In my first term, I've made some mistakes which I regret, but rocking the boat makes waves and there are those who resent the progress we've made.

I refuse to turn back the hands of time. I personally prosecuted the first-ever criminal negligence case against a landlord leading to a \$14 million civil judgement. Domestic violence has dropped 40%. Specialized D.A.'s prosecute hate crimes, child abuse, elder abuse and sexual assault. We've won \$18.6 million in environmental cases. and numerous awards to protect consumers

My supporters include Congresswoman Pelosi, Mayor Brown, Board President Ammiano, Supervisor Leland Yee. I would appreciate your vote.

Terence Hallinan

MIKE SCHAEFER

My occupation is Public Interest Attorney.

My qualifications are:

Native Californian, 61, graduate UC Berkeley, Georgetown Law.

Former prosecutor (estimate 1,000 judge/jury trials), and state investigator, federal financial analyst.

Beat Mr. Hallinan in UC student election. It's time for Round 2.

Member California Bar and Bar of the US Supreme Court, argued many Supreme Court cases, won victories protecting voting rights, due process and equal protection of the law. Two cases televised.

Former counsel, National Center for Drunk Driving Control.

Father of sons 26, 28; active in community events.

Theme: Be Safer With Schaefer

Earned support of police/fire officers, championing fair pay, best equipment, 2 terms as city legislator.

Five Point Platform:

Do something about gas gouging. It's criminal for San Franciscans to pay 30-40¢ gallon more than many cities.

Prosecute vigorously, but fairly, all crime. Enforce environmental and consumer-protection laws.

Restore respect to the Office. (No fist-fights or wholesale firings)

Trim Hallinan's bloated budget (up 67% 4 years, population up 4.5%).

Enforce 12,000 unserved felony warrants, collect unpaid millions in fines to help reduce our tax rate.

(Petition sponsors omitted, they are all average citizens Mike met at coffeeshops, restaurants, not the VIPs others list).

Mike Schaefer

Statements are volunteered by the candidates and have not been checked for accuracy by any official agency.
Arguments are printed as submitted. Spelling and grammatical errors have not been corrected.

Candidates for District Attorney

BILL FAZIO

My occupation is Attorney.

My qualifications are: As a twenty year prosecutor, I successfully prosecuted:

- Landmark domestic violence cases
- One of the first hate crime murder cases
- Hundreds of child abuse, sexual assault, and homicide cases

As your District Attorney, I promise:

- "Zero tolerance" for violent crime, guns, and drug dealers
- Seamless comprehensive treatment for substance abuse offenders
- Personally prosecute cases
- Employee protection
- Gun abatement programs for juveniles and adults
- Community service by attorneys, emphasizing school programs
- Assistant district attorneys assigned to each police station
- "Restorative Justice" programs for Juveniles to help repair victims' lives and rehabilitate young offenders

Please join six former police chiefs, five former Bar presidents, and numerous community and labor leaders in electing Bill Fazio District Attorney

Caryl Ito, Businessowner

Michael Shaw, Pre-trial Diversion

Amanda Janes-Cairns, Investigator SFDA

Rodel Rodis, Community College Board Member

Willie B. Kennedy, former Supervisor

Richard Cairns, Police Captain SFPD

Ethel Newlin, Mission Activist

Linda Eberth, former Commissioner on the Status of Women

Bob Geary, Police officer/Ventriloquist

Leno Piazza, Jr, President San Francisco Flower Growers

Gloria Bonilla, Executive Director, Centro Latino

Will Reno, Ingelside Activist

Joaquin Siu, Chemical Engineer

Luis Granados, Executive Director (MEDA)

Bill Fazio

Candidates for Sheriff

MICHAEL HENNESSEY

My occupation is Sheriff of San Francisco.

My qualifications are: It has been my great honor to serve as San Francisco's Sheriff. I ask for your support to continue serving our community as your Sheriff.

I have kept my promises to bring professionalism, innovation and diversity to the Sheriff's Department.

I have created programs designed so inmates begin recovery from drug and alcohol addictions, improve educational skills, become more responsible toward their children and families, pay restitution to victims, resolve to renounce violence, and are less likely to commit new crimes.

I have addressed jail overcrowding by adding jail capacity and developing money-saving alternatives to incarceration.

I have hired and promoted a higher percentage of women, minority and gay officers than any other law enforcement agency anywhere.

My pledge to you, San Francisco, is a Sheriff's Department dedicated to equal justice and compassion for all San Franciscans.

To learn more about the Sheriff's Department, go to www.ci.sf.ca.us/sheriff.

Among my endorsers are:

Sue Bierman
Tina Burgess Coan
Gwen Craig
Bella Farrow
Dianne Feinstein
Beverly Hennessey
Eileen Hirst
Norma Hotaling
Leslie Katz
Kate Monico Klien
Susan Leal
Maryon Davies Lewis
Enola Maxwell
Sonja Melara
Julia Middleton
Carole Migden
Sandy Mori
Karen Pierce
Cathrine Sneed
Ida Strickland
Mabel Teng

Michael Hennessey

Statements are volunteered by the candidates and have not been checked for accuracy by any official agency.
Arguments are printed as submitted. Spelling and grammatical errors have not been corrected.

An Overview of San Francisco's Debt

BACKGROUND:

WHAT IS BOND FINANCING? Bond financing is a type of long-term borrowing used to raise money for projects. The City receives money by selling bonds to investors. The City must pay back the amount borrowed plus interest to those investors.

The money raised from bond sales is used to pay for large capital projects such as fire and police stations, affordable housing programs, schools, museums and other City facilities. The City uses bond financing because these buildings will last many years and their large dollar costs are difficult to pay for all at once.

Types of Bonds. There are two major types of bonds—General Obligation and Revenue.

General obligation bonds are used to pay for projects that benefit citizens but do not raise revenue (for example, police stations or schools are not set up to pay for themselves). General obligation bonds must be approved by a two-thirds vote. When they are approved and sold, they are repaid by property taxes. The Laguna Honda bonds on this ballot are general obligation bonds.

Revenue bonds are paid back from revenues generated by bond-financed projects. For example, the airport can finance a major expansion through revenue bonds which will be paid back from landing fees charged to airlines that use the improvements. There are no revenue bonds on this ballot.

WHAT IS LEASE FINANCING? The City sometimes asks the voters for permission to enter into lease financing arrangements. These exist when the City wants to borrow money, but intends to pay it back through its regular revenues. This means the City is not asking voters to increase their property taxes or other specific revenues like water bills to pay for this debt. For example, the City regularly enters into lease financing arrangements to buy police cars, fire trucks and other large equipment. We borrow the money, make lease payments for several years from the regular City budget and own the vehicles at the end of the lease. This allows the City to spread the cost of assets that will last several years or more.

At times, we enter into lease financing arrangements for major projects where new or increased revenues are expected to pay for the costs. For example, the new 911 Center lease financing was approved by voters with an expectation that a new 911 fee on phone service would repay most of the debt.

WHAT DOES IT COST TO BORROW? The City's cost to borrow money depends on the interest rate on the debt and the number of years over which it will be repaid. Large debt is usually paid off over a period of 10 to 30 years. Assuming an average interest rate of 6%, the cost of paying off debt over 20 years is about \$1.74 for each dollar borrowed—\$1 for the dollar borrowed and 74 cents for the interest. These payments, however, are spread over the 20-year period. So the cost after adjusting for inflation reduces the effective cost because the future payments are made with cheaper dollars. Assuming a 4% annual inflation rate, the cost of paying off debt in today's dollars would be about \$1.25 for every \$1 borrowed.

THE CITY'S CURRENT DEBT SITUATION

Legal Debt Limit. The City Charter imposes a limit on the amount of general obligation bonds the City can have outstanding at any given time. That limit is 3% of the assessed value of property in the City—or about \$2.1 billion. Voters give us authorization to issue bonds. Those bonds that have been issued and not yet repaid are considered to be outstanding. As of July 1, 1999, there were \$893 million in general obligation bonds outstanding, which is equal to 1.3% of the assessed value of property. There is an additional \$528 million in bonds that are authorized but unissued. If all of these bonds were issued and outstanding, the total debt burden would be 2.0% of the assessed value of property.

Under either scenario, the City is well within the 3% legal debt limit.

Debt Payments. During 1999-2000 the City will pay \$95.5 million of principal and interest on outstanding general obligation bonds. This amounts to 13.4 cents per \$100 of assessed valuation or \$402 on a home worth \$300,000.

Prudent Debt Limit. Even though the City is well within its legal debt limit in issuing general obligation bonds, there is another "prudent" debt calculation used by bond rating agencies when they view the City's financial health. These agencies look at all debt using the City's tax base—our general obligation bonds, lease revenue bonds, and redevelopment agency debt. They then take that debt as a percentage of assessed value and the resulting percentage is called the debt ratio. Large cities in the United States have a median debt ratio of 4.7%—meaning half of the cities have less debt, half have more. The City currently has a debt ratio of 2.9%. **If voters approve the bonds on this ballot and the City issues these bonds plus bonds which were previously authorized, the City's debt ratio would increase to a maximum of 4.1% in 2000. While this is still under the median debt ratio of large cities, the City needs to set priorities for future debt to continue to maintain good credit ratings which, in turn, are a sign of good financial health.**

Prepared by Ed Harrington, Controller

Rules for Arguments For and Against Ballot Measures

DIGEST AND ARGUMENT PAGES

On the following pages, you will find information about local ballot measures. For each measure, a digest has been prepared by the Ballot Simplification Committee. This digest includes a brief explanation of "The Way it is Now," what each proposal would do, what a "Yes" vote means, and what a "No" vote means. Also included is a statement by the City Controller about the fiscal impact or cost of each measure. There is also a statement of how the measure qualified to be on the ballot.

Following the ballot digest page, you will find arguments for and against each measure.

NOTE: All arguments are strictly the opinions of their authors. They have not been checked for accuracy by this office or any other City official or agency. Arguments and rebuttals are reproduced as they are submitted, including typographical, spelling and grammatical errors.

"PROPONENT'S" AND "OPPONENT'S" ARGUMENTS

For each measure, one argument in favor of the measure ("Proponent's Argument") and one argument against the measure ("Opponent's Argument") is printed in the Voter Information Pamphlet free of charge.

The designation, "Proponent's Argument" and "Opponent's Argument" indicates only that the arguments were selected in accordance with criteria in Section 540 of the San Francisco Municipal Elections Code and were printed free of charge. The Director of Elections does not edit the arguments, and the Director of Elections makes no claims as to the accuracy of statements in the arguments.

The "Proponent's Argument" and the "Opponent's Argument" are selected according to the following priorities:

"PROPONENT'S ARGUMENT"

1. The official proponent of an initiative petition; or the Mayor, the Board of Supervisors, or four members of the Board, if the measure was submitted by same.

2. The Board of Supervisors, or any member or members designated by the Board.

3. The Mayor.

4. Any bona fide association of citizens, or combination of voters and association of citizens, any individual voter.

"OPPONENT'S ARGUMENT"

1. For a referendum, the person who files the referendum petition with the Board of Supervisors.

2. The Board of Supervisors, or any member or members designated by the Board.

3. The Mayor.

4. Any bona fide association of citizens, or combination of voters and association of citizens, any individual voter.



REBUTTAL ARGUMENTS

The author of a "Proponent's Argument" or an "Opponent's Argument" may also prepare and submit a rebuttal argument. Rebuttals are also the opinions of the author and are not checked for accuracy by the Director of Elections or any other City official or agency. Rebuttal arguments are printed below the corresponding "Proponent's Argument" and "Opponent's Argument."

PAID ARGUMENTS

In addition to the "Proponent's Arguments" and "Opponent's Arguments" which are printed without charge, any eligible voter, group of voters, or association may submit paid arguments.

Paid arguments are printed in the pages following the proponent's and opponent's arguments and rebuttals. All of the arguments in favor of a measure are printed together, followed by the arguments opposed to that measure. Paid arguments for each measure are printed in order of submission.

Arguments and rebuttals are solely the opinions of their authors. Arguments and rebuttals are not checked for accuracy by the Director of Elections, or by any other City official or agency.



WORDS YOU NEED TO KNOW

by the Ballot Simplification Committee

LISTED BELOW ARE DEFINITIONS OF TERMS:

ABSENTEE BALLOTS — Absentee Ballots are ballots that are mailed to voters, or given to voters in person at the Department of Elections. Absentee Ballots can be mailed back to the Department of Elections, deposited at the Department of Elections Office, or turned in at any San Francisco polling place.

CHARTER — The Charter is the City's constitution.

CHARTER AMENDMENT — The Charter is the City's constitution. The Charter cannot be changed without a vote of the people.

DELIBERATIVE PROCESS — The "deliberative process privilege" is an exception to public records laws that protects from disclosure, under certain circumstances, materials that would reveal how an agency or official makes decisions.

GENERAL FUND — The General Fund is that part of the City's budget that can be used for any purpose. Each year, the Mayor and the Board of Supervisors decide how the General Fund will be used for City services such as police and fire protection services, transportation, libraries, recreation, arts, and health services. Money for the General fund comes from property, business, sales, and other taxes and fees. Currently, the General Fund is 45% of the City's budget. The other 55% of the budget comes from federal and state government grants, revenues generated and used by the same department, and tax money collected for a specific purpose.

GENERAL OBLIGATION BONDS — These bonds are used to pay for large public projects that do not raise revenue. For example, these bonds have been used to construct museums, police stations, jails, libraries, and other public facilities. A two-thirds majority of the voters must approve the sale of general obligation bonds. Once they are approved and sold, they are repaid by property taxes.

INITIATIVE — This is a way for voters to put a proposition on the ballot. It is placed on the ballot by having a certain number of voters sign a petition. Propositions passed by initiative can be changed only by another vote of the people.

PRINCIPAL — The actual amount of borrowed money. Principal does not include interest charges.

REPEAL — This means you want to abolish an existing law.



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Clip and save.

Laguna Honda Project

A

PROPOSITION A

LAGUNA HONDA HOSPITAL, 1999. Shall the City and County incur bonded debt and/or other evidences of indebtedness and/or undertake lease financing, in an aggregate principal amount not exceeding \$299,000,000, for the acquisition, improvement, construction and/or reconstruction of a new health care, assisted living and/or other type of continuing care facility or facilities to replace Laguna Honda Hospital, and reduce the property tax impact by requiring the application of available tobacco settlement revenues received by the City and County, and any state and/or federal grants or funds received by the City and County that are required to be used to fund these facilities, (a) to finance the acquisition, improvement, construction and/or reconstruction costs of such facilities, and (b) to pay the principal and redemption price of, interest on, reserve fund deposits, if any, and/or financing costs for the obligations authorized thereby?

YES
NO



Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The City owns and operates Laguna Honda Hospital, founded in 1866. Laguna Honda provides more than 1,000 residents with long-term care, regardless of ability to pay, including skilled nursing, AIDS and dementia services, hospice, rehabilitation, and acute care. The hospital also provides the community with adult day health care and senior nutrition programs.

Many of Laguna Honda Hospital's current facilities were built between 1926 and 1940. The hospital was damaged in the 1989 Loma Prieta earthquake. Many of its building systems, including fire safety and electrical, are in need of repair or replacement. In addition, the hospital has large open wards that do not meet Federal and State regulations for patient privacy.

Because of legal settlements with tobacco companies to recover money spent on public health costs associated with smoking, the City expects to receive \$347 million over the next 25 years.

The principal and interest on general obligation bonds are paid out of property tax revenues.

THE PROPOSAL: Proposition A would authorize the City to borrow \$299 million by issuing general obligation bonds to acquire, construct or reconstruct a health care, assisted living, and/or other type of continuing care facility or facilities to replace Laguna Honda Hospital. Proposition A would require an increase in the property tax to pay for the bonds.

Proposition A also provides that all tobacco settlement monies received by the City, after \$1 million is set aside each year for smoking education and prevention programs, would be used to pay for some construction and to offset the cost to property owners of repaying the bonds.

A two-thirds majority vote is required for passage of Proposition A.

A "YES" VOTE MEANS: If you vote yes, you want the City to issue general obligation bonds in the amount of \$299 million to acquire, construct or reconstruct a health care, assisted living, and/or other type of continuing care facility or facilities to replace Laguna Honda Hospital.

A "NO" VOTE MEANS: If you vote no, you do not want the City to issue bonds for these purposes.

Controller's Statement on "A"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition A:

Should the proposed bonds be authorized and issued, in my opinion the costs would be:

Bond Redemption	\$299,000,000
Bond Interest	<u>230,526,000</u>
Debt Service Requirement	\$529,526,000

Based on a single bond sale, the average annual debt requirement for twenty (20) years at the current six (6) percent interest rate would be approximately \$26,476,300 which is equivalent to four and eleven hundredths cents (\$.0411) per \$100 of assessed valuation in the current tax rate. The increase in annual property taxes for the owner of a home with an assessed value of \$300,000 would amount to approximately \$120.36 if all bonds were sold at

the same time. It should be noted, however, that the City does not plan to issue all authorized bonds at one time; if these bonds are issued over several years, the actual effect on the tax rate would be less than the maximum amount shown above. Also, to the extent revenues that are expected to be available from a settlement with certain tobacco companies are used for debt service, the impact on future years' tax rates would be substantially less.

How Supervisors Voted on "A"

On June 21, 1999 the Board of Supervisors voted 9-2 to place Proposition A on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Katz, Leno, Teng, Yaki, Yee

No: Supervisors Kaufman, Newsom

THIS BOND MEASURE REQUIRES 66 2/3% AFFIRMATIVE VOTES TO PASS

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 55
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Laguna Honda Project

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION A

Since 1866 San Francisco has cared for our elderly and disabled at Laguna Honda Hospital. Proposition A enables us to continue fulfilling this moral obligation into the next century. From both healthcare and financial standpoints, Proposition A prevents a catastrophe we cannot afford.

Thousands of San Francisco families have depended on Laguna Honda Hospital to provide compassionate medical care for elderly or disabled family members whose needs cannot be met at home. All San Franciscans are welcome at Laguna Honda, regardless of their ability to pay. As San Francisco's elderly population increases, the need for Laguna Honda will be even greater.

While the majority of Laguna Honda residents are elderly, many are people of all ages - born with disabilities, survivors of debilitating illnesses or severely injured in accidents. Any of us is just a car crash or accident away from needing the hospital's services. Laguna Honda has provided end-of-life care for more AIDS patients than any other hospital or hospice.

Laguna Honda's buildings were damaged in the 1989 earthquake. Most utility and safety systems need long-overdue repair or replacement. The large open wards do not meet government requirements for patient privacy. For these reasons, the federal

government has threatened to end funding, which would force Laguna Honda to close.

If Laguna Honda closed, with San Francisco's severe shortage of nursing home beds, many patients would fail at home, requiring them to seek expensive emergency room treatment and acute care in hospitals such as San Francisco General.

Extensive studies by medical experts, architects, financial analysts and patient advocates show conclusively that rebuilding Laguna Honda at its current location is the most cost-effective and humane solution.

Proposition A combines compassion, state of the art healthcare and fiscal responsibility. Vote YES on A.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 16, 1999:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Katz, Leno, Yaki, Yee

No: Supervisors Kaufman, Newsom

Absent: Supervisors Teng

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION A

The Mayor and Board of Supervisors want to rebuild Laguna Honda with the same number of beds and types of services the current facility provides. But there are newer, more appropriate, more humane, cost effective ways to provide these services. Laguna Honda should be just one option in a range of choices in long term care.

San Francisco needs a new, much smaller Laguna Honda for those people with disabilities, including the elderly, who can be treated only in skilled nursing facilities.

Many current and future residents of Laguna Honda can obtain the services and care they need in places other than a large institution. They can receive that care in a friendly, humane environment at home or in home-like settings in their own neighborhoods, with more privacy and a better quality of life.

And their care can cost less than if they are 'warehoused' in a

large institution. San Francisco currently has a variety of options for long term care services. We should expand this network of options and increase the number of people served. The resulting 'continuum of care' would stretch from one's own home to visiting nurses to adult day care centers to assisted living facilities to nursing homes like Laguna Honda.

Vote NO on this proposition. Tell the Mayor and Board of Supervisors not to waste our money on 'old' solutions. Tell them to work on new ways to provide the care San Franciscans deserve.

Abby Kovalsky

Board President

Independent Living Resource Center San Francisco

Laguna Honda Project

A

OPPONENT'S ARGUMENT AGAINST PROPOSITION A

Our indigent senior citizens deserve up-to-date skilled nursing care. Health experts agree that Laguna Honda is a wasteful, health care dinosaur, despite its dedicated staff and volunteers. Every other county in California has stopped warehousing senior citizens in boxes like Laguna Honda. The Laguna Honda proposal is outdated, expensive, and wasteful.

The total costs of rebuilding Laguna Honda, construction costs and interest, will be \$609,000,000. This amounts to about Half a Million Dollars per bed.

Over \$200,000,000 of the \$609,000,000 total cost of rebuilding Laguna Honda are slated to come from the Tobacco Settlement Funds. In May, the Mayor's Office stated San Francisco would receive \$585,000,000 in Tobacco settlement monies over the next 25 years.

In July, the Mayor's Office stated that figure had shrunk to \$347,000,000.

So, if there is not enough tobacco money to offset the cost of rebuilding Laguna Honda; the taxpayers will be forced to make up the difference.

There are more compassionate and less costly ways to address long-term care for seniors. First, we can utilize the excellent community-based long-term care providers that are available in San Francisco. Second, the City can partner with private providers to convert existing surplus acute care beds into long-term care beds. Third, we should use part of the tobacco settlement funds for the annual cost of caring for our elderly indigent population. The remainder of the tobacco funds should go to its intended purpose - to care for people with tobacco-related illnesses and educational programs to prevent teenage smoking.

The San Francisco Republican Party urges every San Franciscan to say "No" to City Hall's latest expensive and outdated plan. This will force the Mayor and the Board of Supervisors to consider contemporary, diversified, and compassionate care for our aging population.

Vote No on Proposition A.

Donald A. Casper, Chairman, San Francisco Republican Party.

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION A

Painstaking analysis by healthcare, finance and social service experts shows that rebuilding Laguna Honda Hospital is the least expensive way to provide quality healthcare to the greatest number of San Francisco's elderly and disabled.

Yes, rebuilding Laguna Honda is expensive, but other alternatives serving the same number of people would be far more costly. Talk of utilizing "community-based longterm care providers" is irresponsible, since San Francisco already faces a severe shortage of longterm care beds. The situation will only get worse as San Francisco's Baby Boomer population ages. Laguna Honda provides extensive 24 hour, 7 day a week care unavailable in community settings.

Dispersing Laguna Honda's population to smaller public facilities would require wasteful duplication of costly medical equipment. And where would these facilities be located?

Sadly, most efforts to establish healthcare facilities in residential neighborhoods generate opposition. Commercial areas are inappropriate as the home for frail elderly and disabled San Franciscans.

Rebuilding Laguna Honda can begin almost immediately. Developing alternatives would take years. Further delay would result in higher costs.

Meanwhile, people needing longterm care wouldn't receive it.

Many Laguna Honda residents have smoking-related illnesses and cancer. Thus, Proposition A would use tobacco settlement funds exactly as Laguna Honda opponents say we should. Plus, \$1,000,000 a year of these funds would go toward preventing teenage smoking.

Let's stop playing politics with our most vulnerable citizens.

Vote YES on Proposition A.

Supervisors Tom Ammiano

Alicia Becerril

Sue Bierman

Amos Brown

Leslie Katz

Mark Leno

Mabel Teng

Michael Yaki

Leland Yee

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 23, 1999:

Yes: Ammiano, Becerril, Bierman, Brown, Katz, Leno, Teng, Yaki, Yee

No: Kaufman, Newsom

A

Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

We must rebuild Laguna Honda for earthquake safety and to comply with federal funding requirements.

This long-term care hospital is the last resort for disabled and senior San Franciscans who can't afford other facilities. If it closes, they have nowhere to go.

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is the above signer.

The American Institute of Architects, San Francisco Chapter, a 2,000 member organization, supports the Laguna Honda Hospital bond measure.

This proposal to build new facilities on the existing campus is the conclusion of a decade of exhaustive studies including cost analysis, conceptual planning, and community input. *The studies have shown that it is more economical to build a new facility than to remodel the existing structures to provide the required improvements to infrastructure (mechanical, electrical, plumbing, lighting) and upgrades to meet current building, fire, life safety, disabled access and seismic codes. The initial conceptual designs demonstrate that economical and attractive facilities can be developed on the existing campus. San Francisco's rapidly growing elderly population and high cost of land make the option to rebuild on the existing campus the only viable solution.*

The future of Laguna Honda is in peril because the large open patient wards do not comply with Federal nursing facility requirements. These wards cannot be efficiently reconfigured to meet current standards. The waivers that permit Laguna Honda to operate with essential Medicare funds can be revoked at any time. Laguna Honda Hospital provides one third of all the skilled nursing beds in San Francisco. The capacity to care for Laguna Honda's patients does not exist elsewhere in the private or public sectors. The closure of Laguna Honda would create a health care crisis for the patients in need of skilled nursing care.

Laguna Honda has been serving San Francisco from its current location for over a century. It is time to seize this opportunity and replace the outdated Laguna Honda Hospital with a facility that will continue to provide quality care for the next century.

The American Institute of Architects, San Francisco Chapter
Nora R. Klebow, AIA
President
David A. Golden, AIA
Chair, AIA SF Health Facilities Committee

The true source of funds used for the printing fee of this argument is the American Institute of Architects-San Francisco.

The League of Women Voters of San Francisco supports adequately funded health care systems which provide comprehensive services to all patients.

The League of Women Voters of San Francisco supports measures that promote effective and equitable methods of paying for City services.

Proposition A will provide long-term care and assisted living for even the poorest San Franciscans.

Proposition A is responsible financing that reduces taxpayer costs without jeopardizing services.

We urge you to save taxpayers' money and provide for those in need. Vote **YES** on **Proposition A** and save Laguna Honda Hospital!

Holli P. Thier, J.D.
Co-President

Martha Benioff
Co-President

The true source of funds used for the printing fee of this argument is the League of Women Voters of San Francisco.

Everyone of us may not realize you can be just a car accident, a mugging or a stroke away from needing the care of Laguna Honda Hospital. For-profit institutions won't take everyone. **Yes on A to rebuild Laguna Honda** - often the last resort for severely disabled and senior San Franciscans.

Democratic Women's Forum

The true source of funds used for the printing fee of this argument is the Democratic Women's Forum.

The three largest contributors to the true source recipient committee are: 1. Connie Perry; 2. Mary Louise Lovett; 3. Jane Morrison.

Visit Laguna Honda and see why it's needed.

It's the only hope for severely disabled people of all ages who are rejected by for-profit institutions.

Rebuild Laguna Honda now while tobacco money can help finance it.

Jane Morrison

The true source of funds used for the printing fee of this argument is Jane Morrison.

Laguna Honda Project

A

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Vote YES on Laguna Honda! St. John's United Church of Christ (across the street from LHH) is a member of the San Francisco Organizing Project. SFOP represents 40 congregations and 40,000 families in San Francisco. Our neighborhood organizing committee is concerned about LHH. We actively participated in city planning discussions, meet with public health officials and Supervisors, held neighborhood meetings, hosted a major citywide meeting (3/24/99) and consulted over 500 citizens.

LHH rebuild is a well-designed project committed to high quality care. Financing with tobacco settlement money and a bond issue means cost to property taxpayers is far lower than anticipated. **Don't lose LHH. All San Franciscans of all ages need LHH, for themselves or a loved one. VOTE YES!**

*St. John's UCC Local Organizing Committee,
San Francisco Organizing Project*

Mary Liz De Jong

F. William Heer, M.D.

Ron & Audrey Jones

Sally Knox

Rev. Robert J. McGrath

Linda S. Mitteness, Ph.D.

Ann Moore

Rev. Roger Ridgway

Cornelia B. Sapiro

George & Shirley Schoen

Ann E. Wharton

William W. Witcher

Carrie Mills

Mike J. Mohn

Mary Jon Vance

The true source of funds used for the printing fee of this argument is St. John's United Church of UCC Local Organizing Committee.

Democratic Leaders Support Laguna Honda

For more than a century, San Franciscans have felt a moral obligation to provide compassionate, quality healthcare to our city's most vulnerable citizens at Laguna Honda Hospital.

For more than a decade, conscientious San Franciscans have analyzed the increasing need to continue providing this care.

Additionally, they have recognized that Laguna Honda Hospital's buildings have deteriorated badly, and especially after the 1989 earthquake, many are unsafe.

Medical experts, caregivers, structural engineers, patient advocates, fiscal analysts, disabled community activists, and Laguna Honda Hospital residents themselves have participated in extensive planning efforts to determine the most effective and least effective way to meet San Francisco's future need for long-term healthcare.

Proposition A is the product of these thoughtful and careful deliberations involving hundreds of San Franciscans from all walks of life and all professions. Everyone agrees that using San Francisco's share of money won from these tobacco companies to build Laguna Honda Hospital is the best use of that once-in-a-lifetime financial windfall.

Join us in voting Yes on A.

Mayor Willie L. Brown

State Senator John Burton

Kevin Shelley, Assembly Majority Leader

Doris Ward, Assessor-Recorder of San Francisco

Natalie Berg, Chair of the San Francisco Democratic Party

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

A

Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Senator Feinstein Supports Laguna Honda Hospital

For over a century Laguna Honda Hospital has provided long-term medical care to San Franciscans regardless of their ability to pay. Laguna Honda Hospital is a vital part of our social fabric, enabling generations of San Francisco families to feel secure, knowing that their elderly and disabled loved ones were receiving skilled and compassionate care.

However, Laguna Honda Hospital's buildings do not meet today's earthquake and fire-safety standards. Additionally, they do not meet government standards for medical care, and, as a result, Laguna Honda Hospital stands to lose the Medicare and MediCal reimbursements that pay most of the hospital's expenses. We must act on these issues now.

A major obstacle for San Francisco has been the high cost of rebuilding. But over the years, medical, architectural, and financial experts have crafted a plan that is efficient, humane, and economically feasible. Applying the money won by San Francisco in our successful lawsuit against the tobacco companies is the final clincher in reducing the reconstruction bond by hundreds of millions of dollars.

We can wait no longer. Further delay will only increase costs and deprive Laguna Honda Hospital residents of the best possible care.

Please vote Yes on A

Dianne Feinstein
United States Senator

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

San Francisco Homeowners Support Laguna Honda Hospital

For only \$24 per year for each \$100,000 of assessed property value, we can help San Francisco meet its moral obligation to care for the sick and elderly. Proposition A provides for state-of-the-art medical attention, calls for replacing obsolete 30-bed open wards with smaller rooms that are designed to allow for a sense of community, and continues a tradition of care that has served San Francisco for generations. Our city should do no less. Moreover, with tobacco companies contributing millions of dollars to pay for smoking-related health-care costs, Proposition A is an excellent use of bond money.

We cannot turn our backs on this issue. Please join us in voting Yes on A, and saving Laguna Honda Hospital.

Dan Robinson, Mission District Homeowners

Evelyn Wilson, SPEAK Board of Directors

John Barbey

Mark Duffell, President, SPEAK

Ramona Albright, RN, Health Committee Chair, Coalition of San Francisco Neighborhoods

Linda Barlow, Twin Peaks Council & Open Space Conservancy

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After forty-four years of caring for thousands of our brothers and sisters, who were restored and returned to their homes, and for thousands who were cared for in love and respect until their final hour, I am convinced that Laguna Honda Hospital must forever be part of San Francisco. Please vote YES on Proposition A.

V. Leishman, R.N.

Director of Nursing at Laguna Honda Hospital from July 1953 to November 1997

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

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Laguna Honda Project

A

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

DEMOCRATIC LEADERS SUPPORT PROPOSITION A

I support Proposition A to save Laguna Honda Hospital because it's the best option to ensure the 1,200 patients at the hospital get the best, quality long term care possible. Because of the threat of losing federal funding, we need to move now. Laguna Honda's patients cannot wait any longer and there is no other recourse. Under the Republican leadership in Congress, no new federal funding is being made available for projects like this. San Francisco has always been willing to lend a helping hand to its most vulnerable citizens. Please join us to save Laguna Honda Hospital.

Congresswoman Nancy Pelosi

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West of Twin Peaks Neighbors Support Laguna Honda Hospital

For generations, residents of the West of Twin Peaks area have been fortunate to have Laguna Honda Hospital as a neighbor. Our children have volunteered at the Hospital helping care for San Franciscans of all neighborhoods, our parents have used the medical facilities, and we have all enjoyed the green space, community facilities, and historic buildings there. Join us in saving it-Yes on Proposition A.

Wendy Nelder, Former President, San Francisco Board of Supervisors

Lee Ann Prifti, Diamond Heights Community Association

Bud Wilson, Neighborhood Activist

*Tim Colen, President, Greater West Portal Neighborhood Association**

* Titles or organizations for identification purposes only.

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Senior Leaders Rally for Laguna Honda Hospital

Proposition A combines a forward-thinking design with a realistic vision for meeting the city's long-term health care needs. San Francisco's senior population will explode in the next 20 years. The acute needs of Laguna Honda Hospital's patients cannot be met by private, for-profit facilities.

Laguna Honda Hospital will close without Proposition A's rebuild. We have a historic opportunity to maintain and improve a national model for quality health care. Closing Laguna Honda Hospital would set off a major crisis in our whole health care system, and leave seniors vulnerable.

Support the seniors of today and the future and vote yes on Proposition A.

Pat Durham, President, Commission on Aging

Bill Price, President, Senior Action Network

Gerald "Jerry" De Ryan, American Association of Retired Persons, Vote Volunteer

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

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Saving Laguna Honda Hospital is good health policy

We strongly support Proposition A. Without these funds, Laguna Honda Hospital's services will likely be cut back or closed. San Francisco's poorest and most vulnerable will have nowhere to go, as other convalescent and skilled nursing facilities often do not accept Medicaid or Medicare payments. **Please don't abandon our poor, disabled, and frail senior citizens.** Vote Yes on Proposition A!

*San Francisco Health Plan Public Policy Committee Chairs
Frederick Hobson*

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A

Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

From the Mom of a Laguna Honda Resident

I'm thankful and grateful in having Laguna Honda Hospital in existence, as I have had a son there for 13 years. I am elderly and unable to care for him at home. Laguna Honda Hospital has been a lifesaver for my family and I. The vote for Laguna Honda Hospital would be an investment for your future—because you don't know if you are going to need it yourself.

Maria Torres

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Laguna Honda Hospital is a haven for those in need

This year I celebrate my Golden Jubilee as a "Mission Helper of the Sacred Heart." I have worked all over the world, the last 19 years at Laguna Honda Hospital. Nowhere has been a more inspiring, fulfilling enriching experience than Laguna Honda Hospital. San Francisco has a history of compassion, caring for its sick, needy, and elderly. Please don't change that now. Save Laguna Honda Hospital.

Sister Miriam Walsh, M.H.S.H

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TENANT LEADERS SUPPORT LAGUNA HONDA HOSPITAL

As tenant activists, we have always fought to protect the neediest among us. Now we ask you to join us in support of saving Laguna Honda Hospital. Rebuilding Laguna Honda Hospital, ensures that it will be there to serve us into the next century—helping elderly, sick, and disabled patients, most of whom are unable to feed, bathe or clothe themselves. San Francisco does not have enough acute care beds to meet their needs, and the problem will only get worse as the baby boomers age. To turn our back on them now would be a disaster.

The patients at Laguna Honda Hospital deserve the state-of-the-art care, in seismically-safe buildings that Proposition A provides. Join us in saving Laguna Honda Hospital—Yes on A.

Affordable Housing Alliance

Ted Gullicksen

Robert Haaland, San Francisco Tenants Union

Steve Collier, Tenants' Attorney

Robert Pender, San Francisco Tenants' Network

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

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Laguna Honda Project

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PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Please Join Us to Save Laguna Honda Hospital

Proposition A is the result of thousands of hours of time donated by the members of the Laguna Honda Hospital Rebuild Committee. *We chaired this committee, which was appointed by the health commission, with the goal of identifying the very best plan for rebuilding Laguna Honda Hospital.*

Committee members, who included doctors and other health care experts, architects, neighbors, advocates for the elderly and disabled, providers of community-based services, experts in health care financing, business leaders and residents of Laguna Honda, debated a wide variety of proposals at public meetings. **We are convinced that Proposition A is the best way of ensuring that San Francisco has a modern hospital equipped to care for our community's needs into the next millennium.**

Since its founding in 1866, Laguna Honda Hospital has offered unparalleled community-based health care. *For generations, San Franciscans have been able to turn to Laguna Honda for help when they needed it. Proposition A is a sound investment in a continuing San Francisco tradition of quality care and humanitarian assistance.*

We urge you to support this measure because we believe it is the smart thing to do and the right thing to do.

Mitch Katz, MD *Louise Renne, Esq.*
San Francisco Director of Health San Francisco City Attorney

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Laguna Honda Hospital must be rebuilt. Our parents and loved ones deserve comprehensive care. Vote yes on Prop. A.

Kevin Shelley
Assembly Majority Leader

The true source of funds used for the printing fee of this argument is Shelley for Assembly.

Union Leaders for a Renewal of Laguna Honda Hospital

Laguna Honda Hospital is one of the City's great treasures. We can't let it be lost. It is one of the reasons San Francisco is known worldwide for its civilized, progressive and caring traditions. Generations of San Francisco workers have had their last years blessed by the facility's skilled and loving support.

The new state-of-the-art structure will continue to provide the highest-quality, 24-hour care for 1200 residents, while meeting the growing demands of the twenty-first century. **Included will be 140 units of assisted living; dental and acute-care clinics and expanded adult day care and senior nutrition programs.** We have a responsibility to our growing health care demands of the future to Save Laguna Honda Hospital.

Walter Johnson, Secretary-Treasurer, San Francisco Labor Council
Sal Rosselli, President, Healthcare Workers Local 250
Stanley Smith, Secretary-Treasurer, San Francisco Building Trades Council
Kent Mitchell, United Educators of San Francisco
Nancy Wohlforth, Business Manager, Office & Professional Employees, Local 3; Pride at Work
Mike Casey, Union Organizer
Howard Wallace, Organizer, Health Care Workers Local 250 (SEIU)

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Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

AIDS Activists Support Laguna Honda Hospital

Laguna Honda Hospital has cared for more persons with AIDS who are at the end of their life than any other facility in San Francisco. It is a vital part of San Francisco's capacity to deal with an epidemic which is not over. Now Laguna Honda Hospital is threatened by the seismic instability of its buildings. We must work together to ensure that it is rebuilt to provide state-of-the-art medical attention and dignified care to the sickest among us.

Please vote Yes on A and save Laguna Honda Hospital.

Tom Nolan

Reverend Jim Mitulski

Tony Leone

Andrea Shorter, Former Community College Board Trustee

Diane Jones, R.N.

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

We Cannot Lose Laguna Honda Hospital

For years, Laguna Honda Hospital, has been doing an outstanding job in helping patients who need 24-hour-a-day skilled nursing care in a clean and caring environment. It's a much-needed service that all San Franciscans should be proud of and should support. Patients at Laguna Honda Hospital were once productive citizens who have been dealt a tragedy in their lives. Let us not cancel a service that has no equal in the Bay Area. If Laguna Honda Hospital goes, shame on all of us! Vote to save Laguna Honda Hospital.

Charles Meyers, Sr., California Assemblyman, 1948-1970.

Alene Meyers, Retired Laguna Honda Hospital Registered Nurse

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Physicians Support Proposition A

Laguna Honda Hospital plays a crucial role in San Francisco's health care system. The hospital cares for individuals who need the 24-hour a day/seven day a week medical and nursing care that is provided at the Hospital. If it were not available, many San Franciscans would not receive the care they need. Some would live in unsafe conditions in their homes, unable to feed, clothe, and clean themselves or take their medication on their own. Others would be sent to out-of-county facilities, far away from their families. Also, in the absence of Laguna Honda Hospital, many patients would be unable to be discharged from acute care hospitals, thus tying up needed acute care beds. With the already-present shortage of such beds, especially in wintertime, San Francisco can ill afford the loss of Laguna Honda Hospital.

The physicians at Laguna Honda Hospital provide medical care that is technologically state-of-the-art, compassionate, and desperately needed. Please vote yes on Proposition A.

William H. Goodson III, M.D., President, San Francisco Medical Society
Mervyn F. Silverman, M.D., M.P.H., Former San Francisco Director of Health

Sandra Hernandez, M.D.

Kathryn Borgenicht, M.D., Associate Clinical Professor, UCSF
Mary Anne Johnson, M.D., Vice-Chief, Division of Geriatrics, UCSF
Roger Smith, M.D., Chief of Staff, St. Francis Memorial Hospital
Dr. Randall Low, SCC/TR Chinese Hospital Medical Staff
Russell D. Woo, M.D., Past Chief of Staff, Chinese Hospital
Dr. Gordon L. Fung, Past-President, AHA-San Francisco Division
Dr. Kenneth D. Chan, Immediate Past Chief of Staff, Chinese Hospital
Anthony Gee, M.D., Assistant Clinical Professor
Steven G. Deeks, M.D.

Paul Volberding, M.D., Director: Positive Health Program
Richard Fine, M.D., Past Chief of Staff, San Francisco General Hospital

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Laguna Honda Project

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PAID ARGUMENTS IN FAVOR OF PROPOSITION A

From a Laguna Honda Resident

Having lived in Laguna Honda Hospital since March, 1995, I understand how important its rebuilding is. The level of care there is second to none and the staff is dedicated. No one wants to be in a nursing home, but this is by far the best place to be.

Because of the high level of assistance that I enjoy at Laguna Honda Hospital, I am able to involve myself in the community, knowing that I can come back to a safe living environment. Some disabled are able to live independently, but there are some things I can't do for myself and I am grateful for Laguna Honda.

Let us, the City of St. Francis, care for the disabled and elderly by rebuilding Laguna Honda Hospital.

Charles Levinson

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

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Laguna Honda Hospital is Vital

San Francisco is committed to providing as many options as possible for long-term medical and skilled nursing care for our elderly and disabled residents. Laguna Honda Hospital provides the option that no other facility can offer—quality care regardless of a resident's ability to pay.

Rebuilding Laguna Honda Hospital is the least expensive and least disruptive way to assure continued care for current residents, and to assure the availability of medical/skilled nursing care for San Franciscans who will need these services in the future.

Talk of a "smaller Laguna Honda" by Proposition A opponents is irresponsible for many reasons:

- San Francisco already faces a severe shortage of long-term nursing care beds.
- The shortage will worsen as San Francisco's population ages.
- The total cost to taxpayers of building other, smaller facilities throughout the city to meet current and future needs would be much, much greater—if appropriate sites could even be found.
- Time has run out. Federal and state funding sources have declared that Laguna Honda's buildings are unsafe and do not comply with healthcare requirements. San Francisco could lose the Medicare and MediCal reimbursements that pay nearly all of Laguna Honda's operating expenses.

If Laguna Honda Hospital is forced to close, current and potential residents could be forced to move to facilities outside the city. The community of compassionate caregivers, volunteers, families and neighbors that exists at Laguna Honda Hospital would be lost.

We urge you to vote YES on Proposition A.

Lee Ann Monfredini, President, San Francisco Health Commission

Roma Guy, Vice-President, Health Commission

Commissioners:

Edward A. Chow, M.D.

Ronald Gene Hill, Chair, Budget Committee

David J. Sanchez, Ph.D.

John Umekubo, M.D.

Arthur Jackson, Past-President, San Francisco Health Commission

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Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Green Leaders Support Proposition A

Rebuilding Laguna Honda Hospital is the most environmentally sound decision San Franciscans can make. It preserves acres of green space and keeps a low-impact environmentally-sensitive campus in the middle of San Francisco out of the hands of developers.

If Laguna Honda is not rebuilt, the existing buildings could be demolished and the land cleared for possible residential construction. That means a much denser population that will aggravate problems related to parking, traffic, open space and construction. The local neighborhood is very supportive of Laguna Honda and strongly supports its continued existence.

Make the sound environmental choice and vote Yes on Proposition A to save Laguna Honda Hospital.

Tom Radulovich, BART Director

Adam Werbach

Ross Mirkarimi

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Laguna Honda Hospital Nursing Staff Ask You to Support Proposition A

Laguna Honda Hospital is in the middle of a crisis. Laguna Honda Hospital must be rebuilt to meet federal and state regulations or face closure.

We add our voices to the majority of San Franciscans who believe that we have a civic and moral obligation to take care of our elderly and disabled. As members of the Laguna Honda Hospital staff, we know first-hand that San Francisco can ill afford to lose this model hospital. Every day we see the difference that the hospital makes in the lives of the frail elderly and disabled who live here and find more than just exceptional medical care here—they find a family to offer them community and comfort in a very difficult period of their lives. Without Laguna Honda Hospital, there is no guarantee that these patients will be cared for. Without Laguna Honda Hospital, the already-overburdened San Francisco Public Health Care System will be overwhelmed

Save Laguna Honda Hospital—vote Yes on A.

Michael Mikolasek, R.N.

Laura M. Blue, R.N.

Rosalinda R. Concha, L.V.N.

Marrie Brown, Certified Nurse's Assistant

Milagros A. Laperal, Certified Nurse's Assistant

Aquilina F. Garcia, Certified Nurse's Assistant

Julie C. Kung, Certified Nurse's Assistant

Mee-Loi Yee, R.N.

Margaret Gavney, R.N.

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Laguna Honda Project

A

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Asian-Americans Support Saving Laguna Honda Hospital
Our culture teaches us to respect and care for our elders. Laguna Honda Hospital has provided long-term, quality health care for thousands of San Francisco's elderly and needy citizens. Federal authorities are now poised to cut off crucial funding that helps keep this hospital open, and the buildings are not seismically safe.

Laguna Honda Hospital can be saved—but it needs your vote. Proposition A allows us to build a state-of-the-art hospital, complete with medical, dental and skilled nursing care clinics, that is seismically safe and able to serve our city's elderly and sick for another 100 years.

We have an obligation to help our city's elders. Vote Yes on Proposition A.

Asian Pacific Democratic Club

Filipino-American Democratic Club

Thomas Hsieh, Sr., Former San Francisco Supervisor
Benny Yee, President, SFRA Commission

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

The Golden Gate Restaurant Association PAC Supports Proposition A

The Golden Gate Restaurant Association supports the use of funds from San Francisco's legal settlements with tobacco companies to defray the cost to taxpayers of rebuilding Laguna Honda hospital. The City expects to receive \$347 million over the next 25 years from these settlements. What better use of that money than to directly care for our frail elderly?

Proposition A allows the voters, not the politicians, to determine how the tobacco settlement money will be spent. Vote Yes on Proposition A to ensure that the tobacco settlements are spent on public health, not politics!

The Golden Gate Restaurant Association PAC

The true source of funds used for the printing fee of this argument is the Golden Gate Restaurant Association PAC.

The three largest contributors to the true source recipient committee are: Member Dues.

"Big Tobacco" Should Pay for San Francisco Healthcare!

Many of the residents of Laguna Honda Hospital smoked all their lives and are now suffering the ill effects. Tobacco companies should donate some of the profits from these smokers to their healthcare. That's exactly what Proposition A calls for, along with a \$299 Million Bond, to rebuild Laguna Honda Hospital. The tobacco settlements will also devote \$1 Million a year to prevent teen smoking. It's the right thing for San Francisco!

Yes on A

Joe O'Donoghue, President

Residential Builders Association

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

FORMER MAYORS SUPPORT PROPOSITION A

Laguna Honda Hospital has been an important part of the legacy of our city. It has also been a challenge. Finally, Proposition A provides a safe, caring, fiscally sensible, state of the art solution, and delays will only increase the ultimate costs. Please join us in voting yes on Proposition A.

George Christopher

Former Mayor of San Francisco

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Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

African-American Leaders Support Laguna Honda Hospital

Our community, and all San Franciscans, need Laguna Honda Hospital!

- Laguna Honda Hospital serves hundreds of African-American patients and is there as a resource for the rest of us.
- Without Laguna Honda Hospital, there is no guarantee that San Francisco's sick and elderly will receive the high-quality care they deserve—they may even be shipped outside of the city.
- If Laguna Honda Hospital closes, all of San Francisco's hospitals will suffer as a result.

We cannot turn our backs on the most needy among us. Please save Laguna Honda Hospital and our tradition of caring. Vote Yes on A!

H. Welton Flynn, President, Public Transportation Commission
Sabrina Saunders, Commissioner, Board of Permit Appeals
Naomi T. Gray, Former Health Commissioner
Raye G. Richardson, Co-owner, Marcus Books

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

LATINO LEADERS SUPPORT REBUILDING LAGUNA HONDA HOSPITAL

A visit to Laguna Honda Hospital reveals a true multicultural facility, with members of almost every ethnic population found in San Francisco receiving care on site. Many of these patients have no other options in terms of long term, quality care. The patients at Laguna Honda Hospital are the parents and grandparents of members of our community. They deserve our support and respect by ensuring they continue to receive the care they need. Please vote Yes on Proposition A to Save Laguna Honda Hospital.

Rebecca Delgado-Rottman, Recording Secretary, San Francisco Democratic Party

Dr. Carlota del Portillo

Commissioner Ray del Portillo

Victor Marquez, Civil Rights Attorney

Gabriel Medina, President, San Francisco Young Democrats

Sonia Melara, Director Commission on the Status of Women

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Laguna Honda Project



PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Disabled San Franciscans Need Laguna Honda Hospital

Laguna Honda Hospital fulfills an urgent need for people with disabilities. Many have limited mobility. Others need intense physical therapy following strokes or accidents. And many are frail from age or illnesses.

Everyone at Laguna Honda Hospital receives the highest quality medical care, companionship and community.

For many people with disabilities, living independently or at home with their families just isn't possible. Laguna Honda Hospital provides a secure, supportive home for them, regardless of their ability to pay.

Laguna Honda Hospital also offers assisted living for people who are physically able to go out into the community during the day. Plans for rebuilding the hospital include many new opportunities for assisted living, rehabilitation and physical therapy, and expanded adult day care. These services are vital parts of a comprehensive health plan for the city.

Proposition A is the most cost-effective way to provide the greatest number of options for quality medical care and assisted living to people with disabilities. We urge you to vote Yes on A.

Richard Rothman

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Laguna Honda Hospital Needs Us

As community leaders, we have always fought to ensure that all members of society, especially the most needy, are cared for. That is why we support Laguna Honda Hospital, and call for all San Franciscans to join us. **Laguna Honda Hospital serves the elderly, and the sick and disabled, almost all of whom are supported by Medi-Cal or Medicare.** The average age is 72, and all residents have some functional impairment which prevent them from bathing, dressing, or eating by themselves.

Without Laguna Honda Hospital, San Francisco would not be able to guarantee these patients the quality medical attention they deserve. Please vote yes on A, and save Laguna Honda Hospital.

Carole S. Cullum

Sharon Johnson, Former Director

San Francisco Commission on the Status of Women

Commissioner Carolene Marks

Marylouise Lovett, Democratic Womens Forum/Vice President

Tricia Stapleton, San Francisco National Organization for Women PAC

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

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Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

SAN FRANCISCO BUSINESS LEADERS AGREE: SAVE LAGUNA HONDA HOSPITAL

Smart business and smart health care go hand in hand - particularly with respect to long term planning. **The Laguna Honda Hospital bond measure is a vital piece of long term planning and care.** Right now, Laguna Honda Hospital faces the potential loss of both state and federal revenue as well as the significant damage from the Loma Prieta earthquake. Proposition A would bring the facility within state and federal guidelines, ensure funding continues, and fix the earthquake damage which threatens the safety of the buildings and patients. **With Laguna Honda repaired, San Francisco's most vulnerable patient population will continue to receive the quality care they need and deserve.** Please vote Yes on Proposition A.

Earl H. White, President, San Francisco Black Chamber of Commerce
Stan Wipfli, Board Member, Golden Gate Business Association
Salim Dahud, Small Business Owner
Chris Dittenhafer, Small Business Advocate
Barry Hermanson, Owner, Hermanson's Employment Services

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

FORMER MAYORS SUPPORT PROPOSITION A

Laguna Honda Hospital has been a proud part of the legacy of our city. It has also been a challenge. Finally, Proposition A provides a safe, caring, fiscally sensible, state of the art solution. It's about time. Please join us in voting yes on Proposition A.

Dianne Feinstein, United States Senator

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Educators Advocate for Laguna Honda Hospital

Any society can be judged by two great standards: how it educates its youth and how it cares for its elderly. Please save Laguna Honda Hospital—Yes on A.

Dr. Juanita Owens, President, San Francisco Board of Education
Lawrence Wong, President, San Francisco Community College Board

Board of Education Members:

Frank Chong
Mary T. Hernandez
Daniel Kelly
Jill Wynns

Community College Board of Trustees:

Robert Burton
Rodel E. Rodis
Robert Varni

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

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Laguna Honda Project

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PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Public Safety Leaders Urge Yes on A

Many elderly retired San Francisco police officers, firefighters and deputy sheriffs call Laguna Honda Hospital their home. Many others who suffered injuries in the line of duty receive physical therapy and skilled nursing care at Laguna Honda Hospital.

These men and women have put their lives on the line for the safety of our homes and neighborhoods. They deserve the security of knowing that San Francisco will continue to provide them with the highest quality care, in a setting close to their friends and family.

The former police officers, firefighters and deputy sheriffs now at Laguna Honda Hospital performed their civic duty with honor.

Please join them and us in voting YES on A to save Laguna Honda Hospital.

Bob Demmons, San Francisco Fire Chief

Alfred J. Nelder, Former Chief of Police, San Francisco

Chris Cumie, President, San Francisco Police Officers' Association

Tyrone Pruitt, President, San Francisco Black Firefighters Association

Wayne Friday, Police Commissioner

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

The Laguna Honda Rebuild Plan is Fiscally Sound

The plan to rebuild Laguna Honda Hospital is cost-effective and reduces the financial burden that would otherwise be incurred by property-tax payers. *Through the use of funds received from San Francisco's "cigarette lawsuit" settlements against tobacco companies, the amount of the General Obligation bond has been reduced, as has the cost to City property-tax payers.* In collaboration with private-sector financial consultants, the City has taken a very cautious approach in estimating the amount of the tobacco monies. It is possible that an even larger settlement will be received by the city-which would reduce the burden even more for taxpayers.

In sum, the proposed financing for the rebuild is a fiscally responsible plan, combining several different revenue streams to decrease the cost of this bond to City taxpayers, while keeping the City safely within its prudent debt limit.

Hadley Roff, Former Deputy Mayor of San Francisco

R. Alexander Burnett, Managing Director, Public Financial Management

Monique Zmuda, Chief Financial Officer, Department of Public Health

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Without Proposition A, Laguna Honda Hospital Could Close

Laguna Honda provides 1/3 of the skilled nursing beds in San Francisco, without which the elderly and impaired of all ages would not be able to receive required care. The population of San Francisco is aging rapidly, with citizens 65 and older increasing from 15% to 23% in the next 20 years—further increasing the need for Laguna Honda Hospital. San Francisco's Healthcare Delivery System will be severely and permanently damaged unless Laguna Honda Hospital is replaced. Please vote yes on Proposition A.

Melissa Welch Barker

Chief Medical Officer, San Francisco Community Health Network

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The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

A

Laguna Honda Project

PAID ARGUMENTS IN FAVOR OF PROPOSITION A

Laguna Honda Hospital is vital for the LGBT community. **Laguna Honda Hospital is the most important AIDS hospice in Northern California and a haven for a great number of elderly and frail lesbian and gay residents. It is a symbol of the compassion that makes San Francisco great.** If we let Laguna Honda Hospital close, our healthcare system will suffer along with our tradition of caring. Please vote Yes on A for our community's and our city's benefit.

Harry Britt, Former San Francisco Supervisor

Dean Goodwin, Co-Chair Alice B. Toklas Lesbian & Gay Democratic Club

Esther Lee, Co-chair Alice B. Toklas Lesbian & Gay Democratic Club

Phillip Babcock, Vice President, Harvey Milk Lesbian/Gay/Bisexual/Transgendered Democratic Club

Jeff Sheehy, Founder, Equal Benefits Advocates

Jim Rivaldo

Bill Kirkpatrick, Gay and Lesbian Outreach to Elders

Criss Romero, President, Harvey Milk Lesbian/Gay/Bisexual/Transgendered Democratic Club

The true source of funds used for the printing fee of this argument is the Committee to Save Laguna Honda Hospital.

The three largest contributors to the true source recipient committee are: 1. SEIU Local 790 COPE; 2. Residential Builders PAC; 3. Dr. Mitch Katz.

Laguna Honda Project

A

PAID ARGUMENTS AGAINST PROPOSITION A

NO MORE TAJ MAHALS!

Laguna Honda is in disrepair but the solution is not another **Taj Mahal**. A report shows that bay area hospitals have thousands of empty beds that could easily house the elderly from San Francisco *at a fraction of the cost of a new Taj Mahal*.

The cost of this bond measure would balloon to well over a **half billion** dollars with interest. That means taxpayers, homeowners and tenants would be paying the cash equivalent of over **\$500,000 for THE CONSTRUCTION OF A SINGLE BED!** And this figure doesn't include cost over runs. **Remember City Hall?**

The city could be housing 16 patients at local bay area facilities for what it would cost them to build a single bed! Homeowners would be paying some \$150 a year extra on their property taxes- **FOR 2 DECADES.**

TENANTS WOULD EVENTUALLY GET THESE COSTS SHIFTED TO THEM! The politicians are building a monument to themselves. Unfortunately for us, the monument says **"WASTE AND STUPIDITY"** all over it.

San Franciscans For Clean And Ethical Government

The true source of funds used for the printing fee of this argument is Citizens for a Clean And Ethical Government.

This socially and fiscally irresponsible measure will illegally *segregate* people with disabilities, *prevent* less restrictive cost effective community based alternatives, *raise* property taxes, and *increase* rents.

Joel Ventresca
Mayoral Candidate

The true source of funds used for the printing fee of this argument is Ventresca for Mayor 1999.

The three largest contributors to the true source recipient committee are: 1. Joel Ventresca, 2. Brian Ventresca, 3. Marc Vraciu.

The FDR Democratic Club is Chartered by the San Francisco Democratic Party as a club that advocates for the interests of Seniors and Persons with Disabilities. We struggled to figure out what do about Laguna Honda.

Many of us are a lot like the people there - the same age, with illnesses or disabilities, needing help every day with meals, bathing, or getting around. After listening to the arguments, we realized that what we want for Laguna Honda residents is what we want for ourselves: choice in where we live, who helps us, what we eat, when we go to bed, whom we spend time with.

People don't get that choice in huge institutions. That's why **we oppose a new 1,200-bed Laguna Honda**. Laguna Honda's buildings are inadequate; the people who live there deserve a safer home. But it doesn't have to be another giant institution. **A nursing home should be just one option in a range of choices for long term care.**

Each new bed will cost about \$10,000 monthly - and many people will have three roommates. Together, we can figure out how to take care of even more people, at home, or in home-like settings, near family and friends, if that's what they want. The kinds of services at Laguna Honda can be made available in places other than a huge institution - it happens every day!

What you decide today will determine what happens to people who need care well into the next century. Fifty years ago, a big institution was the best we knew, but that has changed. Spending our money on a big institution is wrong. Elderly and disabled San Franciscans deserve better!

Please Vote NO on Proposition A.

FDR Democratic Club for Seniors and People with Disabilities

The true source of funds used for the printing fee of this argument is FDR Democratic Club.

No on A!

Do we need \$299 million for just about 1,000 beds?

You need a honest Mayor in office.

Martin Lee Eng
Mayoral Candidate 1999

The true source of funds used for the printing fee of this argument is Martin Lee Eng.

A

Laguna Honda Project

PAID ARGUMENTS AGAINST PROPOSITION A

We oppose the rebuilding of Laguna Honda Hospital at its current level of 1200 beds, and rebuilding it at any size without the commitment of equal resources to community living options for elderly and disabled San Franciscans. We **only** support rebuilding that supports independent living choices.

Laguna Honda residents, and people who need long term care services should receive services in their own homes or home-like settings, in their own neighborhoods, among family and friends, if that's what they want. The kinds of services at Laguna Honda can be available in places other than a huge institution. Given a choice, that's where people would rather live. Many, many people, with the same needs as the Laguna Honda residents, thrive in the community today, using a variety of medical and supportive services. **A nursing home should be just one option in a continuum of care.**

Rebuilt, Laguna Honda will still be a huge, costly institution. Each bed will cost about \$10,000 monthly - and many people will have three roommates! Another 11,500 San Franciscans need long term care services today. But 70% of San Francisco's Medi-Cal long term care dollars goes to pay for Laguna Honda's 1,200 beds, leaving only 30% of the dollars for people who want community care.

State and Federal governments threaten to stop funding Laguna Honda partly because of the buildings, and partly because segregating people in big institutions violates their rights. Nothing in this plan fixes that.

This bond measure is premature. We can make the best choice, not the fastest choice. If most of the available money is spent on Laguna Honda, San Francisco will lose an opportunity to care for people in the most humane way.

Independent Living Resource Center San Francisco
Abby Kovalsky
Board President

The true source of funds used for the printing fee of this argument is Independent Living Resource Center San Francisco.

This \$401 million (**not including \$230 million in interest payments**) measure does not make fiscal sense. Although Laguna Honda Hospital provides care for many San Franciscans, this measure is not the best or most cost-effective plan to meet the needs of those who require long-term care.

This proposal costs hundreds of millions of dollars but Laguna Honda will face an operating deficit of \$31 million *on the day it opens*. This bond measure ensures construction of 1,200 skilled nursing beds, **costing over \$300,000 per bed**. However, **the Public Health Department's own Long-Term Care Task Force** concluded that the city should provide in-home support services and assisted living to help keep people in their homes and communities. This is how Oregon, Washington and Wisconsin care for their residents. A hospital with 600 skilled nursing beds and 600 assisted living units (which was never even considered) would cost much less and provide better care.

Additionally, this proposal applies almost all of the \$347 million that San Francisco will receive over 25 years from the tobacco settlement to reconstructing Laguna Honda. The tobacco windfall could benefit many city programs in addition to Laguna Honda. All San Franciscans deserve a voice in how to spend this public money.

This measure effectively allows the two-thirds of San Francisco's residents who are renters to tax the remaining one-third who own property. Renters will pay nothing. Almost no other California city allows such a lopsided system for repaying general obligation bonds. If all San Franciscans benefit from Laguna Honda, then all should pay to rebuild it. This property tax increase should be passed through retroactively to renters.

This bond measure does not provide the best health care, costs too much and unfairly burdens taxpayers. **Vote NO on Proposition A.**

Supervisor Barbara Kaufman

The true source of funds used for the printing fee of this argument is Barbara Kaufman.

Laguna Honda Project

A

PAID ARGUMENTS AGAINST PROPOSITION A

A=APARTHEID FOR SENIORS AND DISABLED

NO CIVILIZED CITY SHUNTS ITS DISABLED INTO 1,200-bed warehouses. Scathing federal and state reports call it "unnecessary segregation and a violation" of disability rights.

LAGUNA HONDA WAS DESIGNED FOR SEGREGATION of contagious diseases. Perpetuating this apartheid, under the guise of compassion, is a cruel joke.

Adopt the Long Term Care Task Force plan.

Doug Comstock

Committee to Stop the Giveaway

The true source of funds used for the printing fee of this argument is Committee to Stop the Giveaway.

Laguna Honda, its employees, and residents are important. This bond measure and its dependence on the tobacco settlement are financially unstable. The tobacco companies will file bankruptcy in five years and shift a half billion in tax burden to property owners and tenants. We need to develop and implement a community based plan to provide for the long-term housing and healthcare needs of for all our aging population.

Jim Reid, candidate for Mayor

www.SFMayor.com

The true source of funds used for the printing fee of this argument is Jim Reid for Mayor Committee.

Tenants and Homeowners Beware! You could pay far more taxes every year for the Laguna Honda boondoggle than the proponents are telling you. Consider this: The Associated Press reported on July 17, 1999 that a class action suit was filed in Los Angeles to force California and any city and county in the State to follow the federal mandate and use the tobacco settlement ONLY for tobacco-related illnesses. Similar law suits have been filed in Wisconsin and Colorado. More are sure to follow.

Without the \$347 million tobacco settlement funds, the city will force taxpayers to carry the full burden to rebuild the nation's last big-box long term care facility. Health experts agree: There are more humane, compassionate and less expensive alternatives to the Laguna Honda project. Smaller, friendlier, community-based neighborhood facilities on surplus City property are the future of long-term care for our indigent elderly population. As a tenant or as a homeowner, your taxes should be used for the most modern, humane, long-term care available—not to protect union jobs. Vote NO on A!

Arthur Bruzzone

Christopher L. Bowman

The true source of funds used for the printing fee of this argument is Arthur Bruzzone and Christopher L. Bowman.

A

Laguna Honda Project

PAID ARGUMENTS AGAINST PROPOSITION A

PROPOSITION A IS AN ABUSE OF POWER

Proposition A, \$609,000,000 of taxpayer debt, is ill-conceived. Don't be misled by it. Bonds are a fancy way of going into debt. Debt means owing interest. It's conceded that this \$299,000,000 borrowing, with interest, actually means taxpayer debt of \$609,000,000. That's incredible. It'd cost taxpayers more in interest than the actual borrowing!

Meanwhile, professionals on healthcare and the elderly certify other options exist, including smaller facilities. Institutionalizing elderly and disabled people resembles the warehousing of human beings, which genuine healthcare workers deplore. Laguna Honda residents deserve meaningful health choices of in-home assistance, assisted independent living, small community-based facilities, and hospitalization as needed, rather than forced institutionalization. Slick slogans and promises of free "tobacco money" won't pay \$609,000,000 of taxpayer debt. **Vote "No" on A** so truly disabled and elderly people, with family and healthcare professionals, can then plan their lives in a knowledgeable, compassionate fashion.

*Mara S. Kopp
Raymond Vuksich
Richard Bodisco*

The true source of funds used for the printing fee of this argument is Good Government Alliance.

Vote 'NO' on Proposition A.

Laguna Honda is a special interest boondoggle. It has nothing to do with constructive reform for our elderly - and everything to do with a group of bullies trying to ensnare land for development. Do we really want the future of Laguna Honda crafted by the same shadowy characters who brought San Francisco the 49er stadium debacle and the Live/Work crisis? It's hard to imagine a more cynical way to address the seriousness of a healthcare crisis. Instead of thoughtful, knowledgeable discourse, elected officials acquiesced to a backroom deal, pandering to union and residential developer interests. Frightening and shocking as it is, the *Board of Supervisors* asked no questions, presenting us with a disgracefully empty request for monumental indebtedness - with no disclosure of the renovation plan or an accounting of our tax dollars. Proposition A is a nonsensical, self-serving measure concocted in the minds of those with little or no experience or qualification in the care of the disabled and elderly.

Say 'NO' to this \$600,000,000 special-interest "sweetheart deal" and demand honest, realistic reforms to benefit our aged and disabled population.

Angela Barbagelata

The true source of funds used for the printing fee of this argument is Good Government Alliance.

TEXT OF ORDINANCE AUTHORIZING ELECTION PROPOSITION A

[Bond Special Election]

CALLING AND PROVIDING FOR A SPECIAL ELECTION TO BE HELD IN THE CITY AND COUNTY OF SAN FRANCISCO ON TUESDAY, NOVEMBER 2, 1999, FOR THE PURPOSE OF SUBMITTING TO THE VOTERS A PROPOSITION TO INCUR BONDED DEBT AND/OR OTHER EVIDENCES OF INDEBTEDNESS AND/OR UNDERTAKE LEASE FINANCING BY OR FOR THE CITY AND COUNTY IN THE PRINCIPAL AMOUNT OF \$299,000,000 FOR THE ACQUISITION, IMPROVEMENT, CONSTRUCTION AND/OR RECONSTRUCTION OF A HEALTH CARE, ASSISTED LIVING AND/OR OTHER TYPE OF CONTINUING CARE FACILITY OR FACILITIES TO REPLACE LAGUNA HONDA HOSPITAL; PROVIDING FOR THE USE OF AVAILABLE TOBACCO SETTLEMENT REVENUES AND FOR THE USE OF STATE AND/OR FEDERAL GRANTS OR FUNDS RECEIVED BY THE CITY AND COUNTY THAT ARE REQUIRED TO FUND SUCH PROPOSED PROJECT; FINDING THAT THE ESTIMATED COST OF SUCH PROPOSED PROJECT IS AND WILL BE TOO GREAT TO BE PAID OUT OF THE ORDINARY ANNUAL INCOME AND REVENUE OF THE CITY AND COUNTY AND WILL REQUIRE EXPENDITURES GREATER THAN THE AMOUNT ALLOWED THEREFOR BY THE ANNUAL TAX LEVY; RECITING THE ESTIMATED COST OF SUCH PROPOSED PROJECT; FIXING THE DATE OF ELECTION AND THE MANNER OF HOLDING SUCH ELECTION AND THE PROCEDURE FOR VOTING FOR OR AGAINST THE PROPOSITION; FIXING THE MAXIMUM RATE OF INTEREST ON SUCH LEASE FINANCING, BONDED DEBT AND/OR OTHER EVIDENCES OF INDEBTEDNESS; PROVIDING FOR THE LEVY AND COLLECTION OF TAXES TO PAY BOTH PRINCIPAL AND INTEREST OF SUCH BONDED DEBT AND/OR OTHER EVIDENCES OF INDEBTEDNESS; PRESCRIBING NOTICE TO BE GIVEN OF SUCH ELECTION; ESTABLISHING THE ELECTION PRECINCTS, VOTING PLACES AND OFFICERS FOR THE ELECTION; WAIVING THE WORD LIMITATION ON BALLOT PROPOSITIONS IMPOSED BY SAN FRANCISCO MUNICIPAL ELECTIONS CODE SECTION 510; AND ACKNOWLEDGING RECEIPT OF FINDINGS BY THE CITY AND COUNTY PLANNING DEPARTMENT.

Be it ordained by the People of the City and County of San Francisco:

Section 1. A special election is hereby

called and ordered to be held in the City and County of San Francisco on Tuesday, the 2nd day of November, 1999, for the purpose of submitting to the electors of the City and County a proposition to incur bonded debt and/or other evidences of indebtedness and/or undertake lease financing by or for the City and County of San Francisco for the Project hereinafter described in the amount and for the purposes stated in Section 7 hereof.

The special election hereby called and ordered shall be referred to herein as the "Bond Special Election."

Section 2. For purposes of this ordinance and the proposition to be voted upon set forth in Section 7 hereof, the following terms shall have the meanings set forth below:

"Available tobacco settlement revenues" is defined as the total payments the City and County receives under the 1998 Master Settlement Agreement (the "Agreement") over the term of any lease financing, bonded debt and/or other evidences of indebtedness authorized hereby that the City and County may use for the Project under applicable law, less \$1,000,000 of the amount the City and County receives each year under the Agreement during the term of any obligations authorized hereby, which amount the City and County will use for tobacco education, prevention and control purposes.

"Project" is defined to include, without limitation, all works, property and structures necessary or convenient for the acquisition, improvement, construction and/or reconstruction of a new health care, assisted living and/or other type of continuing care facility or facilities to replace Laguna Honda Hospital, including, without limitation, infrastructure or other improvements in the areas appurtenant to, or which provide access to, such new facility or facilities.

Section 3. The first \$100,000,000 of available tobacco settlement revenues and/or any state and/or federal funds or grants received by the City and County that are required to be used to fund the Project shall first be applied to finance the costs of acquisition, construction and/or reconstruction of the Project. Any additional amounts from such sources received by the City and County shall be applied to reduce the amount of the outstanding obligations authorized hereby.

Section 4. The estimated costs of the Project to be financed with the obligations authorized hereby were fixed by the Board of Supervisors by the following resolution and in the principal amount specified below:

General Obligation Bonds, Resolution No. 577-99, \$299,000,000.

Such resolution was passed by two-thirds or more of the Board of Supervisors and approved by the Mayor. In such resolution it was recited

and found that the estimated cost of said Project is and will be too great to be paid out of the ordinary annual income and revenue of the City and County in addition to the other annual expenses of the City and County and will require expenditures greater than the amount allowed therefor by the annual tax levy and will require lease financing and/or the issuance or incurrence of bonded debt and/or other evidences of indebtedness by or for the City and County not exceeding the principal amount specified.

Such estimate of cost as set forth in such resolution is hereby adopted and determined to represent a portion of the estimated cost of such improvements and financing.

Section 5. The Bond Special Election shall be held and conducted and the votes thereat received and canvassed, and the returns thereof made and the results thereof ascertained, determined and declared as herein provided and in all particulars not herein recited such election shall be held according to the laws of the State of California, Municipal Elections Code, and the Charter of the City and County of San Francisco providing for and governing elections in the City and County of San Francisco, and the polls for such election shall be and remain open during the time required by such laws.

Section 6. The Bond Special Election is hereby consolidated with the Consolidated General Election scheduled to be held in the City and County of San Francisco on Tuesday, November 2, 1999. The voting precincts, polling places and officers of election for the November 2, 1999 Consolidated General Election are hereby adopted, established, designated and named, respectively, as the voting precincts, polling places and officers of election for the Bond Special Election hereby called, and reference is hereby made to the notice of election setting forth the voting precincts, polling places and officers of election for the November 2, 1999 Consolidated General Election by the Director of Elections to be published in the official newspaper of the City and County on the date required under the laws of the State of California.

Section 7. The ballots to be used at the Bond Special Election shall be the ballots to be used at the November 2, 1999 Consolidated General Election. The word limit for the ballot proposition imposed by San Francisco Municipal Elections Code Section 510 is hereby waived. On the ballots to be used at the Bond Special Election, in addition to any other matter required by law to be printed thereon, shall appear the following proposition:

"LAGUNA HONDA HOSPITAL, 1999. Shall the City and County incur bonded debt and/or other evidences of indebtedness and/or undertake lease financing, in an aggregate principal amount not exceeding \$299,000,000,

LEGAL TEXT OF PROPOSITION A (CONTINUED)

for the acquisition, improvement, construction and/or reconstruction of a new health care, assisted living and/or other type of continuing care facility or facilities to replace Laguna Honda Hospital, and reduce the property tax impact by requiring the application of available tobacco settlement revenues received by the City and County, and any state and/or federal grants or funds received by the City and County that are required to be used to fund these facilities, (a) to finance the acquisition, improvement, construction and/or reconstruction costs of such facilities, and (b) to pay the principal and redemption price of, interest on, reserve fund deposits, if any, and/or financing costs for the obligations authorized hereby?"

Each voter to vote in favor of the issuance of the foregoing proposition shall punch the ballot card in the hole after the word "YES" to the right of the proposition, and to vote against the proposition shall punch the ballot card in the hole after the word "NO" to the right of the proposition. If a numerical or other system is used at such special election, each voter to vote in favor of the proposition shall mark the ballot card or equivalent device after the number or in the location corresponding to a "YES" vote for the proposition and to vote against the proposition shall mark the ballot card or equivalent device after the number or in the location corresponding to a "NO" vote for the proposition.

Section 8. If the Director of Elections shall certify to the Board of Supervisors that two-thirds of all the voters voting on such proposition voted in favor of and authorized the incurring of bonded debt and/or other evidences of indebtedness and/or lease financing for the purposes set forth in such proposition, then such proposition shall have been accepted by the electors, and bonded debt and/or other evidences of indebtedness and/or lease financing authorized thereby shall be issued or incurred upon the order of the Board of Supervisors. Such bonded debt and/or other evidences of indebtedness and/or lease financing shall bear interest at a rate not to exceed twelve percent (12%) per annum.

Section 9. In anticipation of the issuance or incurrence of bonded debt and/or other evidences of indebtedness and/or lease financing, the City and County may issue commercial paper notes, bond anticipation notes or other short-term evidences of indebtedness to finance and refinance the costs of the Project, provided that the aggregate principal amount thereof outstanding at any time shall not exceed the authorized but unissued amount of obligations authorized hereby.

Section 10. For the purpose of paying the principal of and interest on any general obligation bonds or other evidences of indebtedness (excluding any lease financing), the Board of Supervisors shall, at the time of fixing the gen-

eral tax levy and in the manner for such general tax levy provided, levy and collect annually each year until such bonded debt and/or other evidences of indebtedness are paid, or until there are sufficient sums set apart for that purpose to meet all sums coming due for the principal of and interest on such bonded debt and/or other evidences of indebtedness, a tax sufficient to pay the annual interest on such bonded debt and/or other evidences of indebtedness as the same becomes due and also such part of the principal thereof as shall become due before the proceeds of a tax levied at the time for making the next general tax levy can be made available for the payment of such principal.

Section 11. The Board of Supervisors hereby acknowledges receipt of findings by the City and County Planning Department that the Bond Special Election is in conformity with the priority policies of Section 101.1(b) of the City and County Planning Code and with the City and County's General Plan, as set forth in a letter dated April 27, 1999 on file with the Clerk of the Board of Supervisors in File No. 990921.

Section 12. This ordinance shall be published once a day for at least seven (7) days in the official newspaper of the City and County and such publication shall constitute notice of the election and no other notice of the election hereby called need be given.

Section 13. The appropriate officers, employees, representatives and agents of the City and County of San Francisco are hereby authorized and directed to do everything necessary or desirable to accomplish the calling and holding of the Bond Special Election, and to otherwise carry out the provisions of this ordinance.

Firefighter/Police Retirement Benefits

B

PROPOSITION B

Shall firefighters and police officers who transferred to the Tier 2 retirement plan in 1981 receive improved retirement benefits given other Tier 2 members since then if they meet certain repayment conditions?

YES**NO**

Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The City has two levels of retirement benefits for City employees, including firefighters and police officers. Tier 1 has better benefits and covers employees hired before November 2, 1976. City employees hired after that date are covered under Tier 2.

A Charter amendment passed by the voters in 1981 offered Tier 1 firefighters and police officers a cash payment to transfer to Tier 2 to reduce the number of employees receiving the more expensive Tier 1 benefits. Approximately 250 firefighters and police officers ("the transferees") transferred from Tier 1 to Tier 2.

Retirement benefits for City employees are set by the Charter and can be changed only by the voters. Benefit increases for firefighters and police officers who transferred from Tier 1 to Tier 2 have to be separately approved by the voters.

Since 1981 the Charter has been amended by the voters to improve retirement benefits for Tier 2 members. However, firefighters and police officers who transferred to Tier 2 in 1981 have not received these improved benefits.

THE PROPOSAL: Proposition B is a Charter amendment that would allow firefighters and police officers who transferred to Tier 2 in 1981 to receive the improved retirement benefits granted to other Tier 2 employees, subject to certain limitations. The transferees also would be required to pay back with interest the cash payment they received in 1981, minus the amount of their own contributions to the retirement system.

A "YES" VOTE MEANS: If you vote yes, you want to allow firefighters and police officers who transferred to the Tier 2 retirement plan in 1981 to receive improved retirement benefits granted to other Tier 2 members, if repayment conditions are met.

A "NO" VOTE MEANS: If you vote no, you do not want to allow firefighters and police officers who transferred to the Tier 2 retirement plan in 1981 to receive improved retirement benefits granted to other Tier 2 members.

Controller's Statement on "B"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition B:

Should the proposed amendment be adopted, in my opinion, the cost to the City and County would increase, as estimated by the Retirement System Actuary, by about \$400,000 per year for the next 20 years.

However, no cash would be required since the City's Retirement System has a large surplus. While the cost of this proposal would reduce that surplus, it would have a minor affect. Even with this proposal, the City does not expect to have to contribute to the Retirement System for at least the next 15 years.

How Supervisors Voted on "B"

On July 12, 1999 the Board of Supervisors voted 11-0 to place Proposition B on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 64
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31

B

Firefighter/Police Retirement Benefits

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION B

A small group of 254 firefighters and police officers — mostly minorities and women — have been unintentionally excluded from retirement benefit improvements recently approved by voters for the City's Tier 2 Retirement System.

Their unequal status is due to Proposition F, passed in 1980. Proposition F saved the City hundreds of millions of dollars by encouraging firefighters and police officers to transfer out of the expensive Tier 1 into the far less generous Tier 2 plan. Those who transferred were promised that they would receive future Tier 2 benefit improvements if they repaid money they got to transfer. However, obscure provisions in Proposition F locked them out of Tier 2 improvements **even if they repaid** the funds by requiring a separate special charter amendment just to receive the same improvements other Tier 2 employees receive.

Recently, voters have granted Tier 2 benefit improvements including better pension payments earlier, improved cost of living adjustments and domestic partner benefits. Those who transferred to Tier 2 cannot get any of these improvements.

Even new employees get far better benefits than these twenty-five year veterans who transferred to Tier 2! While the City requires private employers to offer domestic partner benefits, these employees cannot receive the same benefits!

This proposed Charter amendment will cure this unfairness at no cost to the City until at least 2015 and little cost thereafter. Those who transferred will repay **with interest** the City's contributions received in 1981 and get benefit improvements already enjoyed by their co-workers.

Those who transferred will not return to Tier 1 or get more than what they were promised in 1981. This small group of long-term firefighters and police officers will simply get the same retirement benefits as newer co-workers.

Please Vote Yes on Proposition B.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 9, 1999:

Yes: Supervisors Leno, Newsom, Yaki, Yee, Ammiano, Becerril, Bierman, Brown, Kaufman

No: None of the Supervisors voted no.

Absent: Supervisors Teng, Katz

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION B

The firefighters and police officers have one of the highest pay rates and most attractive retirement benefits packages in the country. The politicians owe their allegiance to them, will put virtually any ballot measures up that are favored by organized labor. It will cost the taxpayers \$400,000 per year (according to the city Controller) if Proposition B passes.

This ballot measure was rejected by the voters a couple of elections ago. How dare the Supervisors resubmit the same rejected ballot measure again?

It is time to stop the city fund as a candy store with special privileges granted to a few.

Stop the current Mayor from giving away our money in an attempt to pay off his political debts.

The Police Officers Association made a serious blunder by endorsing the Mayor. Now the police are faced with a city government being investigated for administrative corruption.

Vote no on Proposition B.

Martin Lee Eng

Mayoral Candidate 1999.

High tech company founder

News-Photo Journalist

Fr. Vice-Chairperson, County Committee

Email: Mayor-Eng@GlobalForum.com

Voicemail: (415) 680-1699

Firefighter/Police Retirement Benefits

B

OPPONENT'S ARGUMENT AGAINST PROPOSITION B

Stop the current mayor to give away our money for paying off his political debts. The police union made a serious blunder by endorsing him, with an administration plagued with FBI corruption probes into the next century, guaranteeing with criminal indictments.

Martin Lee Eng

Mayoral candidate 1999

Campaign website://www.GlobalForum.com

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION B

The opposition against Proposition B has nothing to do with the Proposition, but is simply politically motivated by a mayoral candidate. Proposition B equalizes benefit improvements granted by the voters, not the mayor. Retirement benefits are set by Charter; they can only be changed by voters amending the Charter.

Proposition B is not about "giving away" money, but rather, about equal treatment. Most firefighters and police get pension benefits which voters recently improved – like 2% at 50, cost of living adjustments, domestic partner benefits. However, when the voters improved benefits, they didn't know that about 200 firefighters and police were left out due to a technicality in 1980's Proposition F requiring separate charter amendments for transferees. About 95% of firefighters and police already get much better pensions than those who transferred and saved the City approximately \$200 million. The Controller's report says those benefits will not cost the City any money until at least the year 2015 and little thereafter, while the City has saved 33 times any cost associated with this Proposition. Don't be fooled by

false accusations!

Firefighters and police earn retirement benefits by risking their lives every workday. Fairness demands that they all earn the same benefits. Rookies get every benefit improvement denied to excluded veterans with twenty years of service! San Francisco's political leaders, including the Mayor, every Supervisor, Fire and Police Chiefs, support this Proposition because it's only fair. Vote Yes on Proposition B.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 23, 1999:

Yes: Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

No: None of the Supervisors voted no.

B

Firefighter/Police Retirement Benefits

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

We the members of the Women Officers Network in an effort to correct disparity in the Tier II Retirement System, urge the voters of San Francisco to vote "Yes" on Proposition B.

In 1980, the atmosphere within the Police and Fire Departments was that of change and uncertainty, especially for the first minority and women who entered during that time. These first pioneers endured tremendous pressures and many did not feel they would reach their retirement years. For these men and women the transfer plan offered "vesting" a way to secure their retirement. Many made the choice to transfer. Little did they know, the choice they made would not allow them to receive the same retirement benefit given to their fellow co-workers.

Proposition B would correct this disparity by allowing the men and women who transferred to become fully incorporate into the Tier II Retirement System, and receive all current and future benefits approved by the voters for all police and firefighters.

Vote "Yes" on Proposition B.

Sally DeHaven

President, Women Officers Network

The true source of funds used for the printing of this argument is S.F. Police & Fire Retirement Equity Committee.

The three largest contributors to the true source recipient committee are: 1. Dolores Casazza 2. Joel Harms 3. Rose M. Melendez.

The San Francisco Democratic Party strongly endorses fairness and equity in police and fire retirement benefits.

There are 250 police and firefighters who are currently providing emergency service to our City every day, they can be relied upon to do their utmost to ensure public safety. This "small group" of public safety officers have been serving the people of San Francisco for more than twenty years. These individuals recently discovered that the retirement plan they chose to transfer to, does not allow them to receive any retirement benefit improvements. Benefit improvements that all other police and firefighters in San Francisco, now receive.

Proposition B corrects the disparity that exists in retirement benefits for these 250 police and firefighters. It allows these public safety workers to receive the same retirement benefits approved by voters for all other police and firefighters.

Vote "Yes" on Proposition B, it's a vote for fairness and equity.

Natalie Berg, Chair

San Francisco Democratic Party

The true source of funds used for the printing of this argument is S.F. Police & Fire Retirement Equity Committee.

The three largest contributors to the true source recipient committee are: 1. Dolores Casazza 2. Joel Harms 3. Rose M. Melendez.

The Officers for Justice, Police Officers Assn., urges passage of Proposition B to correct Disparity in retirement benefits.

In 1980, 250 police and firefighters including the first women and minorities transferred their retirement system from Tier I to Tier II under the assumption that they would receive the same benefits as their co-workers. Now, years later, they have discovered a major discrepancy. Namely, they will not receive any of the improved benefits approved by voters for the Tier II retirement plan, unless they receive separate voter approval.

San Francisco voters can correct this discrepancy at no cost to taxpayers.

A "Yes" vote would give the few remaining police officers and firefighters the same benefits as their co-workers and would fully incorporate them into the Tier II retirement system.

Vote "Yes" on Proposition B, it's a matter of fairness and equity.

Marion Jackson, President

Officers for Justice

The true source of funds used for the printing of this argument is Officers For Justice, Police Officers Association.

A small group of about 250 firefighters and police officers have been excluded from getting the better retirement benefits the voters adopted over the last few years. As a result, this small group of long term City employees are being treated differently. These employees work in the same risky job assignments and on teams with others who receive substantially better benefits. Common sense tells us that this situation is unfair and must be corrected.

In 1980, Prop. F permitted the transfer, but because of a special charter amendment requirement included in Prop. F, they are barred from getting the improvements given to all other firefighters and police officers. Please help us to bring fairness back to our Departments by equalizing the retirement benefits all firefighters and police officers get.

Vote "Yes" on Proposition B and help us provide equity to all members of the San Francisco Fire and Police Departments.

S. F. Fire Chief Robert L. Demmons

S. F. Police Chief Fred H. Lau

The true source of funds used for the printing of this argument is S.F. Police & Fire Retirement Equity Committee.

The three largest contributors to the true source recipient committee are: 1. Dolores Casazza 2. Joel Harms 3. Rose M. Melendez.

Firefighter/Police Retirement Benefits

B

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

Proposition B is about equity and fairness.

A small group of firefighters and police officers have been unfairly excluded from all the retirement improvements the voters have given to their co-workers, due to a legal technicality in the wording of the 1980 Proposition F.

Public safety demands that our firefighters and police officers be treated equally when it comes to benefits. Prop. B will equalize the benefits of this small group of firefighters and police officers and fully incorporate them into the Tier II retirement system.

Vote Yes on Proposition B.

State Senator John Burton

Nancy Pelosi, Congresswoman

The true source of funds used for the printing of this argument is S.F. Police & Fire Retirement Equity Committee.

The three largest contributors to the true source recipient committee are: 1. Dolores Casazza 2. Joel Harms 3. Rose M. Melendez.

Over the years, the San Francisco Republican Party has supported ballot measures improving the retirement and disability benefits of "Tier 2" firefighters and police officers.

We believe this is a matter of fairness - equal benefits for equal work — which will be funded from the surplus in the retirement fund over the next 15 years, at no cost to our overburdened taxpayers.

Today, over 90 percent of San Francisco's public safety officers enjoy improved benefits. The passage of Proposition B would finish the job by extending improved benefits to 250 firefighters and police officers not currently covered.

Vote Yes on Proposition B.

Donald A. Casper, Chair, San Francisco Republican Party, and
Rose Chung Mike Denunzio Harold Hoogasian
Randall Bernard Arthur Bruzzone Dr. Lee S. Dolson
Howard Epstein Robert Evans Stephen Fong
G. Michael German Dr. Jun Hatoyama Bob Lane
Rodney Leong Grace Norton-Fitzpatrick Les Payne
Jody Smith Dana Walsh Sue Woods

The true source of funds used for the printing of this argument is San Francisco Republican Party.

Equal benefits for All Firefighters and Police Officers

A small group of veteran firefighters and police officers needs your "Yes" vote to assure that they are treated fairly. Proposition B simply allows the City to fulfill its promise to these women and men that, if they repaid the retirement funds they received when they transferred from Tier I to Tier II of the pension system, they would qualify for the same benefits enjoyed by their colleagues.

A "Yes" vote on Proposition B incurs no cost to San Francisco taxpayers and makes the City's 1980 promise a reality. It corrects a glaring inequity that adversely affects dedicated, long-term employees - including the first women and minority men to be accepted into the ranks of the police and fire departments. They have given the City first-class service and should not be short-changed with second-class retirement benefits.

Vote for equal treatment. Vote "Yes" on Proposition B.

Aileen C. Hernandez

Urban Consultant

The true source of funds used for the printing of this argument is S.F. Police & Fire Retirement Equity Committee.

The three largest contributors to the true source recipient committee are: 1. Dolores Casazza 2. Joel Harms 3. Rose M. Melendez.

B

Firefighter/Police Retirement Benefits

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

All San Francisco firefighters and police officers risk their lives to make the City safer for its citizens. Recently, the voters have improved retirement benefits for these employees who risk so much for them.

Without knowing it, when voters passed benefit improvements for *all* firefighters and police, a small group of about 200 firefighters and police were left out. These firefighters and police transferred to Tier II, a lesser retirement plan, saving the City about \$200 million over twenty years. Due to a technicality in Prop F, requiring special charter amendments, they are barred from getting the same benefits the voters gave all their co-workers.

This excluded group - mostly minorities and women - is not getting the better benefits the voters passed: 2% at 50, domestic partner benefits and better COLA increases. Fairness demands that we bring these 200 back up to the same benefit levels of all other firefighters and police officers, which we can do at little cost to the City. They risk their lives like all other firefighters and police and they deserve to get the same retirement benefits.

Vote Yes on Proposition B.

Mayor Willie L. Brown, Jr.

The true source of funds used for the printing of this argument is S.F. Police & Fire Retirement Equity Committee.

The three largest contributors to the true source recipient committee are: 1. Dolores Casazza 2. Joel Harms 3. Rose M. Melendez.

San Francisco Black Firefighters Association urges you to vote YES on Proposition B

In 1980 with the passage of Proposition F less than 100 firefighters, including several minorities, transferred from the City's TierI retirement plan to a new TierII plan. At the time of the transfer they were told that they could receive all future benefit upgrades to the TierII pension. But in truth an obscure provision in Proposition F, that most members were not aware of, required a special public vote to improve their pension plan.

San Franciscans recently voted Yes to improve the pension plan of all employees hired under TierII. You agreed with us that we should all receive the same benefits for sharing the same risk. A YES vote on Proposition B would allow these veteran firefighters to receive the same retirement benefits now given to all other firefighters of our city.

For Equity, Vote "YES" on Proposition B

Tyrone Pruitt, President

Garry Bradford, Vice President

San Francisco Black Firefighters Association

The true source of funds used for the printing of this argument is San Francisco Black Firefighters Association.

Proposition B is about equity for all our firefighters and police officers. These men and women who protect us deserve our support. Vote yes on Prop. B.

Kevin Shelley

Assembly Majority Leader

The true source of funds used for the printing of this argument is Shelley for Assembly.

Firefighter/Police Retirement Benefits

B

PAID ARGUMENTS IN FAVOR OF PROPOSITION B

The San Francisco Police Officers' Association strongly urges a Yes vote on Proposition B.

In 1980 the voters offered police officers and firefighters, who were members of the Tier I retirement system, an option to transfer from the Tier I retirement system into the Tier II system. The Tier II system, established for police officers and firefighters hired after November 2, 1976, provides substantially fewer benefits and is less costly for the City. 254 police and firefighters took this option and were given, in return, a one time cash payment which included a return of their own retirement contributions. These public safety officers were promised that they were full fledged members of the Tier II system.

Recently, the voters passed improvements to the Tier II retirement system. these improvements include 2% at 50, domestic partner benefits, and a cost of living increase. The transfer group is excluded from these benefit improvements because of a technicality in Proposition F. They were left behind and cannot get the same benefits as their co-workers.

Proposition B would permit the excluded group to pay back, with a 6% interest charge, the City money given to them when they transferred into Tier II. In return they will finally become full fledged members of the Tier II system, with benefits equal to the other 2000 members of the Tier system. Vote "YES" on Proposition B.

Chris Cunnie

President, San Francisco Police Officers Association

The true source of funds used for the printing of this argument is San Francisco Police Officers Association.

This Charter Amendment will make all Firefighters and Police Officers equal and end their exclusion from the equivalent benefits received by their peers. It is only fair. I urge a yes vote on Proposition B.

Terence Hallinan
District Attorney

The true source of funds used for the printing of this argument is Terence Hallinan.

No Paid Arguments Were Submitted Against Proposition B

TEXT OF PROPOSED CHARTER AMENDMENT

PROPOSITION B

Describing and setting forth a proposal to the qualified electors of the City and County of San Francisco to amend the Charter of said City and County by amending Appendix A8.500-1, A8.559-14 and 8.585-14 thereof, relating to retirement benefits for safety employees who transferred membership under the Retirement System to Sections 8.586 or 8.588 in 1980.

The Board of Supervisors of the City and County of San Francisco hereby submits to the qualified electors of said city and county at an election to be held therein on November 2, 1999 a proposal to amend the Charter of said city and county by amending Appendix A8.500-1, A8.559-14 and 8.585-14 to read as follows:

NOTE:

Deletions are indicated by ~~striethrough~~.
Additions are indicated by underline.

A8.500-1 Reciprocal Pension Benefits within the Retirement System and with Other Public Pension Plans

Subject to the provisions of Section 8.500, the board of supervisors shall have the power to enact ordinances to establish reciprocal agreements with the Public Employees' Retirement System and other public agencies maintaining independent Retirement Systems for the purpose of extending reciprocal benefits to members of such systems as provided by state law. The board of supervisors and the retirement board shall have the power to perform all acts necessary to carry out the terms and purposes of such agreements.

Subject to the provisions of Section 8.500, the board of supervisors is further empowered to enact ordinances necessary to extend reciprocal rights to members who transfer between Charter Sections 8.509, 8.559, 8.584, 8.585, 8.586, 8.588 provided that service under Sections 8.509 and 8.584 shall be used for qualification purposes only and not to calculate benefits under Sections 8.559, 8.585, 8.586 and 8.588. With the exception of those members who transferred pursuant to Charter Sections 8.559-14 and 8.585-14, no ordinance enacted under this section shall extend reciprocal rights to any member who transferred from Charter Section 8.559 or 8.585 to Charter Sections 8.509, 8.584, 8.586 or 8.588, before April 1, 1993. No ordinance enacted under this section shall extend reciprocal rights to any person who terminated his or her membership in the Retirement System or retired before April 1, 1993. Subject to the above, reciprocal benefits under this paragraph shall be consistent with interpretations that have been made relative to the reciprocal benefit provisions of the Public Employees' Retirement

System and 1937 County Employees' Retirement Act which this paragraph is intended to implement. The reciprocal benefits under this section will be limited by Section 415 of the Internal Revenue Code of 1986, as amended from time to time, and no reciprocal benefits will be effective if they have an adverse impact on the tax qualified status of the Retirement System under Section 401 of the Internal Revenue Code of 1986, as amended from time to time.

A8.559-14

Right to Transfer

Notwithstanding any provisions of this charter to the contrary, any person who, on or after January 1, 1981, is a member of the Police Department, and is a member of the Retirement System under Charter Section 8.559, may become a member of the Retirement System under Charter Section 8.586 by filing in writing with the Retirement System no later than December 31, 1981, an executed waiver of all benefits which might inure to him under Charter Section 8.559. This waiver must be without right of revocation and on a form furnished by the Retirement System. The Retirement Board may require that this waiver be executed by additional persons before it becomes operative.

This transfer will be effective July 1, 1980. Those persons so electing to become members under Charter Section 8.586 shall receive service credit under Charter Section 8.586 equal to their service credit under Charter Section 8.559 as of June 30, 1980.

Those persons so electing to become members under Charter Section 8.586 shall not be subject to any of those provisions of Charter Section 8.559 as of July 1, 1980.

Notwithstanding the provisions of Charter Section 8.526, the cost of living adjustment in any given year prior to January 1, 2000 for those persons electing this transfer to Charter Section 8.586 shall not exceed the provisions of Charter Section 8.526 as they existed on July 1, 1980.

Those persons so electing to transfer membership from Charter Section 8.559 to Charter Section 8.586 shall receive a monetary consideration not to exceed \$40,000 calculated at the rate of \$2,500 for each year of said service credit up to ten years and then at the rate of \$1,000 for each additional year of said service credit. This monetary consideration shall be paid from said member's contribution account including any interest thereon. When said member's contribution account is depleted, the balance shall be paid from the city and county contributions held by the Retirement System.

This consideration shall be payable January 1, 1982. Alternatively, an employee may elect to receive payments according to a schedule established by the Retirement Board.

~~Notwithstanding any other charter or ordinance provisions, no change in the provisions of Charter Section 8.586 and those provisions incorporated therein by reference shall apply to those persons transferring pursuant to this section unless separately approved by the electorate in a separate charter amendment.~~

~~Notwithstanding any other charter or ordinance provisions, except proposed Charter Section 8.586-15 as proposed to the electorate for the election of November 4, 1980. Notwithstanding any other charter or ordinance provisions, a member transferring pursuant to this section shall be eligible to receive any benefits payable because of an increase in benefits approved by the voters for other members under Charter Section 8.586, provided however that said member repays with interest the monetary consideration he or she received in making this transfer, offset by the amount of said member's own account in the Retirement System under Charter Section 8.559. Interest on the repayment amount shall be charged at the rate credited to member accounts from January 1, 1981 until repayment or effective date of retirement. Members shall have the option of making said repayment either through a lump-sum payment, payroll deduction or through an actuarial offset against that portion of any benefits pursuant to this section, payable because of an increase in benefits under Charter Section 8.586 subsequent to July 1, 1980, shall be reduced dollar for dollar when payable not to exceed the amount of monetary consideration plus interest said member received for making this transfer.~~

The amendments to this section contained in the proposition submitted to the electorate on November 2, 1999 shall apply only to active and retired members on November 2, 1999 and constitute a prospective increase in benefits to such members subject to repayment in accordance with the provisions of the preceding paragraph. Upon repayment, retirees shall have their benefits recalculated under Charter Section 8.586 as in force at the date of their retirement. These recalculated benefits shall be first payable on and after November 2, 1999. No retired member shall become eligible under said amendments for any retroactive payments. Notwithstanding the preceding sentences, the provisions in Charter Section 8.586-3 for recalculation on the date upon which said member would have qualified for service retirement ("QSR") shall use the provisions of Charter Section 8.586 at QSR.

A8.585-14

Right to Transfer

Notwithstanding any provisions of this charter to the contrary, any person who, on or after January 1, 1981, is a member of the Fire

(Continued on next page)

LEGAL TEXT OF PROPOSITION B (CONTINUED)

Department, and is a member of the Retirement System under Charter Section 8.585, may become a member of the Retirement System under Charter Section 8.588 by filing in writing with the Retirement System no later than December 31, 1981, an executed waiver of all benefits which might inure to him under Charter Section 8.585. This waiver must be without right of revocation and on a form furnished by the Retirement System. The Retirement Board may require that this waiver be executed by additional persons before it becomes operative.

This transfer will be effective July 1, 1980. Those persons so electing to become members under Charter Section 8.588 shall receive service credit under Charter Section 8.588 equal to their service credit under Charter Section 8.585 as of June 30, 1980.

Those persons so electing to become members under Charter Section 8.588 shall not be subject to any of those provisions of Charter Section 8.585 as of July 1, 1980.

Notwithstanding the provisions of Charter Section 8.526, the cost of living adjustment in any given year prior to January 1, 2000 for those persons electing this transfer to Charter Section 8.588 shall not exceed the provisions of Charter Section 8.526 as they existed on July 1, 1980.

Those persons so electing to transfer membership from Charter Section 8.585 to Charter Section 8.588 shall receive a monetary consideration not to exceed \$40,000 calculated at the rate of \$2,500 for each year of said service credit up to ten years and then at the rate of \$1,000 for each additional year of said service credit. This monetary consideration shall be paid from said member's contribution account including any interest thereon. When said member's contribution account is depleted, the balance shall be paid from the city and county contributions held by the Retirement System.

This consideration shall be payable January 1, 1982. Alternatively, an employee may elect to receive payments according to a schedule established by the Retirement Board.

~~Notwithstanding any other charter or ordinance provisions, no change in the provisions of Charter Section 8.588 and those provisions incorporated therein by reference shall apply to those persons transferring pursuant to this section unless separately approved by the electorate in a separate charter amendment.~~

~~Notwithstanding any other charter or ordinance provisions, except proposed Charter Section 8.586-15 as proposed to the electorate for the election of November 4, 1980, Notwithstanding any other charter or ordinance provisions, a member transferring pursuant to this section shall be eligible to receive any benefits payable because of an increase in benefits approved by the voters for~~

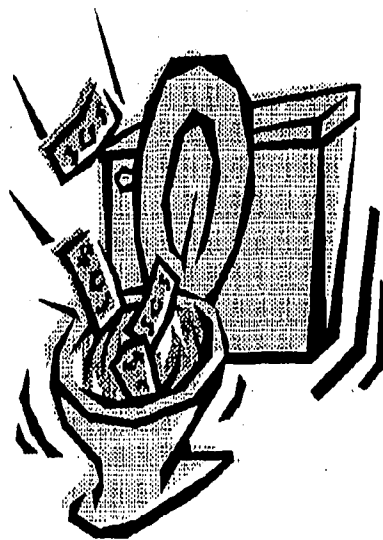
~~other members under Charter Section 8.588, provided however, that said member repays with interest the monetary consideration he or she received in making this transfer, offset by the amount of said member's own account in the Retirement System under Charter Section 8.585. Interest on the repayment amount shall be charged at the rate credited to member accounts from January 1, 1981 until repayment or effective date of retirement. Members shall have the option of making said repayment either through a lump-sum payment, payroll deduction or through an actuarial offset against that portion of any benefits pursuant to this section, payable because of an increase in benefits under Charter Section 8.588 subsequent to July 1, 1980, shall be reduced dollar for dollar when payable not to exceed the amount of monetary consideration plus interest said member received for making this transfer.~~

~~The amendments to this section contained in the proposition submitted to the electorate on November 2, 1999 shall apply only to active and retired members on November 2, 1999 and constitute a prospective increase in benefits to such members subject to repayment in accordance with the provisions of the preceding paragraph. Upon repayment, retirees shall have their benefits recalculated under Charter Section 8.588 as in force at the date of their retirement. These recalculated benefits shall be first payable on and after November 2, 1999. No retired member shall become eligible under said amendments for any retroactive payments. Notwithstanding the preceding sentences, the provisions in Charter Section 8.588-3 for recalculation on the date upon which said member would have qualified for service retirement ("QSR") shall use the provisions of Charter Section 8.588 at QSR.~~

\$50 Rebate for your home's biggest water hog

The San Francisco Water Dept. is offering a rebate of up to \$50 if you replace your water-inefficient toilet with a 1.6 gallon per flush toilet.

To be eligible, you must own a single-family or multifamily building in San Francisco and you must apply for the rebate prior to purchasing your toilet. The deadline for applying is Dec. 31, 1999.



**For more information, call
SFWD at (415) 923-2676.**

Supervisory District Boundaries



PROPOSITION C

Shall the City make changes in how it defines the districts that will be used to elect members of the Board of Supervisors?

YES



NO



Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: Beginning in 2000, members of the Board of Supervisors will be elected by district. Boundaries of the eleven supervisory districts are set forth in the Charter, but do not specifically include Treasure Island or Yerba Buena Island in any of the districts. In addition, the Charter only identifies District Eleven as that part of the City not included in the other districts.

A "YES" VOTE MEANS: If you vote yes, you want to make these changes in how the districts are defined for supervisory elections.

A "NO" VOTE MEANS: If you vote no, you do not want to make these changes in how the districts are defined for supervisory elections.

THE PROPOSAL: Proposition C is a Charter amendment that would make three changes defining districts for supervisory elections:

- It would list the specific streets and map lines forming the boundaries of District Eleven in the same manner as the other districts;
- It would include Treasure Island and Yerba Buena Island in District Six; and
- It would assign any other qualified voters legally residing in the territorial waters around San Francisco to the nearest onshore district.

Controller's Statement on "C"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition C:

Should the proposed amendment be adopted, in my opinion, it should not affect the cost of government.

How Supervisors Voted on "C"

On July 12, 1999 the Board of Supervisors voted 11-0 to place Proposition C on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 71
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Supervisory District Boundaries

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION C

When San Francisco's voters voted to restore the system of district elections of Supervisors in the November 1996 Municipal Election, they also approved a description of the boundaries of these electoral districts. The three technical changes in this proposed Charter Amendment clarify ambiguities concerning which districts some residents are to be included within.

Residents of Yerba Buena and Treasure Island would be specifically included in District Six, which is connected to them by the Bay Bridge, as was noted in the map of proposed districts, but not specifically in the descriptions of district boundaries approved by the voters. This change makes clear Treasure and Yerba Buena Islands are to be part of District Six.

The second change would specifically assign "off-shore" residents to the closest "on-shore" district. Because the original charter amendment considered the shoreline as the boundary for each district, clear provision was not made for "off-shore" residents of San Francisco's territorial waters, stretching from the Farallon Islands to the middle of San Francisco Bay. This change would assign residents of off-shore territories to the closest on-shore district. The third change would specifically list

the streets and boundaries that form the District Eleven.

This would match the descriptions used for the other ten districts, all of which have their boundaries described by specific streets and lines.

All of these changes merely resolve and clarify which residents reside in which district and create specific descriptions of the actual streets and lines of all of the district's boundaries. Approval of these technical corrections is the last preliminary step needed to set the stage for the restoration of district election of Supervisors as the people of San Francisco determined in November 1996.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 9, 1999:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Kaufman, Leno, Newsom, Yaki, Yee

No: None of the Supervisors voted no.

Absent: Supervisors Katz, Teng

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION C

WHY DOES PROPOSITION C CALL FOR THE TRANSFER OF TREASURE ISLAND AND YERBA BUENA ISLAND FROM HIGH-VOTER-TURNOUT SUPERVISORIAL DISTRICT 11 TO LOW-VOTER-TURNOUT SUPERVISORIAL DISTRICT 6 ???

Currently having less than ten voters, Treasure Island and Yerba Buena Island are part of a strange City Hall political plan to transfer the two islands from high-voter-turnout Supervisorial District 11 (Outer Mission, Excelsior, and Visitacion Valley) to Supervisorial District 6 (South-of-Market and South Beach).

While Mayor Willie Brown's committee to develop the two islands seems to be quiet about its plans for the moment, if their candidate is reelected it is likely that there will be intensive casino, hotel, and/or housing developments.

The perhaps politically well-organized population of the islands - which could become fairly large if highrise housing is constructed - might well tend to dominate poorly-educated and

lower income mainland Supervisorial District 6.

Should the 65-years-old and term-limited Mayor Willie Brown make reelection, expect major new development projects (and considerable controversy) in the years immediately ahead.

Let Treasure Island and Yerba Buena Island be developed BEFORE they are transferred to District 6-or anywhere else. For now, keep the two islands in District 11. They can be redistricted in the future, if there is any reason for it.

Vote NO, NO, NO on Proposition C.

Dr. Terence Faulkner; J. D.

Golden Gate Taxpayers' Association Chairman

Supervisory District Boundaries



OPPONENT'S ARGUMENT AGAINST PROPOSITION C

WE CANNOT TRUST THE CURRENT SAN FRANCISCO POLITICAL LEADERSHIP. THE FBI HAS GOOD REASONS TO INVESTIGATE THE CITY GOVERNMENT AND ITS CONTRACTORS.

Proposition C is a strangely worded proposed San Francisco City Charter amendment.

Its only legal effect is to transfer two almost unpopulated islands from Supervisorial District 11 to Supervisorial District 6. The two islands currently only have about ten registered voters, but they are involved in a lot of disputes over their future development.

The two islands to be transferred are, of course, Treasure Island and Yerba Buena Island.

The rest of the "wording" changes for the City Charter are to add lots of extra statements, known as "legal surplusage":

As currently stated in the City Charter, Supervisorial District 11 is defined as everything in San Francisco not included in Districts 1 to 10. Proposition C starts listing the actual street lines...in endless and unnecessary detail.

In view of the development disputes currently going on in San Francisco, voters should cast their ballots "NO" on Proposition C.

If you have any questions, read: **"FBI PROBE TURNS TO BAYFRONT PROPERTY PROPOSALS: Two projects involved Mayor's Pal Charlie Walker"** in the 8/11/99 Examiner. Review some of San Francisco's other development and FBI media coverage. It's not a pretty picture.

Vote **AGAINST** Proposition C...There is no proper reason to transfer the two islands from Supervisorial District 11 to Supervisorial District 6.

We think that there is a legal trick or secret political "agenda".

Citizens for a New San Francisco City Government
Terence Faulkner, J.D.

Chairman

Citizens for a New San Francisco City Government

Patrick C. Fitzgerald

Past Secretary

San Francisco Democratic Party

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION C

Proposition C was authored by Supervisor Ammiano and submitted to the voters by the Board of Supervisors – not the Mayor. We do, however, appreciate a good conspiracy theory when we see one.

Proposition C makes a technical change to the boundaries for next year's district elections for the Board of Supervisors.

Opponents are right about one thing: Proposition C will transfer voters who live on Treasure Island and Yerba Buena Island to supervisorial District 6 (South of Market/Tenderloin), which makes sense because the islands are connected to the South of Market district by the Bay Bridge. Without this change, these residents would end up voting in District 11 (which includes the OMI and Excelsior neighborhoods, among others).

While there are currently only a few residents on Treasure Island and Yerba Buena Island, there will be many more in the

future. Let's not deny them the opportunity to vote with their closest neighbors, with whom they will share common interests (transit, traffic congestion, neighborhood services, etc.).

Please vote YES on Proposition C.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 23, 1999:

Yes: Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

No: None of the Supervisors voted no.



Supervisory District Boundaries

PAID ARGUMENTS IN FAVOR OF PROPOSITION C

In 1995, I had the honor of serving as one of the nine members of the Elections Task Force which recommended in its Final Report to the Board of Supervisors the return of District Election of Supervisors.

The Election Task Force's report contained criteria for drawing the lines of eleven Supervisory districts. One of the criterion was that all parts of a district be contiguous with one another. This was to prevent the type of gerrymandering typified by the late Congressman Phil Burton who once created an Assembly District which connected parts of Daly City with the City of Vallejo, via San Pablo Bay! Fortunately, California voters overturned Burton's "contribution to modern art" in June, 1982.

All provisions of Proposition C, however tedious its language may seem, fully conform with the criterion set by the Elections Task Force that each district be contiguous.

I urge you to Vote Yes on Proposition C.

Christopher L. Bowman

Member, Elections Task Force, 1995

The true source of funds used for the printing fee of this argument is Christopher L. Bowman.

PAID ARGUMENTS AGAINST PROPOSITION C

There ought to be a catch. Status quo is safer.
Vote No on C.

Martin Lee Eng

1999 Candidate for Mayor

Fr. Certified Public Accountant

Campaign site: [HTTP://www.GlobalForum.com](http://www.GlobalForum.com)

(415) 680-1699

The true source of funds used for the printing fee of this argument is Martin Lee Eng.

TEXT OF PROPOSED CHARTER AMENDMENT

PROPOSITION C

Describing and setting forth a proposal to the qualified electors of the City and County of San Francisco to amend the Charter of said city and county by amending Section 13.110, to include Yerba Buena and Treasure Islands in the Sixth Supervisorial District and to delineate the boundaries of the Eleventh Supervisorial District.

The Board of Supervisors of the City and County of San Francisco hereby submits to the qualified electors of said city and county at an election to be held on November 2, 1999, a proposal to amend the Charter of said city and county by amending Section 13.110 to read as follows:

NOTE:

Additions or substitutions are indicated by underlining;

Deletions are indicated by ~~strike-through~~.

Section 1. The San Francisco Charter is hereby amended, by amending Section 13.110, to read as follows:

SEC. 13.110. ELECTION OF SUPERVISORS.

(a) The members of the board of supervisors shall be elected by district as set forth in this section.

(b) The city and county shall be divided into 11 supervisorial districts as set forth in this section. Beginning with the general municipal election in 2000, and until new districts are established pursuant to this section, these districts shall be used for the election or recall of the members of the board of supervisors, and for filling any vacancy in the office of member of the board of supervisors by appointment. Once new districts are established, those districts shall be used for the same purposes. No change in the boundary or location of any district shall operate to abolish or terminate the term of office of any member of the board of supervisors prior to the expiration of the term of office for which such member was elected or appointed.

(c) The 11 supervisorial districts shall be bounded and described as follows:

FIRST SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the point of intersection of the shoreline of the Pacific Ocean and a straight-line extension of Lincoln Way; thence easterly along Lincoln Way to Arguello Boulevard; thence northerly along Arguello Boulevard to Kezar Drive; thence easterly along Kezar Drive to Waller Street; thence easterly along Waller Street to Stanyan Street; thence northerly along Stanyan Street to Fulton Street; thence easterly along Fulton Street to Parker Avenue; thence northerly along Parker

Avenue to Lone Mountain Terrace; thence westerly along Lone Mountain Terrace to Stanyan Boulevard; thence northerly along Stanyan Boulevard to Geary Boulevard; thence westerly along Geary Boulevard to Arguello Boulevard; thence northerly along Arguello Boulevard to Lake Street; thence westerly along Lake Street to Twenty-Seventh Avenue; thence southerly along Twenty-Seventh Avenue to California Street; thence westerly along California Street to its point of intersection with the eastern boundary of Lincoln Park; thence northerly along said boundary to the shoreline of the Pacific Ocean; thence westerly and southerly along said shoreline to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

SECOND SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the point of intersection of the shoreline of the Pacific Ocean and the eastern boundary of Lincoln Park; thence southerly along said boundary to California Street; thence easterly along California Street to Twenty-Seventh Avenue; thence northerly along Twenty-Seventh Avenue to Lake Street; thence easterly along Lake Street to Arguello Boulevard; thence southerly along Arguello Boulevard to Geary Boulevard; thence easterly along Geary Boulevard to Stanyan Boulevard; thence southerly along Stanyan Boulevard to Lone Mountain Terrace; thence easterly along Lone Mountain Terrace to Parker Avenue; thence southerly along Parker Avenue to Fulton Street; thence easterly along Fulton Street to Masonic Avenue; thence northerly along Masonic Avenue to Turk Boulevard; thence easterly along Turk Boulevard to St. Joseph's Avenue; thence northerly and northwesterly along St. Joseph's Avenue to Geary Boulevard; thence westerly along Geary Boulevard to Presidio Avenue; thence northerly along Presidio Avenue to California Street; thence easterly along California Street to Laguna Street; thence southerly along Laguna Street to Geary Boulevard; thence easterly along Geary Boulevard to the center point of the intersection of Geary Boulevard and Starr King Way; thence southeasterly and easterly along Starr King Way to Van Ness Avenue; thence northerly along Van Ness Avenue to Green Street; thence easterly along Green Street to Leavenworth Street; thence northerly along Leavenworth Street and a northerly straight-line extension thereof to the point of intersection with the shoreline of San Francisco Bay; thence generally westerly and

southerly along said shoreline to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

THIRD SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the point of intersection of a northerly straight-line extension of Leavenworth Street and the shoreline of San Francisco Bay; thence easterly and southerly along said shoreline to the point of intersection with a northeasterly straight-line extension of Mission Street and including all piers north of said intersection; thence southwesterly along said straight-line extension of Mission Street to the Embarcadero; thence northwesterly along the Embarcadero to the intersection with a northeasterly straight-line extension of Market Street; thence southwesterly along Market Street to Sutter Street; thence westerly along Sutter Street to Van Ness Avenue; thence northerly along Van Ness Avenue to Green Street; thence easterly along Green Street to Leavenworth Street; thence northerly along Leavenworth Street and a straight-line extension thereof to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

FOURTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the point of intersection of the shoreline of the Pacific Ocean and a straight-line extension of Lincoln Way; thence easterly along Lincoln Way to Nineteenth Avenue; thence southerly along Nineteenth Avenue to Sloat Boulevard; thence westerly along Sloat Boulevard and a straight-line extension thereof to the point of intersection with the shoreline of the Pacific Ocean; thence northerly along said shoreline to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

FIFTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the point of intersection of Lincoln Way and Nineteenth Avenue; thence easterly along Lincoln Way to Arguello Boulevard; thence northerly along Arguello Boulevard to Kezar Drive; thence easterly

LEGAL TEXT OF PROPOSITION C (CONTINUED)

along Kezar Drive to Waller Street; thence easterly along Waller Street to Stanyan Street; thence northerly along Stanyan Street to Fulton Street; thence easterly along Fulton Street to Masonic Avenue; thence northerly along Masonic Avenue to Turk Boulevard; thence easterly along Turk Boulevard to St. Joseph's Avenue; thence northerly and northwesterly along St. Joseph's Avenue to Geary Boulevard; thence westerly along Geary Boulevard to Presidio Avenue; thence northerly along Presidio Avenue to California Street; thence easterly along California Street to Laguna Street; thence southerly along Laguna Street to Market Street; thence southwesterly along Market Street to Duboce Avenue; thence westerly along Duboce Avenue to Buena Vista Avenue East; thence southwesterly along Buena Vista Avenue East to Buena Vista Avenue West; thence northerly along Buena Vista Avenue West to Frederick Street; thence westerly along Frederick Street to Ashbury Street; thence southerly and southwesterly along Ashbury Street to Clayton Street; thence southerly along Clayton Street to Twin Peaks Boulevard; thence southwesterly along Twin Peaks Boulevard to Clarendon Avenue; thence westerly along Clarendon Avenue and a straight-line extension thereof to Stanyan Street; thence northerly along Stanyan Street to the intersection of Stanyan Street and Seventeenth Street; thence westerly to the intersection of a straight-line extension of Seventeenth Street with the eastern boundary of the campus of the University of California San Francisco; thence generally northerly, northwesterly and westerly along the eastern and northeastern boundary of said campus to Parnassus Avenue; thence westerly along Parnassus Avenue to Nineteenth Avenue; thence northerly along Nineteenth Avenue to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

SIXTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the point of intersection of a northeasterly straight-line extension of Mission Street and the shoreline of San Francisco Bay; thence southwesterly along said straight-line extension of Mission Street to the Embarcadero; thence northwesterly along the Embarcadero to the intersection with a northeasterly straight-line extension of Market Street; thence southwesterly along Market Street to Sutter Street; thence westerly along Sutter Street to Van Ness Avenue; thence southerly along Van Ness Avenue to Starr King Way; thence westerly and northwesterly along

Starr King Way to the center point of the intersection of Geary Boulevard and Starr King Way; thence westerly along Geary Boulevard to Laguna Street; thence southerly along Laguna Street to Market Street; thence northwesterly along Market Street to Guerrero Street; thence southerly along Guerrero Street to Seventeenth Street; thence easterly along Seventeenth Street to Pennsylvania Street; thence northerly along Pennsylvania Street to Sixteenth Street; thence easterly along Sixteenth Street and a straight-line extension thereof to the shoreline of San Francisco Bay; thence generally northerly along said shoreline to the point of commencement and including all piers and rows of vessels. The Sixth Supervisorial District shall include Yerba Buena and Treasure Islands. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

SEVENTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the intersection of the southern boundary of the city and county and the centerline of Junipero Serra Boulevard; thence northerly along Junipero Serra Boulevard to Holloway Avenue; thence easterly along Holloway Avenue to Ashton Avenue; thence northerly along Ashton Avenue to Ocean Avenue; thence generally southeasterly and easterly along Ocean Avenue to the intersection of the Southern Freeway (Interstate Route 280); thence generally northeasterly along the centerline of the Southern Freeway (Interstate Route 280) to San Jose Avenue; thence northeasterly along San Jose Avenue to Bosworth Street; thence northwesterly along Bosworth Street to O'Shaughnessy Boulevard; thence generally northwesterly along O'Shaughnessy Boulevard to Portola Drive; thence northeasterly along Portola Drive to Twin Peaks Boulevard; thence generally northerly along Twin Peaks Boulevard to Clarendon Avenue; thence westerly along Clarendon Avenue and a straight-line extension thereof to Stanyan Street; thence northerly along Stanyan Street to the intersection of Stanyan Street and Seventeenth Street; thence westerly to the intersection of a straight-line extension of Seventeenth Street with the eastern boundary of the campus of the University of California San Francisco; thence northerly, northwesterly and westerly along the eastern and northeastern boundary of said campus to Parnassus Avenue; thence westerly along Parnassus Avenue to Nineteenth Avenue; thence southerly along Nineteenth Avenue to Sloat Boulevard; thence westerly along Sloat Boulevard and a straight-line extension thereof

to the point of intersection with the shoreline of the Pacific Ocean; thence southerly along said shoreline to the southern boundary of the city and county; thence easterly along said boundary to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

EIGHTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the intersection of San Jose Avenue and Bosworth Street; thence northwesterly along Bosworth Street to O'Shaughnessy Boulevard; thence generally northwesterly along O'Shaughnessy Boulevard to Portola Drive; thence northeasterly along Portola Drive to Twin Peaks Boulevard; thence generally northerly along Twin Peaks Boulevard to Clarendon Avenue; thence easterly along Clarendon Avenue to Twin Peaks Boulevard; thence northeasterly along Twin Peaks Boulevard to Clayton Street; thence northerly along Clayton Street to Ashbury Street; thence northeasterly and northerly along Ashbury Street to Frederick Street; thence easterly along Frederick Street to Buena Vista Avenue West; thence southerly along Buena Vista Avenue West to Buena Vista Avenue East; thence northeasterly along Buena Vista Avenue East to Duboce Avenue; thence easterly along Duboce Avenue to Market Street; thence northeasterly along Market Street to Guerrero Street; thence southerly along Guerrero Street to San Jose Avenue; thence southwesterly along San Jose Avenue to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

NINTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the intersection of the centerline of the Southern Freeway (Interstate Route 280) and San Jose Avenue; thence northeasterly along San Jose Avenue to Guerrero Street; thence northerly along Guerrero Street to Seventeenth Street; thence easterly along Seventeenth Street to the centerline of the James Lick Freeway (State Route 101); thence generally southerly along the centerline of the James Lick Freeway (State Route 101) to the interchange with the Southern Freeway (Interstate Route 280); thence generally southwesterly along the centerline of the Southern

(Continued on next page)

LEGAL TEXT OF PROPOSITION C (CONTINUED)

Freeway (Interstate Route 280) to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

TENTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county commencing at the intersection of the southern boundary of the city and county and the centerline of Carter Street; thence northerly along Carter Street to Geneva Avenue; thence northwesterly along Geneva Avenue to the point of intersection with a southerly straight-line extension of the boundary between Crocker Amazon Playground and John McLaren Park; thence generally northerly along the western boundary of John McLaren Park to Burrows Street; thence easterly along Burrows Street to Harvard Street; thence southerly along Harvard Street to Bacon Street; thence easterly along Bacon Street to Oxford Street; thence southerly along Oxford Street to Wayland Street; thence easterly along Wayland Street to Cambridge Street; thence northerly along Cambridge Street to Felton Street; thence easterly along Felton Street to Amherst Street; thence northerly along Amherst Street to Silver Avenue; thence easterly along Silver Avenue to Colby Street; thence northerly along Colby Street to Sweeny Street; thence easterly along Sweeny Street to Bowdoin Street; thence northerly along Bowdoin Street and a northerly straight-line extension thereof to the centerline of the Southern Freeway (Interstate Route 280); thence northeasterly along the centerline of the Southern Freeway (Interstate Route 280) to the point of interchange with the James Lick Freeway (State Route 101); thence generally northerly along the centerline of the James Lick Freeway (State Route 101) to Seventeenth Street; thence easterly along Seventeenth Street to Pennsylvania Street; thence northerly along Pennsylvania Street to Sixteenth Street; thence easterly along Sixteenth Street and a straight-line extension thereof to the point of intersection with the shoreline of San Francisco Bay; thence generally southerly along said shoreline to the southern boundary of the city and county and including all piers south of said intersection; thence along the southern boundary of the city and county to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

ELEVENTH SUPERVISORIAL DIS-

TRICT, shall comprise all of that portion of the city and county commencing at the intersection of the southern boundary of the city and county and the centerline of Junipero Serra Boulevard; thence northerly along Junipero Serra Boulevard to Holloway Avenue; thence easterly along Holloway Avenue to Ashton Avenue; thence northerly along Ashton Avenue to Ocean Avenue; thence generally southeasterly and easterly along Ocean Avenue to the intersection of the Southern Freeway (Interstate Route 280); thence generally northeasterly along the centerline of the Southern Freeway (Interstate Route 280) to the intersection with a northerly straight-line extension of Bowdoin Street; thence southerly along that straight-line extension and Bowdoin Street to Sweeney Street; thence westerly along Sweeney Street to Colby Street; thence southerly along Colby Street to Silver Avenue; thence westerly along Silver Avenue to Amherst Street; thence southerly along Amherst Street to Felton Avenue; thence westerly along Felton Street to Cambridge Street; thence southerly along Cambridge Street to Wayland Street; thence westerly along Wayland Street to Oxford Street; thence northerly along Oxford Street to Bacon Street; thence westerly along Bacon Street to Harvard Street; thence northerly along Harvard Street to Burrows Street; thence westerly along Burrows Street to its end; thence generally southerly along the western boundary of John McLaren Park and a southerly straight-line extension of the boundary between Crocker Amazon Playground and John McLaren Park to the point of intersection with Geneva Avenue; thence southeasterly along Geneva Avenue to Carter Street; thence southerly along Carter Street to the southern boundary of the city and county to the point of commencement. Unless specifically designated to the contrary, all references to streets, boulevards, drives, avenues, terraces and ways contained in the foregoing description shall refer to the centerlines of said streets, boulevards, drives, avenues, terraces and ways, respectively.

ELEVENTH SUPERVISORIAL DISTRICT, shall comprise all of that portion of the city and county not otherwise described as constituting the First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, or Tenth Supervisorial Districts.

Voters residing within the boundaries of the City and County as established in Government Code Section 23138 but not on the San Francisco Peninsula or on Yerba Buena and Treasure Islands shall be deemed for the purpose of supervisorial elections to reside in the supervisorial district on the Peninsula closest to the voter's place of residence.

(d) Within 60 days following publication of

the decennial federal census in the year 2000 and every decennial federal census after that, the Director of Elections shall report to the Board of Supervisors on whether the existing districts continue to meet the requirements of federal and state law and the criteria for drawing districts lines set in the Charter.

The criteria for drawing districts lines are:

Districts must conform to all legal requirements, including the requirement that they be equal in population. Population variations between districts should be limited to 1 percent from the statistical mean unless additional variations, limited to 5 percent of the statistical mean, are necessary to prevent dividing or diluting the voting power of minorities and/or to keep recognized neighborhoods intact; provided, however, that the redistricting provided for herein shall conform to the rule of one person, one vote, and shall reflect communities of interest within the city and county.

If it is determined that the districts are in compliance with all legal requirements, including the requirement that they be equal in population, the current districts as drawn will be valid for the next decade. If it is determined that any of the districts are not in compliance, the Board of Supervisors by ordinance shall convene and fund a nine-member elections task force. Three members shall be appointed by the Board of Supervisors, three members shall be appointed by the Mayor, and three members shall be appointed by the Director of Elections. The Director of Elections shall serve ex officio as a non-voting member. The task force shall be responsible for redrawing the district lines in accordance with the law and the criteria established in this Section, and shall make such adjustments as appropriate based on public input at public hearings. The Board of Supervisors may not revise the district boundaries established by the task force.

(e) Each member of the board of supervisors, commencing with the general municipal election in November, 2000, shall be elected by the electors within a supervisorial district, and must have resided in the district in which he or she is elected for a period of not less than 30 days immediately preceding the date he or she files a declaration of candidacy for the office of supervisor, and must continue to reside therein during his or her incumbency, and upon ceasing to be such resident shall be removed from office.

(f) Notwithstanding any provisions of this section or any other section of the charter to the contrary, the respective terms of office of the members of the board of supervisors who shall hold office on the eighth day of January, 2001, shall expire at 12 o'clock noon on said date

(Continued on next page)

LEGAL TEXT OF PROPOSITION C (CONTINUED)

and the 11 persons elected as members of the board of supervisors at the general election in 2000 shall succeed to said offices on said eighth day of January, 2001. At that time, the clerk of the board of supervisors shall determine by lot whether the supervisors elected from the even- or odd-numbered supervisorial districts at the general municipal election in 2000 shall have terms of office expiring at noon on the eighth day of January, 2003, and which shall have terms of office expiring at noon on the eighth day of January, 2005; commencing, however, with the general municipal election in November, 2002, the terms of office of the supervisors elected from the even- or odd-numbered supervisorial districts, as the case may be, shall be for a term of four years and shall continue as such thereafter. Those members of the board of supervisors elected at the general election in 1998, and those elected at the general election in 2000 who only serve an initial two-year term, shall not be deemed to have served a full term for purposes of the term limit established in Section 2.101.

VALUE CERTIFICATE

\$50 Toilet Rebate

The San Francisco Water Dept. is offering a rebate of up to \$50 per toilet if you replace your water-inefficient toilet with a 1.6 gallon per flush toilet.

To be eligible, you must own a single-family or multifamily building in SF and you must apply for the rebate prior to purchasing your toilet. The deadline for applying is Dec. 31, 1999.

Call SFWD at 923-2676.

San Francisco Water Dept.

Sick Leave/Vacation Credit Transfers

D

PROPOSITION D

Shall City employees be allowed to donate unused sick leave or vacation credits to a pool for City employees who are catastrophically ill, and to donate vacation credits to be used by City employees to care for catastrophically ill spouses, domestic partners, and dependents?

YES ➡
NO ➡

Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: A City employee may donate unused sick leave and vacation credits directly to another City employee who is catastrophically ill and has exhausted his or her own sick leave, vacation allowance, and compensatory time off.

THE PROPOSAL: Proposition D is a Charter amendment that would allow City employees to donate unused sick leave and vacation credits to a pool to be shared by other City employees who are catastrophically ill and have exhausted their own sick leave, vacation allowance, and compensatory time off.

The measure also would authorize the Board of Supervisors to adopt an ordinance allowing City employees to use donated vacation credits (but not sick leave) as family leave to care for catastrophically ill spouses, domestic partners, or dependents.

A "YES" VOTE MEANS: If you vote yes, you want to allow City employees to donate unused sick leave or vacation credits to a pool for City employees who are catastrophically ill, and to authorize the Board to give City employees the ability to use donated vacation credits as family leave to care for catastrophically ill spouses, domestic partners, and dependents.

A "NO" VOTE MEANS: If you vote no, you want to continue to allow City employees to donate unused sick leave or vacation credits only to other individual City employees who are catastrophically ill, and only to allow City employees to use donated vacation credits if they themselves are catastrophically ill.

Controller's Statement on "D"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition D:

Should the proposed amendment be adopted, in my opinion, it could increase the cost of government in an amount that cannot be determined at this time.

The amendment has two provisions. The first provision extends the ability to donate vacation time to employees who need time to care for family members. This would not increase costs since vacation time is guaranteed and ultimately paid out in any case.

The second provision allows employees to donate sick leave to a pool for use by other catastrophically ill employees. The current provisions only allow for donations to specific employees. In 1998-99, employees donated about \$2.1 million of sick pay credits under the current program. Employees hired after 1976 do not automatically get paid for sick leave when they retire or otherwise leave City ser-

vice. To the extent this "pool" concept would encourage additional donations, it would increase the City's costs.

How Supervisors Voted on "D"

On July 12, 1999 the Board of Supervisors voted 11-0 to place Proposition D on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 79
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31

D

Sick Leave/Vacation Credit Transfers

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION D

Since the passage of Propositions H and I in 1989 which enabled City employees to transfer unused sick leave time to co-workers diagnosed with a catastrophic illness (AIDS, cancer, and organ diseases), hundreds of City employees have participated in this program and have benefited both by the receiving and giving of this time.

Proposition D would allow the Board of Supervisors by Ordinance to provide for the transfer of unused sick leave to other employees of the City and County of San Francisco rather than a specific named employee thus creating a pool of time for catastrophically ill persons.

Proposition D would allow the transfer of unused vacation time in the same manner as unused sick pay but would extend the transfer of vacation time to those City employees on family leave to care for catastrophically ill spouse, domestic partners, or other dependents.

Passage of Proposition D will enable those suffering from devastating and life threatening diseases and their families to have time donated by co-workers to meet needs such as medical bills, rent payments, everyday living expenses as they deal with both the emotional and physical struggles associated with their disease.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 9, 1999:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Kaufman, Leno, Newsom, Yaki, Yee

No: None of the Supervisors voted no.

Absent: Supervisors Katz, Teng

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION D

Proposition H and I, which were passed in 1989, already provided generous unused sick leave time for transfer between co-workers. This will open up the floodgates for more abuses and end up costing us more money.

It is time to protect the taxpayers money. We can't keep giving away the store.

Disability payments are already provided for under State Disability and Social Security.

Vote on Proposition D, it is bad for your pocket book and the City Treasury!

Martin Lee Eng

Mayoral Candidate 1999.

High tech company founder

News-Photo Journalist

Ft. Certified Public Accountant

Ft. Vice-Chairperson, County Committee

Email: Mayor-Eng@GlobalForum.com

Voicemail: (415) 680-1699

Campaign web site: [HTTP://www.GlobalForum.com](http://www.GlobalForum.com)

Arguments printed on this page are the opinion of the authors and have not been checked for accuracy by any official agency.

Sick Leave/Vacation Credit Transfers



OPPONENT'S ARGUMENT AGAINST PROPOSITION D

It is time to protect the taxpayers money indirectly. We can't keep giving away the store.

Martin Lee Eng

Mayoral candidate 1999

Campaign website: [HTTP://www.GlobalForum.com](http://www.GlobalForum.com)

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION D

Proposition D allows the Board of Supervisors to make improvements to the City's catastrophic sick leave program for seriously- and terminally-ill City employees. It has nothing whatsoever to do with the Mayor's race.

Current law allows City employees to donate their unused sick leave to catastrophically-ill co-workers, providing City workers who are too sick to work with the means to continue paying rent, medical bills and other expenses.

Due to the wording of current law, sick-leave donations must be made to specified, individual employees. Proposition D will allow the Board to establish a donation pool for City employees who wish to contribute sick leave, but don't happen know other employees who are catastrophically-ill. The donation pool would exist in conjunction with current procedures that allow donations from an employee to another City employee.

Proposition D will also allow the Board to pass legislation

enabling City employees to donate their vacation time to City employees with a catastrophically-ill spouse, domestic partner or other dependent. Such a program would allow City employees to care for their family members in times of crisis.

Please vote YES on Proposition D.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 23, 1999:

Yes: Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

No: None of the Supervisors voted no.

D

Sick Leave/Vacation Credit Transfers

PAID ARGUMENTS IN FAVOR OF PROPOSITION D

Proposition D improves the City's catastrophic sick leave program to make it easier for City employees to share unused sick leave with fellow workers stricken with cancer, AIDS or other disabling illnesses. The compassionate vote: Yes on D.

San Francisco Tomorrow

The true source of funds used for the printing of this argument is SF Tomorrow.

City employees should be allowed to provide assistance to any of their colleagues when they suffer a catastrophic illness. Vote yes on Prop. D.

Kevin Shelley
Assembly Majority Leader

The true source of funds used for the printing of this argument is Shelley for Assembly.

No Paid Arguments Were Submitted Against Proposition D

Arguments printed on this page are the opinion of the authors and have not been checked for accuracy by any official agency.

TEXT OF PROPOSED CHARTER AMENDMENT PROPOSITION D

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of said city and county by amending Sections A8.364 and A8.441, to give the Board of Supervisors the authority to allow City employees to transfer unused sick leave to groups of catastrophically-ill City employees and to transfer vacation credits to other City employees for use as family leave to care for spouses, domestic partners, and other dependents.

The Board of Supervisors hereby submits to the qualified voters of said city and county at an election to be held on November 2, 1999, a proposal to amend the Charter of said city and county by amending Sections A8.364 and A8.441, so that the same shall read as follows:

NOTE:

Additions or substitutions are underlined;
Deletions are indicated by ~~strike-out type~~.

Section 1. The San Francisco Charter is hereby amended, by amending Sections A8.364 and A8.441, to read as follows:

SEC. A8.364. AUTHORIZATION TO TRANSFER UNUSED SICK LEAVE

(a) Employees of the City and County of San Francisco may ~~individually~~ transfer their unused accumulated sick leave to other employees another individual employee of the City and County of San Francisco who ~~has~~ been determined to be catastrophically ill, and who ~~have~~ ~~has~~ exhausted ~~their her or his~~ vacation allowance, sick leave and compensatory time off, provided that such determination and such transfer may be made only in compliance with the terms and conditions established by ordinance adopted by the board of supervisors.

(b) Notwithstanding Sections 8.360 and 8.363 of this charter, within sixty (60) days of the effective date of this section, the Health Commission, Civil Service Commission, and Retirement Board shall conduct a joint hearing to consider and develop recommendations for submission to the Board of Supervisors. The Board of Supervisors shall adopt an ordinance, as provided in subsection (a), and establish any rules necessary to administer, interpret, and regulate the provisions of this section, provided that all such rules shall be approved, amended, or rejected by resolution by the Board of Supervisors.

SEC. A8.441. AUTHORIZATION TO TRANSFER VACATION CREDITS

(a) Employees of the City and County of San Francisco may ~~individually~~ transfer their vested vacation allowance credits to other employees another individual employee of the

City and County of San Francisco who ~~has~~ been determined to be catastrophically ill by the employee's head of department, in accord with the definition of catastrophic illness to be provided by the Health Commission, and who ~~have~~ ~~has~~ exhausted ~~their her or his~~ vacation allowance, sick leave and compensatory time off, provided that such transfer may be made only in compliance with the terms and conditions established by the board of supervisors. By ordinance, the Board of Supervisors may extend such vacation credit transfer rights to City employees for use as family leave to care for catastrophically-ill spouses, domestic partners or other dependents as defined in the Internal Revenue Code (26 U.S.C. sec. 152), as amended from time to time.

(b) The board of supervisors is hereby empowered to enact any and all ordinances necessary to administer, interpret and regulate the provisions of this section.



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Municipal Transportation Agency



PROPOSITION E

Shall the City create a Municipal Transportation Agency with expanded powers and duties to run the Municipal Railway and the Department of Parking and Traffic?

YES

NO



Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The Municipal Railway (Muni), a City department governed by the Public Transportation Commission, operates the City's transit system. Parking and Traffic is a separate department under its own commission. Members of these commissions can be removed by the Mayor at any time.

The Public Transportation Commission, through Muni's General Manager, sets Muni's standards of operation. The Board of Supervisors must approve fare increases and route eliminations. Muni is funded as part of the City's overall budget, receiving annual monies from the General Fund, which are set by the Mayor and the Board of Supervisors.

Some City functions, such as purchasing, human resources, and employee contract negotiations, are handled by centralized city agencies rather than by each department.

Most employee contracts do not include performance bonuses.

The City Charter contains a Transit-First Policy, setting priorities for the movement of people and goods in the City.

THE PROPOSAL: Proposition E is a Charter amendment that would replace the Public Transportation Commission with a new Municipal Transportation Agency. The Agency would operate Muni and, beginning in 2002, the Department of Parking and Traffic. The Board of Supervisors also could make the Taxi Commission part of the Agency.

The Agency would be governed by a seven-member board of directors appointed by the Mayor and confirmed by the Board of Supervisors. Members would need particular qualifications to serve on the board and could be removed only for cause. The board would hire a director to administer the Agency. The Agency would control its own operations, including purchasing and contracting, subject to certain limitations.

Proposition E would set standards for performance and service by Muni, including meeting 98.5 percent of its scheduled service and having at least an 85 percent on-time record, with the goal of full achievement of those standards by July 1, 2004. Muni standards of compliance would be audited every two years.

The Agency would handle its own personnel and labor relations. Muni employees such as drivers, dispatchers, and mechanics would be designated "service-critical." The Agency would negotiate directly with employee organizations for "service-critical" positions. Tentative labor agreements would be publicly disclosed 30 days prior to their approval. Contracts would include performance bonuses for managers and "service-critical" employees.

Proposition E would create a Municipal Transportation Fund establishing a minimum annual contribution from the City's General Fund. With certain exceptions, the Agency still would be subject to the City's budget process. The Board of Supervisors could reject, but not modify, the Agency's budget by a two-thirds vote.

Proposition E would set rules for changes in Muni fares, service, and routes. It would replace the Charter's existing Transit-First Policy with a more detailed Transit-First Policy and make it part of the City's General Plan. The measure also would create a Citizens' Advisory Council for the Agency.

A "YES" VOTE MEANS: If you vote yes, you want to create a Municipal Transportation Agency with these powers and duties.

A "NO" VOTE MEANS: If you vote no, you do not want to create a Municipal Transportation Agency with these powers and duties.

Controller's Statement on "E"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition E:

In my opinion, in and of itself, the proposed charter amendment should not affect the cost of government.

The proposed amendment establishes a baseline level of funding for the transportation agency which is equal to current General Fund support and maintains the proportionate share of city resources devoted to transportation in future years. It also transfers certain duties and responsibilities from several existing departments to the newly created Municipal

Transportation Agency along with the funding currently provided for these duties.

How Supervisors Voted on "E"

On June 21, 1999 the Board of Supervisors voted 10-1 to place Proposition E on the ballot.

The Supervisors voted as follows:

Yes: Supervisors Ammiano, Becerril, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

No: Supervisor Bierman

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 97
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31

E

Municipal Transportation Agency

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION E

For too many years, San Francisco's Municipal Railway has been the public service its citizens most love to hate. What should be the nation's best transit system is instead known for late trains and buses, long delays in the tunnel, frequent accidents, and dismal customer service. Lacking choices for public transit, riders vote with their feet: San Franciscans have abandoned Muni by the tens of thousands, and traffic in the City is the worst it has ever been.

Last fall's "Muni Meltdown" was the last straw. Massive delays in the subway, despite Muni's largest budget increase ever, made it clear that Muni was out of control. Without fundamental reform, Muni would be driven even further into the ground.

So, fed-up transit riders developed this plan to reform the Municipal Railway once and for all. The Board of Supervisors worked with this coalition, managers, and labor representatives, to craft a strong, comprehensive measure to make Muni accountable again.

Proposition E creates a new **Transportation Agency** to run the Municipal Railway **free from political interference**. It establishes **strong, enforceable service standards** for Muni operations, backing these up with required merit pay for workers

and managers. It establishes a **protected budget for Muni**, while retaining oversight by the Board of Supervisors. And it creates a **coordinated transportation system** by moving the Department of Parking and Traffic into this agency in 2002.

Proposition E will make Muni much more reliable, by holding managers and workers accountable for service delivered. It will take strong steps to reduce traffic by finally making transit a real alternative to the automobile, and it will ensure that Muni is fully funded to meet the City's transit needs for years to come.

To increase ridership, decrease traffic, and ensure reliable transit service: vote Yes on Proposition E.

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 9, 1999:

Yes: Supervisors Ammiano, Becerril, Bierman, Brown, Kaufman, Leno, Newsom, Yaki, Yee

No: None of the Supervisors voted no.

Absent: Supervisors Katz, Teng

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION E

This legislation was authored by a downtown business group; rescued by a grassroots transit riders group; and watered down by Mayor Brown in backroom deals with the Transit Workers Union. **Our elected officials, most of whom are dependent on union endorsements, votes, and campaign contributions, will tell you that it's the best that we can do at this time.**

MUNI has always been a political football. Proposition E creates an independent transit board made up of political appointees of the Mayor. The only way riders, drivers, and taxpayers have any control over this board is through Mayor Brown. **Do you think he will be responsive to your concerns in his final term?**

I have been a building contractor and motorist in San Francisco for 25 years. I now ride MUNI everyday and believe that the 400,000+ daily MUNI riders will elect the next mayor. It will take only 60,000 voters to get a candidate into the runoff with Brown and 110,000 votes, December 14th to elect a new Mayor. If you are a MUNI rider or motorist, you can save yourself 4,000+ hours, waiting for a bus/train or sitting in traffic, by

carefully selecting your next mayor. He will fix MUNI and reduce traffic congestion, not this legislation.

Is watered down MUNI reform better than no reform? You decide!

For a vision of a 21st century transit system, read the *Elected Transit Board Charter Amendment* that I authored, at www.SFMayor.com, or call 826-6106

Jim Reid

San Francisco's next mayor?

Municipal Transportation Agency



OPPONENT'S ARGUMENT AGAINST PROPOSITION E

I support an elected transit board.

The Mayor has compromised this legislation and it will only be effective if we elect a new mayor who is dedicated to public transit and appoints transit activists to the new board. If Brown is re-elected and puts political appointees on the board, MUNI will continue to be a second-class transit system. Riders, drivers, & maintenance supervisors need to be on the board. As Mayor, I will continue to ride MUNI daily and focus attention on the problems until we solve them. Read my plan at www.SFMayor.com

Jim Reid
Candidate for Mayor

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION E

Everyone can agree that Muni service reached its all time low. That is why a diverse group of interested people, including riders, managers, labor representatives, planners, and commissioners all joined forces to develop the best possible solution: Proposition E.

Proposition E will streamline government by consolidating two separate commissions involved in transportation planning - Parking and Traffic and Muni - into a single Municipal Transportation Agency. These two departments *should* work in a coordinated fashion; under Proposition E, they will be united under one agency. And, according to Controller Ed Harrington, the costs of City government will not be affected by this change.

The seven member Board of the Municipal Transportation Agency will **not** be political appointments, but must meet special qualifications: significant knowledge or experience in government, finance or labor relations; and more than half must be regular Muni riders. Ensuring dedicated funding and skilled persons to set the agency budget will result in increased accountability for the service delivered. By allowing the Board of

Supervisors to maintain final say on any fare increase, we maintain the goal of encouraging ridership.

Under Proposition E, Muni will have to set high, enforceable standards for service and will finally be held accountable to its goals.

Having just hired a new manager with extensive transportation experience, Muni is moving in the right direction. Let's give Muni management the tools it needs to succeed: VOTE YES ON PROPOSITION E!

Board of Supervisors

How Supervisors Voted to Submit this Argument

The Supervisors voted as follows on August 23, 1999:

Yes: Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom, Teng, Yaki, Yee

No: None of the Supervisors voted no.



Municipal Transportation Agency

PAID ARGUMENTS IN FAVOR OF PROPOSITION E

YES ON PROPOSITION E.

Public transit that works is important to the quality of life of every San Franciscan. Join San Francisco Beautiful in supporting Proposition E.

For too long MUNI has not had either the management or the funding necessary to provide transit service that is safe and dependable. As a result, MUNI has become the choice of last resort. Your Yes vote on Proposition E will turn MUNI around by freeing it from politicians and the bureaucracy.

San Francisco Beautiful was founded over 50 years ago to save our cable cars. Now is the time to save our MUNI by providing the system with a secure source of funding, requiring service standards and demanding effective management.

Vote YES on Proposition E.

Robert C. Friese, President
San Francisco Beautiful

The true source of funds used for the printing fee of this argument is San Francisco Beautiful.

Proposition E strengthens San Francisco's transit-first policy. Requires fast, efficient Muni service to take people to work on time. Gives everyone a break from auto use, reducing traffic congestion and air pollution.

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is San Francisco Tomorrow.

The San Francisco Chamber of Commerce supports Proposition E. People need to get to work!

The Chamber's annual Muni Customer Satisfaction poll shows that Muni's customers support a radical departure from "business as usual" to get Muni back on track. We couldn't agree more. Prop E provides the comprehensive change needed to give Muni management the authority to make decisions, implement reforms and operate the system without the interference of City Hall politics.

Prop E's key provisions - secured funding, accountability and reformed work rules - will enable San Francisco to have a fully-functioning transit system that puts riders first.

"Prop E is supported by transit advocates, city officials and labor organizations. It is a win-win-win for Muni riders, taxpayers who foot the bills and businesses who rely on good transportation for their customers and employees," says G. Rhea Serpan, president and CEO of the San Francisco Chamber of Commerce.

Support Muni reform and vote Yes on Proposition E.

A. Lee Blitch
2000 Chair
Board of Directors
San Francisco Chamber of Commerce

The true source of funds used for the printing fee of this argument is San Francisco Chamber of Commerce 21st Century Committee.

The three largest contributors to the true source recipient committee are: 1. SBC Communications 2. Wells Fargo 3. The Gap.

Municipal Transportation Agency



PAID ARGUMENTS IN FAVOR OF PROPOSITION E

RESCUE MUNI, a transit riders' association for San Francisco, strongly endorses Proposition E.

Proposition E is our best chance at real, meaningful Muni reform.

- It puts strong **service standards** in the Charter, and it backs these up with tough merit-pay provisions. It **protects Muni's budget** from arbitrary cuts.
- It puts an **end to the infamous "miss-outs"** that have made it so difficult to run service reliably.
- It retains **limits on fare increases** and route abandonments.
- And it puts Muni and DPT in a single **Transportation Agency**, strengthening the City's transit-first policy to keep Muni from getting stuck in traffic.

Together, these provisions will give Muni the tools it needs to provide **world-class service**, and will hold Muni **accountable** for providing the service we demand. **Vote YES on Proposition E!**

Rescue Muni
Andrew Sullivan, Chair
Daniel Murphy, Vice-Chair
Ken Niemi, Founder
Charlotte Breckenridge
Eric Carlson
Joan Downey

The true source of funds used for the printing fee of this argument is Rescue Muni.

The Building Owners and Managers Association of San Francisco has repeatedly called for comprehensive restructuring of MUNI.

For the past decade, MUNI has been forced into an annual game of budget roulette, which has lead to gross under-funding on the system. **Proposition E** creates a separate transit fund, then holds MUNI management accountable for objective standards of performance, safety and maintenance which will be audited by an independent consulting firm. The new Citizens' Advisory Council will provide public input and review from MUNI riders and concerned citizens. The Commissioners of the Municipal Transportation Agency will be required to have professional competency and detailed knowledge of the system. MUNI management for the first time will have control of its hiring, work rules and purchasing.

Vote for Proposition E. It gives MUNI the resources and operational control it must have, then requires MUNI to meet clear performance standards.

Ken Cleaveland, Director
Governmental Affairs
Building Owners and Managers Association of San Francisco

The true source of funds used for the printing fee of this argument is Building Owners and Managers Association — San Francisco - Political Action Committee.



Municipal Transportation Agency

PAID ARGUMENTS IN FAVOR OF PROPOSITION E

In 1995, the San Francisco Republican Party set into motion Muni reform by authoring and circulating an Initiative, approved by the voters, calling for a management audit of Muni.

The audit, conducted by the City's Budget Analyst, Harvey Rose, recommended 89 reforms within Muni to streamline operations and save taxpayers \$8,000,000 a year. Unfortunately, the Mayor and the Board of Supervisors ignored most of the recommendations when they negotiated a new Muni contract in 1996. This resulted in Muni's meltdown last fall.

Proposition E attempts to fix Muni. The San Francisco Republican Party agrees With Prop. E's intent and its goals, but we question the Mayor's and Board of Supervisors' political will to implement it.

Therefore, we support Proposition E, but will scrutinize and evaluate how the measure is implemented.

Additionally, we will evaluate the new labor contract with Muni workers next year to ensure it excludes counterproductive work rules, such as miss-outs.

As long as Muni has no competition, this City will not have a first-class transit system. Therefore, if this measure fails to fix Muni, we will offer the voters a measure that will bring competition and provide fundamental reform to Muni, including, but not limited to, authorizing Golden Gate Transit and SamTrans to pick up and discharge San Francisco passengers along their present routes, and to require the Municipal Transportation Agency to put out to bid to private operators as much as 5 percent of its current routes.

Vote Yes on Proposition E.

Donald A. Casper

Chair, San Francisco Republican Party, and

<i>Mike Denunzio</i>	<i>Harold Hoogasian</i>	<i>Rose Chung</i>
<i>Randall Bernard</i>	<i>Arthur Bruzzone</i>	<i>Howard Epstein</i>
<i>Robert Evans</i>	<i>G. Michael German</i>	<i>Dr. Jun Hatoyama</i>
<i>Rodney Leong</i>	<i>Grace Norton-Fitzpatrick</i>	<i>Les Payne</i>
<i>Jody Smith</i>	<i>Ted Turrell</i>	<i>Sue Woods</i>

The true source of funds used for the printing fee of this argument is San Francisco Republican Party.

San Francisco must fix MUNI or it will choke on its own traffic. Vote yes on E.

Telegraph Hill Dwellers

The true source of funds used for the printing fee of this argument is Telegraph Hill Dwellers.

The San Francisco Environmental Organizing Committee (SFEOC) Supports Proposition E

One of the most important environmental issues currently facing San Francisco is the improvement of public transit.

Proposition E strengthens the city's transit-first policy, which recognizes pedestrians and bicyclists as important users of City streets, and it requires that transit vehicles be given priority when reducing traffic. The proposition also guarantees a stable municipal transportation fund, so Muni has the tools it needs to effectively improve service.

Proposition E is the result of broad grassroots movement of concerned citizens working for a transportation system that serves all the city's residents. It balances the needs of riders, Muni workers and the local environment in a way that will improve the quality of life for San Franciscans for decades to come.

The Environmental Organizing Committee

The true source of funds used for the printing fee of this argument is The Environmental Organizing Committee.

The three largest contributors to the true source recipient committee are: 1. Margaret Johnson 2. Leslie Thierot 3. William Newsom.

This incumbent Mayor can never fix the Muni because the Transit Workers Union owns him.

This lameduck-to-be Mayor must be defeated. Otherwise the Transit Workers can force more burdens in taxes on us. They will eventually bankrupt our beloved city.

I will make it easier to fire incompetent Muni drivers if I become the next Mayor.

Martin Lee Eng

Mayoral Candidate, 1999

Campaign web site: [HTTP://www.GlobalForum.com](http://www.GlobalForum.com)

The true source of funds used for the printing fee of this argument is Martin Lee Eng.

Municipal Transportation Agency



PAID ARGUMENTS IN FAVOR OF PROPOSITION E

We need a fast, reliable transit system to promote and encourage transit use. A system that gives us an effective choice over trips by private auto - the greatest contributor to pollution that causes poor air quality and global climate change.

Proposition E makes it possible to have a truly great transit system in San Francisco. It strengthens the City's transit-first policy, coordinates transit planning for all City agencies and guarantees funding for public transit.

Proposition E will make San Francisco truly a transit-first city.

Vote Yes on Prop. E.

Amandeep Jawa

President, SF League of Conservation Voters

Jane Morrison

President

San Francisco Tomorrow

Clayton Mansfield, Chair, Sierra Club SF Group

The true source of funds used for the printing fee of this argument is Amandeep Jawa, Jane Morrison, Clinton Mansfield.

SPUR urges you to vote YES on Proposition E.

Muni can work — the decision is ours.

For years, San Francisco has been stuck in political gridlock about how to get a decent transit system. But fixing Muni is not rocket science. It just takes the political will to shake up the bureaucracy, provide enough funding, and ensure citizen oversight. Your YES vote on Proposition E will do all of these things.

Many groups came together to put Proposition E on the ballot. Fixing Muni is the one issue where the left and the right, environmentalists and business leaders, and neighborhood residents throughout the city agree. In a crowded city like San Francisco, nothing will work unless public transit works.

Proposition E will hold Muni to strong standards, reduce traffic, and improve the quality of life for all San Franciscans.

Give Muni a chance to work!

Vote YES on E!

San Francisco Planning and Urban Research Association (SPUR)

The true source of funds used for the printing fee of this argument is SPUR Urban Issues Committee.

The three largest contributors to the true source recipient committee are: 1. Anne Halsted 2. Peter Mezey 3. Doris Bebb.

To have a clean, livable, and environmentally sustainable city, you must have great transit. Proposition E is an important first step in getting Muni back on track. Proposition E will significantly improve Muni now and lay the groundwork for continuing improvements in the years to come.

Vote Yes on E.

San Francisco League Of Conservation Voters

The true source of funds used for the printing fee of this argument is San Francisco League of Conservation Voters.

This proposition will make significant improvements in the way Muni is managed and funded. Please join with the undersigned Directors of Raoul Wallenberg Jewish Democratic Club in supporting a more effective Muni by voting YES on Proposition E.

Steve Kassirer, President

Alan Fox, Vice President

Dan Kalb, Former President

Rebecca Prozan, Director

Richard Rothman, Director

Ian Kelley, Director

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:

1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.



Municipal Transportation Agency

PAID ARGUMENTS IN FAVOR OF PROPOSITION E

MUNI RIDERS SUPPORT PROPOSITION E

Bad service. Long delays. Heavy traffic. Sorry excuses. That's what Muni has come to mean to us, the riders, in recent years.

Proposition E, the Muni Reform charter amendment, will change all that. Under Proposition E, Muni will be required to meet specific **quality standards** - and it will get the funding it needs to provide the service we depend on. It will be **run by professionals, not politicians**. And Muni and DPT will be placed under the common leadership they need to keep our buses and streetcars from being stuck in traffic.

Demand better from Muni! Vote YES on Proposition E.

Robin Levitt, 7-Haight
 Andrew Sullivan, 5-Fulton
 Eric Carlson, KLM Metro
 Joan Downey, N-Judah
 Ken Niemi, L-Taraval
 Louise Wainwright
 Barbara Nichols
 John Wei
 James Lister
 Patrick Ryan
 Danny Zingarelli
 Kevin Imhof
 David Drake
 Kyle H. Hansen
 E. E. Segovia
 Sherman Chan
 Roger B. Kempton
 James Dutton
 Catherine Grizzle
 Cody Jang
 Greg Holman
 Monique Williams
 Matt Zalosh
 Raymond Mah
 Gloria Brent
 Montel Waters
 Maria Sanchez
 Erik Eiseman
 Daniel Murphy, N-Judah
 Charles Haletky, N-Judah

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
 1. SF Chamber of Commerce 2. San Franciscans for Muni Reform.

African American Leaders Agree - Reform Muni

Everyone agrees it is time for a change. For our city to succeed Muni must succeed. Prop E is real change. It demands better service and more accountability. It sets the highest standards and makes Muni responsive to the needs of its customers. Prop E also protects Muni's workers. It provides incentives and merit pay for improved service and the funding necessary to give Muni's employees better working conditions.

For San Francisco to provide opportunity for everyone, a reliable and first-rate public transit system is needed. Prop E will give us the first-rate system we deserve.

We urge everyone to vote YES for equal access. Vote YES on E!

Reverend Cecil Williams
 Supervisor Amos Brown
 Earl White, President Black Chamber of Commerce

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
 1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.

Elected Officials Support Prop E

For San Francisco to continue to be a world-class city, we must have a world-class public transit system. A Muni system that can be counted on to provide on-time performance, good customer service, cleaner buses and less crowding will mean a better San Francisco for everyone.

Proposition E makes sense. It requires more reliability and measurable performance standards. For example, Prop E requires an outside, independent review of how Muni dollars are spent and creates a citizens' advisory committee to ensure that Muni remains responsive to the public's needs.

Prop E will make Muni accountable to those it serves—the people of San Francisco.

We urge you to support Proposition E and keep San Francisco moving in the right direction.

Mayor Willie L. Brown, Jr
 Treasurer Susan Leal
 State Senator John Burton
 Congressman Nancy Pelosi
 Assemblyman Kevin Shelley

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
 1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.

Municipal Transportation Agency



PAID ARGUMENTS IN FAVOR OF PROPOSITION E

As the original sponsors of the Muni Reform charter amendment, we urge a YES vote on Proposition E.

Reliable public transportation is essential for San Francisco to remain a vibrant and sustainable city. Proposition E is a strong step in this direction, demanding accountability from Muni and DPT while strengthening the city's transit-first principles. It holds Muni to specific service standards, and it gives Muni the tools it needs to deliver service at this level by establishing an autonomous Transportation Agency with a protected budget.

Furthermore, it will require Muni and DPT to work together to speed buses and streetcars through traffic, and it retains important oversight by the Board of Supervisors over budget and fare changes.

Proposition E is substantially better than our original initiative. **Vote YES on E!**

Rescue Muni *Andrew Sullivan*

SPUR *James Chappell*

SF Environmental Organizing Committee *Beryl Magilavy*

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.

The San Francisco Democratic Party Urges Yes on Proposition E

Public transportation is a central part of City life. Each day, MUNI moves hundreds of thousands of San Franciscans to and from their daily activities. Without MUNI, the City would come to a standstill. Our transit system, however, cannot achieve its full potential without fundamental reform.

The Democratic Party supports this far-reaching program for MUNI reform. By establishing an independent, fully-funded Municipal Railway under a new Municipal Transportation Agency, Proposition E will create an effective and reliable transit system.

We urge all Democrats, and all San Franciscans, to **Vote Yes on Proposition E.**

San Francisco Democratic Party

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.

Good Muni service is essential to a livable city. It's unrealistic to expect people to drive less if Muni is unreliable. This measure demands specific reliability standards. It combines departments so the person in charge of the buses also controls the streets, and will be able to clear Muni's way. Muni will run on time; traffic will be reduced. **Yes on E.**

San Francisco Bicycle Coalition

The true source of funds used for the printing fee of this argument is San Francisco Bicycle Coalition.

San Francisco Supervisors Support MUNI Reform

As individual members of the Board of Supervisors, we support Proposition E because it will mean a better-managed and more reliable MUNI for all San Franciscans.

Proposition E provides that transit policy will be set by people with experience in public transportation, finance, government or labor relations. The Board of Supervisors will retain financial oversight for the system, but operational issues will be decided by transit professionals. This structure, which is similar to that of most other major cities, ensures that MUNI will operate more effectively and that San Franciscans' tax dollars will be spent wisely.

Proposition E also establishes a series of minimum service standards, including standards for on-time performance and missed service. We believe that these standards will mean fewer delays and breakdowns of MUNI vehicles.

MUNI reform is long overdue. Vote Yes on Proposition E.

Tom Ammiano

President, Board of Supervisors

Supervisor Mabel Teng

Supervisor Leland Yee

Supervisor Amos Brown

Supervisor Mark Leno

Supervisor Gavin Newsom

Supervisor Michael Yaki

Supervisor Leslie Katz

Supervisor Alicia Becerril

Supervisor Barbara Kaufman

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.



Municipal Transportation Agency

PAID ARGUMENTS IN FAVOR OF PROPOSITION E

You've wanted to give Muni a kick in the pants, and now you can with Proposition E. As longtime San Francisco residents, we are appalled by Muni's deteriorated state. **Proposition E provides the long-overdue solutions that San Francisco needs to fix Muni's problems.**

Some critics of Proposition E are worried about bureaucracy. What do they think we have now? The proposed joint venture with Parking and Traffic simply funnels parking revenues into improving public transit. Furthermore, **Proposition E's mandatory performance standards and merit pay provisions will force Muni to get better, "bureaucracy" or not.**

Other critics want reforms to come faster and go farther. We like to fantasize, too. But we are realists: you can't make a bloated elephant into a gazelle overnight. **We haven't seen any better solution to Muni's problems than Proposition E, and we certainly don't see any on this ballot.**

Muni needs a serious overhaul. Proposition E is as serious as it gets. Let's not miss this opportunity to give San Francisco the first-class transit system it deserves. **Please join us in voting YES on Proposition E.**

*Bryant Kong
Julian Chang
Wade Estey
Linnea Johnson
Teresa Ono
Erik Rader
Joanna Warrens*

The true source of funds used for the printing fee of this argument is Bryant Kong, Julian Chang, Wade Estey, Linnea Johnson, Teresa Ono, Erik Rader, Joanna Warrens.

Proposition E is good for our Neighborhoods

We support Prop E. because it is the right thing to do. For too long Muni has failed to serve the needs of our neighborhoods. There has been inefficient and unpredictable service, overcrowded buses and constant mechanical breakdowns and delays. Many of us depend on Muni to get to work and too many of us have found ourselves without a reliable way to get there because of Muni's failures.

Prop E will change that. Prop E requires at least 85% on time service and allows managers to be hired and fired based on performance. Prop E also ensures Muni will better account for how it spends money and requires an independent review of the Agency by an outside auditor.

Make Muni more accountable with higher standards and more on time performance.

Vote Yes on Proposition E.

*Michael J. Helquist
North of Panhandle Neighborhood Association
Joseph Blue
Adopt-A-Muni*

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:
1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.

Municipal Transportation Agency



PAID ARGUMENTS IN FAVOR OF PROPOSITION E

Business Leaders Support Proposition E

San Francisco business leaders support MUNI reform. Proposition E provides for a reliable municipal transportation system that will be run more like a business, saving taxpayers time and money.

By establishing a merit-pay system and specific standards for reliability, Proposition E ensures that MUNI managers be judged on their ability to produce results.

Muni reform is long overdue. Vote Yes on Proposition E

Mark Mosher

Committee on JOBS

Ken Cleaveland

Building Owners & Managers Association

Stephen Cornell

Member of Council of District Merchants

Paul Pendergast

Owner of Pendergast & Associates

Arthur P. Cimento

SF Chamber of Commerce

The true source of funds used for the printing fee of this argument is Coalition for Muni Reform.

The largest contributors to the true source recipient committee are:

1. San Franciscans for Muni Reform 2. SF Chamber of Commerce.

E

Municipal Transportation Agency

PAID ARGUMENTS AGAINST PROPOSITION E

This de facto privatization will create an unelected, unaccountable, and undemocratic board with extraordinary powers to *raise* fares, *cut* services, and *place* tax measures before the electorate without any firm guarantees that overall service will improve in the near future.

Joel Ventresca

City and County of San Francisco
Environmental Commissioner (1994-1997)
Mayoral Candidate

The true source of funds used for the printing fee of this argument is Ventresca for Mayor 1999

The three largest contributors to the true source recipient committee are: 1. Joel Ventresca 2. Brian Ventresca 3. Marc Vraciu.

Vote No on E. It will lead to privatization, loss of citizen control and encourage new parking garages and fare increases to fund the inadequate funding mechanism. What is needed is accountable management and the will to provide dedicated lanes for buses free from auto interference.

Denise D'Anne

The true source of funds used for the printing fee of this argument is Denise D'Anne.

San Franciscans Against Privatization opposes the Charter Amendment on Municipal Railway.

The proposed *agency* would create a powerful, new layer of bureaucracy run by appointees of the mayor and the Board *with the ability to initiate tax measures* without reference to elected representatives of The People.

Without checks and, balances, this *agency* would become a powerful, undemocratic process process with no accountability to The People who would fund the *agency* from the General Fund. This *agency* would set its own salaries without reference to elected officials or The People. It creates a dangerous precedent.

This Amendment provides that Municipal Railway, Department of Parking and Traffic, public assets owned by The People, plus the Taxi Commission, passes from control of The People and their elected representatives. This is De Facto Privatization fulfilling the SPUR agenda of 1995 on behalf of its corporate membership.

No provision prohibits the sale of MUNI. The only provision is against the sale of "real property."

No provision forces public union negotiations or The Public's input.

The *agency* can increase fares and cut routes unless 7 of 11 supervisors vote against. The only function for the Board who has washed its hands of MUNI while betraying The People on behalf of SPUR.

MUNI is recovering from the City's bankruptcy of 1988 and the 8% inflation of 1993. Changes began in 1996 when Cruz ordered the new fleet. Without a new fleet there can be no realistic schedules. Michael Burns is improving MUNI. The Board just approved a labor agreement concerning 'missouts.'

There is no accountability to The People. We will lose 2 City departments, one commission. We *will* face fare increases and cut lines. The People will have no recourse.

Vote against the Charter Amendment that would destroy City government, as we know it.

Carmen Ramirez-Butchart, Chair

The true source of funds used for the printing fee of this argument is S.F. Neighborhoods Alliance for Political Awareness.

Municipal Transportation Agency



PAID ARGUMENTS AGAINST PROPOSITION E

Proposition E is a sham.

This is yet another electoral device to arouse false hopes of MUNI passengers. For example, it touts standards of meeting 98.5% of scheduled service, and 85% of "on-time" service, but there's no penalty for failure to do so!

The impediment to efficient, reliable MUNI service isn't lack of a single operating entity; just five years ago that was done with Charter creation of the Public Transportation Commission. The impediment is political cowardice by City Hall. *Proposition E's only effect (if you can imagine) is a 5.5% pay increase to well paid MUNI drivers in return for showing up to work!* MUNI's problems aren't money (actual appropriations have risen every year), but rather an unwillingness to insist upon employee performance and an abject capitulation to driver demands for work rules which no good urban transit system would tolerate. Instead of attacking root problems, City Hall gives us more superficial paper changes like the vaunted Public Transportation Commission, which it now abolishes. That relieves the mayor and supervisors of pressure to manage MUNI properly - until the next "reform" five or six years from now.

DON'T BE FOOLED. VOTE "NO" ON E!

Angela Barbagelata

Richard Bodisco

Nathan Ratner

Bob L. Coffey

The true source of funds used for the printing fee of this argument is Good Government Alliance.

Think traffic, parking and Muni are already a nightmare?

Then watch out for Prop E - it'll make getting around San Francisco harder than finding a cheap place to rent.

A huge new bureaucracy. Prop E creates the 2nd largest bureaucracy in San Francisco history. It merges two of our most troubled city departments - Muni and the Dept. of Parking and Traffic - both plagued with mismanagement, chronic absenteeism, rampant overtime, workers comp abuse and sloppy performance standards. That's not reform - it's a sure-fire recipe for more congestion, delays and gridlock.

Unlimited fare hikes and service cuts. Since Muni's founding in 1912, no fare hike or service cut has been allowed without a vote of the Board of Supervisors. Prop E takes that power out of the hands of elected officials - and puts it into the hands of invisible bureaucrats with no accountability to voters.

More performance delays. Remember four years ago when Willie Brown promised to fix Muni in 100 days? Read the fine print of Prop E - it doesn't require the adoption of new performance and reliability standards until 2004!

No new safety standards. Muni has failed eight safety inspections under Willie Brown. Even drivers who maim pedestrians are put back behind the wheel. Unbelievably, Prop E does NOTHING about passenger safety, pedestrian safety or improving vehicle maintenance standards.

The downtown corporations, Muni contractors and drivers unions bankrolling Prop E give Willie Brown tens of thousands of dollars in political contributions. This is his payback - false reform that promotes bureaucracy and protects the special interests.

Before you vote, please read my 48-page plan to solve San Francisco's transportation mess called 'RIDERS FIRST!' It's available at www.clintreilly.com and shows how an independent Mayor can get San Francisco moving again. Please join me in voting NO on Prop E.

Clint Reilly

Candidate for Mayor

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:

1. Clint Reilly.



Municipal Transportation Agency

PAID ARGUMENTS AGAINST PROPOSITION E

FARE HIKES AND SERVICE CUTS

Since MUNI's founding, fare hikes and service cuts can't be imposed on MUNI riders without a vote of the Board of Supervisors. But if Prop E passes, those protections will be taken away, and drastic fare hikes will almost certainly follow.

In fact, one of the leading members of the Mayor's commission that helped write Prop E said publicly that fare hikes were necessary. Mayor Brown has also been quoted as saying that MUNI fares are too low. Under Prop E, the Mayor appoints the MUNI commissioners.

MUNI costs have continued to rise annually by tens of millions of dollars. While MUNI employees just received the largest pay hike in a decade, private contractors (like Booz Allen, who also contribute to the Mayor's campaign) have been awarded millions of dollars in no-bid contracts and bonuses. And yet, more money hasn't improved MUNI performance in more than four years.

What do the riders get for their generosity? Unfortunately, Prop E asks us to pay still more while receiving still less. The toothless "performance standards" which proponents claim will fix MUNI will not be completely phased in until 2004. Control and accountability over MUNI will be compromised as power is handed to an unaccountable commission that will shield elected officials from responsibility.

No one doubts that Willie Brown's MUNI is in drastic need of management reform. But who believes for a minute that creating a huge new bureaucracy funded by unlimited fare hikes and deeper service cuts will make for a more reliable transit system?

Therefore, please join MUNI riders, taxpayers and concerned citizens and me in voting No on Prop E.

Ted Loewenberg
President

Haight Ashbury Democratic Club

Betty Smith Brassington
Former Chair

California Democratic Party

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.

Rescue Muni Leader Opposes Prop E

Proposition E purports to reform Muni. While Rescue Muni supports it, I don't. As a member of the Rescue Muni Executive Committee, I believe this amendment will not fundamentally alter the culture of Muni in a way that benefits riders and taxpayers.

I've been involved with Muni for much of my life. I'm for real reform.

We need accountability and oversight, not an unaccountable agency that could raise fares and cut service.

Prop E actually creates a larger bureaucracy.

Political pressure on day-to-day operations will continue. Downtown interests and the unions will continue to resist necessary change.

Prop E guarantees a high level of funding, salaries and bonuses, regardless of service. Real change requires confrontation and smart people to make things work. The last time that happened, twenty years ago, the mayor put smart people in charge at Muni and solved problems. That didn't take a ballot measure; it took political courage, power, and brains. This measure was put on the ballot to make the issue of Muni "go away."

I urge you not to buy the hype, but to press for real reform. Complex problems require complex solutions.

David Pilpel

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.

Municipal Transportation Agency



PAID ARGUMENTS AGAINST PROPOSITION E

NEIGHBORHOOD LEADERS SAY NO ON E

San Franciscans passed district elections in 1998 to empower neighborhoods, not City Hall. But if Prop E passes, neighborhoods will lose power over one of the most vital services in San Francisco - our municipal railway.

Prop E allows bureaucrats and commissioners to cut service and change Muni routes in neighborhoods without a vote of the Board of Supervisors.

Neighborhoods should have more power, not less. Please join neighborhood leaders in voting No on Prop E.

Bud Wilson, West of Twin Peaks Resident
Marjorie A. Williams, Member
SF Democratic County Central Committee
Kevin L. Blackwell, Barbara Jordan Democratic Club
Clara Rogers, Sojourner Truth Democratic Club
Doug Comstock
*Committee to Stop the Giveaway**
Thomas W. Walsh
Edward J. Murray
Carole Glosenger
Joseph B. Konopka

*Titles or organizations for information purposes only

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.

LATINO LEADERS VOTE NO ON E

The 14 Mission line remains one of the worst in the city. In just the past few months, over a dozen people have been injured or killed on that bus route.

We oppose Prop E because it does not address safety standards on the city's most dangerous routes. Prop E delays new reliability standards until the year 2004, and will allow fare hikes and service cuts without a vote of the Board of Supervisors.

Prop E moves Muni in the wrong direction. Please join us in voting NO on E.

Jorge Portugal L., Attorney at Law
Veronica L. Dominguez
James Bac Sierra
Karen Rodriguez
Richard San Mames
Gladys P. Blacut, PhD Spanish Literature
Dora Balcazar
Roger H. Brarda, PhD, Economist

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.

FAMILY OF MUNI VICTIM AGAINST PROP E

In April, my mother was hit and killed by a Muni bus on Mission Street. Within minutes, top Muni officials were blaming her for her own death. Subsequently, we found out that the only witness to the accident was another Muni driver; that the driver of the bus that hit our mother had recently been arrested for drunk driving and was not even allowed to drive his own family car; that the bus was allowed to leave the maintenance yard with known brake problems; and that the timing of the street lights at the intersection had been changed in a manner confusing to pedestrians.

Not once does this so-called "reform" mention the issues of unsafe drivers, poor maintenance, passenger and pedestrian safety. From my family's experience with Muni, I don't trust anything that is backed by the same interests that have made Muni such a dangerous transit system.

Please join my family and friends in voting No on Prop E.

Susan O'Connell

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.



Municipal Transportation Agency

PAID ARGUMENTS AGAINST PROPOSITION E

ASIAN AMERICAN COMMUNITY LEADERS OPPOSE PROP E

Prop E will silence the voice of the neighborhoods on vital decisions regarding Muni service and fare hikes. There is no evidence in the initiative that Muni service will actually improve, that traffic will get better, or that more parking will be created. In fact, there is good reason to believe that NOTHING will happen if Prop E passes except that MUNI fares will go up and traffic will get worse.

Protect the neighborhoods. Vote NO on E.

*Francisco Hsieh
Wilma Pang
Stephen W. Fong
Robert Jung
Roland Quan
Joe Yew*

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.

MUNI RIDERS AGAINST PROP E

No one is more desperate for real Muni reform than people like us who ride Muni every day. After looking closely at Prop E, you'll agree - this is one bus you don't want to board, no matter how long you've been waiting.

Prop E will give power over service cuts and route changes to an appointed bureaucracy that is unaccountable to voters. That spells trouble for every neighborhood that has fought to keep routes that working families, seniors and renters depend on.

Prop E makes a big show of talking about "performance standards." But not only are they delayed for at least five years, there are no penalties for failing to meet them. That's not reform - it's just business as usual at Muni.

Worst of all, Prop E allows unlimited fare hikes without a vote of the Board of Supervisors. No wonder downtown corporations are bankrolling it! They will avoid paying a fair share of the rising costs of Muni, and riders and taxpayers will get stuck with the bill.

Vote No on Prop E.

*Stephen Stoddard
Juan M. Campos
Glenda Hunt
Michael King
Kathleen Carry
Hyman Hoffman
Jana Barber
Giordano DiCapi
Kathryn L. MacDonald
Jeremy Mapa
Margaret T. MacDonald*

The true source of funds used for the printing fee of this argument is Citizens for Real Muni Reform.

The largest contributor to the true source recipient committee is:
1. Clint Reilly.

TEXT OF PROPOSED CHARTER AMENDMENT PROPOSITION E

Describing and setting forth a proposal to the qualified voters of the City and County of San Francisco to amend the Charter of said city and county by adding a new Article VIIIA, Sections 8A.100 through 8A.113, by repealing Sections 2.111 and 4.117 and subsequently repealing Section 4.116, by repealing and adopting a new Section 16.102, and by adopting performance measures for the Municipal Railway, to create a Municipal Transportation Agency to manage and operate the City's Municipal Railway and at a later date the Department of Parking and Traffic.

The Board of Supervisors hereby submits to the qualified voters of said city and county at an election to be held on November 2, 1999, a proposal to amend the Charter of said city and county by adding Article VIIIA, Sections 8A.100 through 8A.113, by repealing Sections 2.111 and 4.117 and subsequently repealing Section 4.116, by repealing and adopting a new Section 16.102, and by adopting performance measures, so that the same shall read as follows:

NOTE:

All of Sections 1, 4, 5 and 6 are new. Additions or substitutions in Sections 2 and 3 are underlined; deletions are indicated by strike-through type.

Section 1. The San Francisco Charter is hereby amended, by adding Article VIIIA, Sections 8A.100 through 8A.113, to read as follows:

Article VIIIA:

The Municipal Transportation Agency

Sec. 8A.100.	Preamble
Sec. 8A.101.	Municipal Transportation Agency
Sec. 8A.102.	Governance and Duties
Sec. 8A.103.	Service Standards and Accountability
Sec. 8A.104.	Personnel and Merit System
Sec. 8A.105.	Municipal Transportation Fund
Sec. 8A.106.	Budget
Sec. 8A.107.	Municipal Transportation Quality Review
Sec. 8A.108.	Fare Changes and Route Abandonments
Sec. 8A.109.	Additional Sources of Revenue
Sec. 8A.110.	Planning and Zoning
Sec. 8A.111.	Citizens' Advisory Council
Sec. 8A.112.	Parking and Traffic; Incorporation Into Agency
Sec. 8A.113.	Parking and Traffic; Governance

SEC. 8A.100. PREAMBLE.

(a) The Municipal Railway and the Department of Parking and Traffic are vital to the economic and social fabric of San Francisco. San Francisco's transit system should be comparable to the best urban transit systems in the world's major cities. Specifically, San Francisco residents require:

1. Reliable, safe, timely, frequent, and convenient service to all neighborhoods;
2. A reduction in breakdowns, delays, overcrowding, preventable accidents;
3. Clean and comfortable vehicles and stations, operated by competent, courteous, and well trained employees;
4. Support and accommodation of the special transportation needs of the elderly and the disabled;
5. Protection from crime and inappropriate passenger behavior on the Municipal Railway; and
6. Responsive, efficient, and accountable management.

Through this measure, the voters seek to provide the transportation system with the resources, independence and focus necessary to achieve these goals.

The voters find that one of the impediments to achieving these goals in the past has been that responsibility for transportation has been diffused throughout City government. Accordingly, this Article places within the Municipal Transportation Agency the powers and duties relating to transit now vested in other departments, boards, and commissions of the City and County. This Article further requires that, to the extent other City and County agencies provide services to the Municipal Transportation Agency, those departments must give the highest priority to the delivery of such services.

At the same time, this Article is intended to ensure sufficient oversight of the Municipal Transportation Agency by, among other things, preserving the role of the City's Controller as to financial matters, the City Attorney as to legal matters, and the Civil Service Commission, as to merit system issues. In addition, this Article requires that outside audits be performed to ensure that required service levels are obtained with a minimum of waste.

This Article also requires that the Municipal Transportation Agency develop clear, measured performance goals, and publicize both its goals and its performance under those goals. As the workers of the Municipal Transportation Agency are vital to the improvements the voters seek, this Article authorizes incentives for excellence, and requires accountability - for both managers and employees - when performance falls short.

Finally, this Article is intended to strengthen the Municipal Transportation Agency's authority to: 1) manage its employees; 2) establish efficient and economical work rules and work practices that maximize the Agency's responsiveness to public needs; and 3) protect the Railway's right to select, train, promote, demote, discipline, layoff and terminate employees, managers, and supervisors based upon the highest standards of customer service, efficiency and competency.

(b) The Department of Parking and Traffic performs functions vital to the operation of the Municipal Railway. Congestion on city streets causes delays in transit operations. Therefore, the Municipal Transportation Agency must ensure that transit vehicles move through City streets safely and efficiently.

In addition, the residents of San Francisco require that the Department of Parking and Traffic: 1) value and protect pedestrians and bicyclists; 2) reduce congestion and air pollution through efficient use of the streets; and 3) protect the City's economic health by giving priority to commercial deliveries and access to local businesses.

(c) This Article shall be interpreted and applied in conformance with the above goals.

SEC. 8A.101. MUNICIPAL TRANSPORTATION AGENCY.

(a) There shall be a Municipal Transportation Agency. The Agency shall include a Board of Directors and a Director of Transportation. The Agency shall include the Municipal Railway and the Department of Parking and Traffic, as well as any other departments, bureaus or operating divisions hereafter created or placed under the Agency. There shall also be a Citizens' Advisory Committee to assist the Agency.

(b) Effective March 1, 2000, the Agency shall succeed to and assume all powers and responsibilities of the Public Transportation Commission.

(c) Effective July 1, 2000, the Municipal Railway shall become a department of the Agency and the full provisions of this Article shall be applicable.

(d) The Department of Parking and Traffic, upon its incorporation into the Agency pursuant to Section 8A.112, shall become a separate department of the Agency.

(e) The Board of Supervisors shall have the power, by ordinance, to abolish the Taxi Commission created in Section 4.133, and to transfer the powers and duties of that commission to the Agency's Board of Directors.

(f) Any transfer of functions occurring as a result of the above provisions shall not adversely affect the status, position, compensation, or pension or retirement rights and privi-

LEGAL TEXT OF PROPOSITION E (CONTINUED)

leges of any civil service employees who engaged in the performance of a function or duty transferred to another office, agency, or department pursuant to this measure.

(g) Except as expressly provided in this Article, the Agency shall comply with all of the restrictions and requirements imposed by the ordinances of the City and County, including ordinances prohibiting discrimination of any kind in employment and contracting, such as Administrative Code Chapters 12B et seq., as amended from time to time. The Agency shall be solely responsible for the administration and enforcement of such requirements.

(h) The Agency may contract with existing City and County departments to carry out any of its powers and duties. Any such contract shall establish performance standards for the department providing the services to the Agency, including measurable standards for the quality, timeliness, and cost of the services provided. All City and County departments must give the highest priority to the delivery of such services to the Agency.

(i) The Agency may not exercise any powers and duties of the Controller or the City Attorney and shall contract with the Controller and the City Attorney for the exercise of such powers and duties.

SEC. 8A.102. GOVERNANCE AND DUTIES.

(a) The Agency shall be governed by a board of seven directors appointed by the Mayor and confirmed after public hearing by the Board of Supervisors. All initial appointments must be made by the Mayor and submitted to the Board of Supervisors for confirmation no later than February 1, 2000. The Board of Supervisors shall act on those initial appointments no later than March 1, 2000 or those appointments shall be deemed confirmed.

At least four of the directors must be regular riders of the Municipal Railway, and must continue to be regular riders during their terms. The directors must possess significant knowledge of, or professional experience in, one or more of the fields of government, finance, or labor relations. At least two of the directors must possess significant knowledge of, or professional experience in, the field of public transportation. During their terms, all directors shall be required to ride the Municipal Railway on the average once a week.

Directors shall serve four-year terms, provided, however, that two of the initial appointees shall serve for terms ending March 1, 2004, two for terms ending March 1, 2003, two for terms ending March 1, 2002, and one for a term ending March 1, 2001. Initial terms shall be designated by the Mayor. No person may serve more than three terms as a director.

A director may be removed only for cause pursuant to Article XV. The directors shall annually elect a chair. The chair shall serve as chair at the pleasure of the directors. Directors shall receive reasonable compensation for attending meetings of the Agency which shall not exceed the average of the two highest compensations paid to the members of any board or commission with authority over a transit system in the nine Bay Area counties.

(b) The Agency shall:

1. Have exclusive charge of the construction, management, supervision, maintenance, extension, operation, use, and control of all property, as well as the real, personal, and financial assets of the Municipal Railway; and have exclusive authority over contracting, leasing, and purchasing by the Municipal Railway, provided that any Agency contract for outside services shall be subject to Charter Sections 10.104(12) and 10.104(15). Ownership of any of the real property of the City and County shall not be transferred to any private entity pursuant to any such contract;

2. Have the sole power and authority to enter into such arrangements and agreements for the joint, coordinated, or common use with any other public entity owning or having jurisdiction over rights-of-way, tracks, structures, subways, tunnels, stations, terminals, depots, maintenance facilities, and transit electrical power facilities;

3. Have the sole power and authority to make such arrangements as it deems proper to provide for the exchange of transfer privileges, and through-ticketing arrangements, and such arrangements shall not constitute a fare change subject to the requirements of Sections 8A.106 and 8A.108;

4. Have the authority to arrange with other transit agencies for bulk fare purchases, provided that if passenger fares increase as a result of such purchases, the increase shall be subject to review by the Board of Supervisors pursuant to Sections 8A.106 and 8A.108;

5. Notwithstanding Section 2.109, and except as provided in Sections 8A.106 and 8A.108, have exclusive authority to fix the fares charged by the Municipal Railway and all other rates, fees, and charges for services provided by the Agency;

6. Have the authority to conduct investigations into any matter within its jurisdiction through the power of inquiry, including the power to hold public hearings and take testimony, and to take such action as may be necessary to act upon its findings; and

7. Exercise such other powers and duties as shall be prescribed by ordinance of the Board of Supervisors.

(c) The Agency's board of directors shall:

1. Appoint a director of transportation, who shall serve at the pleasure of the board. The

director shall be employed pursuant to an individual contract. His or her compensation shall be comparable to the compensation of the chief executive officers of the public transportation systems in the United States which the directors, after an independent survey, determine most closely resemble the Agency in size, mission, and complexity. In addition, the Agency shall provide an incentive compensation bonus plan for the director of transportation based upon the Agency's achievement of the milestones adopted pursuant to Section 8A.103.

2. Appoint an executive secretary who shall be responsible for administering the affairs of the directors and who shall serve at the pleasure of the board.

- (d) The director of transportation shall appoint all subordinate personnel of the Agency, including a deputy director for the Municipal Railway, and, upon its incorporation into the Agency, a deputy director for Parking and Traffic. The deputy directors shall serve at the pleasure of the director of transportation. The director of transportation may serve as the deputy director for the Municipal Railway, but shall not be entitled to any greater compensation or benefits on that basis.

- (e) Upon recommendation of the city attorney and the approval of the board of directors, the city attorney may compromise, settle, or dismiss any litigation, legal proceedings, claims, demands or grievances which may be pending for or on behalf of, or against the Agency relative to any matter or property solely under the Agency's jurisdiction. Unlitigated claims or demands against the Agency shall be handled as set forth in Charter Section 6.102. Any payment pursuant to the compromise, settlement, or dismissal of such litigation, legal proceedings, claims, demands, or grievances, unless otherwise specified by the Board of Supervisors, shall be made from the Municipal Transportation Fund.

- (f) The Agency's board of directors, and its individual members, shall deal with administrative matters solely through the director of transportation or his or her designees. Any dictation, suggestion, or interference by a director in the administrative affairs of the Agency, other than through the director of transportation or his or her designees, shall constitute official misconduct; provided however, that nothing herein contained shall restrict the directors' powers of hearing and inquiry as provided in this Section.

- (g) Except to the extent otherwise provided in this Article, the Agency shall be subject to the provisions of this Charter applicable to boards, commissions, and departments of the City and County, including Sections 2.114, 3.105, 4.101, 4.103, 4.104, 4.113,

(Continued on next page)

LEGAL TEXT OF PROPOSITION E (CONTINUED)

9.118, 16.100, and A8.346. Sections 4.102, 4.126, and 4.132 shall not be applicable to the Agency.

SEC. 8A.103. SERVICE STANDARDS AND ACCOUNTABILITY

(a) The Municipal Railway shall be restored as soon as practicable to a level of service measured in service hours which is not less than that provided under the schedule of service published in the April 1996 timetable, although not necessarily in that configuration.

(b) No later than July 1, 2000, and by July 1 of each year thereafter, the Agency shall adopt milestones for the achievement of the goals specified in subsections (c) and (d). Milestones shall be adopted for each mode of transportation of the Municipal Railway, and for the Municipal Railway as a whole, with the goal of full achievement of the standards set in subsection (c) no later than July 1, 2004.

(c) The standards for the Agency with respect to the services provided by the Municipal Railway shall include the following minimum standards for on-time performance and service delivery:

1. On-time performance: at least 85 percent of vehicles must run on-time, where a vehicle is considered on-time if it is no more than one minute early or four minutes late as measured against a published schedule that includes time points; and

2. Service delivery: 98.5 percent of scheduled service hours must be delivered, and at least 98.5 percent of scheduled vehicles must begin service at the scheduled time.

(d) The standards for both managers and employees of the Agency with respect to the services provided by the Municipal Railway shall also include other measurable standards for system reliability, system performance, staffing performance, and customer service, including:

1. Passenger, public, and employee safety and security;

2. Coverage of neighborhoods and equitable distribution of service;

3. Level of crowding;

4. Frequency and mitigation of accidents and breakdowns;

5. Improvements in travel time, taking into account adequate recovery and lay-over times for operators;

6. Vehicle cleanliness, including absence of graffiti;

7. Quality and responsiveness of customer service;

8. Employee satisfaction;

9. Effectiveness of the preventive maintenance program; and

10. Frequency and accuracy of communications to the public.

(e) The performance measures adopted in Section 4 of this measure shall be published as

rules of the Agency and utilized to determine the achievement of the performance standards and milestones adopted by the Agency for the Municipal Railway. The performance measures shall be subject to amendment after public hearing by a vote of the Agency board. The Agency shall regularly publish reports on its attainment of those standards and milestones. Nothing herein shall prohibit the Agency from using additional performance measures.

SEC. 8A.104. PERSONNEL AND MERIT SYSTEM

(a) The Agency shall establish its own personnel/labor relations office. The director of transportation shall appoint a personnel/labor relations manager, who shall serve at the pleasure of the director of transportation.

(b) Except as otherwise provided in this Section, the Agency shall be governed by the rules of the civil service system administered by the City and appeals provided in civil service rules shall be heard by the City's Civil Service Commission. Unless otherwise agreed by the Agency and affected employee organizations, appeals to the Civil Service Commission shall include only those matters within the jurisdiction of the Civil Service Commission which establish, implement, and regulate the civil service merit system as listed in Section A8.409-3.

(c) Effective July 1, 2000, except for the administration of health services, the Agency shall assume all powers and duties vested in the Department of Human Resources and the Director of Human Resources under Articles X and XI of this Charter in connection with job classifications within the Municipal Railway performing "service-critical" functions. Except for the matters set forth in subsection (f), the Department of Human Resources and the Director of Human Resources shall maintain all powers and duties under Articles X and XI as to all other Agency employees.

(d) On or before April 15, 2000, the Agency shall designate "service-critical" classifications and functions for all existing classifications used by the Municipal Railway; provided, however, that employees in classifications designated as "service-critical" shall continue to be covered by any Citywide collective bargaining agreement covering their classifications until the expiration of that agreement.

(e) For purposes of this Article, "service-critical" functions are:

1. Operating a transit vehicle, whether or not in revenue service;

2. Controlling dispatch of, or movement of, or access to, a transit vehicle;

3. Maintaining a transit vehicle or equipment used in transit service, including both preventive maintenance and overhaul of equipment and systems, including system-related

infrastructure;

4. Regularly providing information services to the public or handling complaints; and

5. Supervising or managing employees performing functions enumerated above.

The Agency shall consult with affected employee organizations before designating particular job classifications as performing "service-critical" functions. If an employee organization disagrees with the Agency's designation of a particular job classification as "service-critical" pursuant to the above standards, the organization may, within seven days of the Agency's decision, request immediate arbitration. The arbitrator shall be chosen pursuant to the procedures for the selection of arbitrators contained in the memorandum of understanding of the affected employee organization. The arbitrator shall determine only whether the Agency's designation is reasonable based on the above standards. The arbitrator's decision shall be final and binding.

The Agency may designate functions other than those listed above, and the job classifications performing those additional functions, as "service-critical," subject to the consultation and arbitration provisions of this Section. In deciding a dispute over such a designation, the arbitrator shall decide whether the job functions of the designated classes relate directly to achievement of the goals and milestones adopted pursuant to Section 8A.103 and are comparable to the above categories in the extent to which they are critical to service.

(f) In addition, the Agency shall, with respect to all Agency employees, succeed to the powers and duties of the Director of Human Resources under Article X to review and resolve allegations of discrimination, as defined in Article XVII, against employees or job applicants, or allegations of nepotism or other prohibited forms of favoritism; provided, however, that the Agency's resolution of allegations of discrimination must be approved by the City's Director of Human Resources. To the extent resolution of a discrimination complaint or request for accommodation involves matters or employees beyond the Agency's jurisdiction, the Agency shall coordinate with and be subject to applicable determinations of the Director of Human Resources.

(g) The Agency shall be responsible for creating and, as appropriate, modifying Municipal Railway bargaining units for classifications designated by the Agency as "service-critical" and shall establish policies and procedures pursuant to Government Code section 3507 and 3507.1 for creation and modification of such bargaining units. When the Agency creates or modifies a bargaining unit, employees in exist-

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LEGAL TEXT OF PROPOSITION E (CONTINUED)

ing classifications placed in such bargaining unit shall continue to be represented by their current employee organizations.

(h) The Agency may create new classifications of employees doing specialized work for the Agency. Such classifications shall be subject to the civil service provisions of the Charter unless exempted pursuant to Section 10.104 or subsection (i).

(i) The Agency may create new classifications and positions in those classifications exempt from the civil service system for managerial employees in addition to those exempt positions provided in Section 10.104; provided, however, that the total number of such exempt new positions shall not exceed 1.5 percent of the Agency's total workforce, exclusive of the exempt positions provided in Section 10.104. This provision shall not be utilized to eliminate personnel holding existing permanent civil service managerial positions on November 2, 1999.

Persons serving in exempt managerial positions shall serve at the pleasure of the director of transportation. Such exempt management employees, to the extent they request placement in a bargaining unit, shall not be placed in the same bargaining units as non-exempt employees of the Agency.

(j) The Civil Service Commission shall annually review both exempt and non-exempt classifications of the Agency to ensure compliance with the provisions of subsections (h) and (i).

(k) Upon the expiration of current labor contracts, and except for retirement benefits, the wages, hours, working conditions, and benefits of the employees in classifications within the Municipal Railway designated by the Agency as "service-critical" shall be fixed by the Agency after meeting and conferring as required by the laws of the State of California and this Charter, including Sections A8.346, A8.404 and A8.409. These agreements shall utilize, and shall not alter or interfere with, the health plans established by the City's Health Service Board; provided, however, that the Agency may contribute toward defraying the cost of employees' health premiums. For any job classification that exists both as a "service-critical" classification in the Municipal Railway and elsewhere in City service, the base wage rate negotiated by the Agency for that classification shall not be less than the wage rate set in the Citywide memorandum of understanding for that classification.

(l) Notwithstanding subsection (k), the Agency may, in its sole discretion, utilize the City's collective bargaining agreements with any employee organization representing less than 10 percent of the Municipal Railway's workforce.

(m) Notwithstanding any limitations on compensation contained in Section A8.404,

and in addition to the base pay established in collective bargaining agreements, all agreements negotiated by the Agency relating to compensation for Municipal Railway managers and employees in classifications designated by the Agency as "service-critical" shall provide incentive bonuses based upon the achievement of the service standards in Section 8A.103(c) and other standards and milestones adopted pursuant to Section 8A.103. Such agreements may provide for additional incentives based on other standards established by the Agency, including incentives to improve attendance. The Agency shall also establish a program that provides incentive bonuses for all managers, including all managers exempt from the civil service system, based on the achievement of these standards and milestones.

(n) For employees whose wages, hours and terms and conditions of employment are set by the Agency pursuant to Sections A8.404 or A8.409 et seq., the Agency shall exercise all powers of the City and County, the Board of Supervisors, the Mayor, and the Director of Human Resources under those sections. For employees covered by Section A8.409 et seq., the mediation/arbitration board set forth in Section A8.409-4 shall consider the following additional factors when making a determination in any impasse proceeding involving the Agency: the interests and welfare of transit riders, residents, and other members of the public; and the Agency's ability to meet the costs of the decision of the arbitration board without materially reducing service. The Agency shall perform the functions of the Civil Service Commission with respect to certification of the average of the two highest wage schedules for transit operators in comparable jurisdictions pursuant to Section A8.404(a), and conduct any actuarial study necessary to implement Section A8.404(f).

(o) The voters find that unscheduled employee absences adversely affect customer service. Accordingly, not later than January 1, 2001, the agency shall create a comprehensive plan for the reduction of unscheduled absences. In addition, the Agency shall take all legally permitted steps to eliminate unexcused absences. The Agency shall have no authority to approve any memorandum of understanding or other binding agreement which restricts the authority of the Agency to administer appropriate discipline for unexcused absences.

(p) Before adopting any tentative agreement reached as a result of negotiations, mediation or arbitration, the Agency shall, at a duly noticed public meeting, disclose in writing the contents of such tentative agreement, a detailed analysis of the proposed agreement, a comparison of the differences between the agreement reached and the prior agreement, and an analy-

sis of all costs for each year of the term of such agreement. Such tentative agreement between the Agency and employee organization shall not be approved by the Agency until 30 days after the above disclosures have been made.

SEC. 8A.105. MUNICIPAL TRANSPORTATION FUND

(a) There is hereby established a fund to provide a predictable, stable, and adequate level of funding for the Agency, which shall be called the Municipal Transportation Fund. The fund shall be maintained separate and apart from all other City and County funds. Monies therein shall be appropriated, expended, or used by the Agency solely and exclusively for the operation including, without limitation, capital improvements, management, supervision, maintenance, extension, and day-to-day operation of 1) the Agency; 2) the Municipal Railway; 3) upon its incorporation into the Agency, the Department of Parking and Traffic; and 4) any other division of the Agency subsequently created and performing transportation-related functions. Monies in the Fund may not be used for any other purposes than those identified in this Section.

(b) Beginning with the fiscal year 2000-2001 and in each fiscal year thereafter, there is hereby set aside to the Municipal Transportation Fund the following:

1. An amount (the "Base Amount") which shall be no less than the amount of all appropriations from the General Fund, including all supplemental appropriations, for the fiscal year 1998-1999 or the fiscal year 1999-2000, whichever is higher (the "Base Year"), adjusted as provided in subsection (c), below, for (1) the Municipal Railway; and (2) all other City and County commissions, departments and agencies providing services to the Municipal Railway, including the Department of Human Resources and the Purchasing Department, for the provision of those services. The Base Amount for the Department of Parking and Traffic and the Parking Authority shall be established in the same fashion but using fiscal years 2000-2001 and 2001-2002 for the services being incorporated into the Agency.

2. Subject to the limitations and exclusions in Sections 4.113 and 16.110, the revenues of the Municipal Railway, and, upon their incorporation into the Agency, the revenues of the Department of Parking and Traffic, and the Parking Authority; and

3. All other funds received by the City and County from any source, including state and federal sources, for the support of the Municipal Railway.

(c) The Base Amount shall initially be

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LEGAL TEXT OF PROPOSITION E (CONTINUED)

determined by the Controller. Adjustments to the Base Amount shall be made as follows:

1. The Base Amount shall be adjusted for each year after fiscal year 2000-2001 by the Controller based on calculations consistent from year to year, by the percentage increase or decrease in aggregate City and County discretionary revenues. In determining aggregate City and County discretionary revenues, the Controller shall only include revenues received by the City which are unrestricted and may be used at the option of the Mayor and the Board of Supervisors for any lawful City purpose. Errors in the Controller's estimate of discretionary revenues for a fiscal year shall be corrected by adjustment in the next year's estimate.

2. An adjustment shall also be made for any increases in General Fund appropriations to the Agency in subsequent years to provide continuing services not provided in the Base Year, but excluding additional appropriations for one-time expenditures such as capital expenditures or litigation judgments and settlements.

3. Further, when new parking revenues increase due to policy changes in fines, taxes or newly-created positions, the Base Amount shall be reduced by 50 percent of such increase to reduce the Agency's reliance on the General Fund.

(d) The Treasurer shall set aside and maintain the amounts required to be set aside by this Section, together with any interest earned thereon, in the Municipal Transportation Fund, and any amounts unspent or uncommitted at the end of any fiscal year shall be carried forward, together with interest thereon, to the next fiscal year for the purposes specified in this Article.

SEC. 8A.106. BUDGET

The Agency shall be subject to the provisions of Article IX of this Charter except:

(a) No later than March 1 of each year, after professional review, public hearing and after receiving the recommendations of the Citizens' Advisory Council, the Agency shall submit its proposed budget for the next fiscal year to the Mayor and the Board of Supervisors for their review and consideration. The Agency shall propose a base budget that is balanced without the need for additional funds over the Base Amount, but may include fare increases and decreases, and reductions or abandonment of service. The Mayor shall submit the base budget to the Board of Supervisors without change. Should the Agency request additional support over the Base Amount, it shall submit an augmentation request for those funds in the standard budget process and subject to normal budgetary review and amendment.

(b) At the time the budget is adopted, the

Agency shall certify that the budget is adequate in all respects to make substantial progress towards meeting the goals, objectives, and performance standards established pursuant to Section 8A.103 for the fiscal year covered by the budget.

(c) No later than August 1, the Board of Supervisors may allow the Agency's base budget to take effect without any action on its part or it may reject but not modify the Agency's base budget by a two-thirds' vote. Any fare or service change proposed in the base budget shall be considered accepted unless rejected by a two-thirds' vote on the entire base budget. Should the Board reject the base budget, it shall make additional interim appropriations to the Agency from the Municipal Transportation Fund sufficient to permit the Agency to maintain all operations through the extended interim period until a base budget is adopted. Any request for augmentation funding shall be approved, modified, or rejected under the general provisions of Article IX.

SEC. 8A.107. MUNICIPAL TRANSPORTATION QUALITY REVIEW

(a) The Agency shall biannually contract with a nationally recognized management or transportation consulting firm with offices in the City and County for an independent review of the quality of its operations. The contract shall be competitively bid and approved by the Controller and Board of Supervisors. The review shall contain:

1. A detailed analysis of the extent to which the Agency has met the goals, objectives, and performance standards it is required to adopt under Section 8A.103, and the extent to which the Agency is expected to meet those goals, objectives, and performance standards in the two fiscal years for which the review is submitted, and independent verification of the Agency's reported performance under the performance measures adopted pursuant to Section 4 of this measure; and

2. Such recommendations for improvement in the operation of the Agency as the firm conducting the review deems appropriate.

(b) The results of the review shall be presented promptly to the Citizens' Advisory Council, the Agency, the Board of Supervisors, and the Mayor by the reviewing firm; and the Citizens' Advisory Council, the Agency, and the Board of Supervisors shall each promptly hold at least one public hearing thereon.

SEC. 8A.108. FARES CHANGES AND ROUTE ABANDONMENTS

(a) Any proposed change in fares shall be submitted to the Board of Supervisors as part of the Agency's budget under Section 8A.106, and may be rejected at that time by a two-thirds' vote of the Board.

The Agency shall base any proposed change in Municipal Railway fares on the following criteria:

1. The Municipal Railway's need for additional funds for operations and capital improvements.

2. The extent to which the increase is necessary to meet the goals, objectives, and performance standards previously established by the Agency pursuant to Section 8A.103.

3. The extent to which the Agency has diligently sought other sources of funding for the operations and capital improvements of the Municipal Railway.

4. The need to keep Municipal Railway fares low to encourage maximum patronage.

5. The need to increase fares gradually over time to keep pace with inflation and avoid large fare increases after extended periods without a fare increase.

(b) For purposes of this Article, a "route abandonment" shall mean the permanent termination of service along a particular line or service corridor. If the Agency proposes to abandon a route at any time other than as part of the budget process as provided in Section 8A.106(a), it shall first submit the proposal to the Board of Supervisors. The Board of Supervisors may, after a noticed public hearing, reject the proposed route abandonment by a two-thirds' vote of its members taken within 30 days after the proposal is submitted by the Agency.

SEC. 8A.109. ADDITIONAL SOURCES OF REVENUE

The Mayor, the Board of Supervisors, and the Agency diligently shall seek to develop new sources of funding for the Agency's operations, including sources of funding dedicated to the support of such operations, which can be used to supplement or replace that portion of the Municipal Transportation Fund consisting of appropriations from the General Fund of the City and County. To the extent permitted by State law, the Agency may submit any proposal for increased or reallocated funding to support all or a portion of the operations of the Agency, including, without limitation, a tax or special assessment, directly to the electorate for approval without the further approval of the Mayor or the Board of Supervisors. The Agency shall be authorized to conduct any necessary studies in connection with considering, developing, or proposing such revenue sources.

SEC. 8A.110. PLANNING AND ZONING

The planning and zoning provisions of this Charter and the Planning Code as they

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LEGAL TEXT OF PROPOSITION E (CONTINUED)

may be amended from time to time shall apply to all real property owned or leased by the Agency.

SEC. 8A.111. CITIZENS' ADVISORY COUNCIL

The Agency shall establish a Citizens' Advisory Council of fifteen members which shall consist of one person appointed by each member of the Board of Supervisors and four members appointed by the Mayor. Each member must be a resident of the City and County. No fewer than ten members of the Council must be regular riders of the Municipal Railway. At least two members must use the Municipal Railway's paratransit system, and at least three of the members must be senior citizens over the age of 60. The membership of the Council shall be reflective of the diversity and neighborhoods of the City and County. The Council may provide recommendations to the Agency with respect to any matter within the jurisdiction of the Agency and shall be allowed to present reports to the Agency's board of directors. The members of the Council shall be appointed to four-year terms and shall serve at the pleasure of their appointing power. Staggered terms for the initial appointees to the Council shall be determined by lot.

SEC. 8A.112. PARKING AND TRAFFIC; INCORPORATION INTO AGENCY.

(a) By July 1, 2001, the Agency and the Department of Parking and Traffic shall prepare and submit to the Mayor and the Board of Supervisors a joint plan for incorporating the Department into the Agency.

(b) Effective July 1, 2002, the Department of Parking and Traffic shall become a separate department of the Municipal Transportation Agency and Charter Section 4.116, establishing the Parking and Traffic Commission, shall be repealed. Effective that date, the Agency shall have all the same powers and duties with respect to the Department of Parking and Traffic that it has with respect to the Municipal Railway, and shall succeed to all powers and duties of the Parking and Traffic Commission.

Effective July 1, 2002, the Agency's board of directors shall also exercise all remaining powers of the Parking and Traffic Commission for all purposes, including the power of members of the Parking and Traffic Commission to serve ex officio as members of the Parking Authority under Section 32657 of the Streets and Highways Code. The chair of the Agency's board of directors shall designate annually the directors to serve as members of the Parking Authority. Any person may serve concurrently as a member of the Agency's board of directors and as a member of the

Parking Authority. It is the policy of the City and County that the Agency exercise all powers vested by State law in the Parking Authority.

(c) Except as provided in subsection (a), no provision of this Article shall apply to the Department of Parking and Traffic prior to July 1, 2002.

SEC. 8A.113. PARKING AND TRAFFIC; GOVERNANCE.

(a) The Agency shall manage the functions of the Department of Parking and Traffic so that the department:

1. Provides priority to transit services in the utilization of streets, particularly during commute hours;

2. Facilitates the design and operation of City streets to enhance alternative forms of transit, such as pedestrian, bicycle, and pooled or group transit (including taxis);

3. Proposes and implements street and traffic changes that gives the highest priority to impacts on public transit, pedestrians, commercial delivery vehicles, and bicycles;

4. Integrates modern information and traffic-calming techniques to promote safer streets and promote usage of public transit; and

5. Develops a safe, interconnected bicycle circulation network.

(b) The Agency shall manage the Parking Authority so that it does not construct new or expanded parking facilities unless the Agency finds that the costs resulting from such construction and the operation of such facilities will not reduce the level of funding to the Municipal Railway from parking and garage revenues under Section 16.110 to an amount less than that provided for fiscal year 1999-2000.

Section 2. Effective July 1, 2000, the San Francisco Charter is hereby amended, by repealing Sections 2.111 and 4.117.

SEC. 2.111. ABANDONMENT OF TRANSIT ROUTES.

Any abandonment of a transit route by any department of the City and County shall be reviewed for approval or rejection by the Board of Supervisors in a manner prescribed by ordinance.

SEC. 4.117. PUBLIC TRANSPORTATION COMMISSION.

The Public Transportation Commission shall consist of five members who shall be appointed by the Mayor, pursuant to Section 3.100, for four-year terms. Members may be removed by the Mayor. No less than three members of the Commission shall possess knowledge of, or professional experience in, the field of public transportation. No less than

two members of the Commission shall be regular riders of the City's public transportation system, and shall continue to be regular riders during their terms as commissioners.

The Board of Supervisors shall have the power by ordinance to abolish the Parking and Traffic Commission and transfer the functions of the Department of Parking and Traffic into the Public Transportation Commission. Thereafter, the Department of Transportation shall be comprised of a Bureau of Public Transit and a Bureau of Parking and Traffic.

Effective upon the abolishment of the Parking and Traffic Commission, two members shall be appointed by the Mayor to the Public Transportation Commission, which shall increase to seven members, for a term of four years, provided that the respective terms of office of those first appointed shall be one for two years and one for four years. The Commission shall control all property under its jurisdiction.

Section 3. The San Francisco Charter is hereby amended, by repealing current Section 16.102 in its entirety and adding a new Section 16.102, to read as follows:

SEC. 16.102. TRANSIT-FIRST POLICY.

The following principles shall constitute the City and County's transit-first policy. All officers, commissions and departments shall consider these principles in conducting the City and County's affairs:

1. Transit first is, has been and shall continue to be the policy of the City and County of San Francisco;

2. The efficient movement of people and goods is essential for the economic health and quality of life in San Francisco;

3. Public transportation is an economically and environmentally sound alternative to transportation by individual automobiles;

4. The designation of streets as public transit only and/or public transit and commercial only reduces excessive vehicular traffic congestion on the City's streets, thereby relieving traffic congestion and facilitating the protection of sensitive areas and healthful air quality;

5. Enforcement of pedestrian zones enhances the safety of pedestrians; and

6. The effective implementation of the City's transit-first policy requires the cooperation of all City agencies, departments and commissions.

SEC. 16.102. TRANSIT-FIRST POLICY

The following principles shall constitute the City and County's transit-first policy and shall be incorporated into the General Plan of the

(Continued on next page)

LEGAL TEXT OF PROPOSITION E (CONTINUED)

City and County. All officers, boards, commissions, and departments shall implement these principles in conducting the City and County's affairs:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.

5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

Section 4. **Performance Measures.** The people of San Francisco adopt the following performance measures as rules of the Municipal Transportation Agency. These measures shall not be part of the Charter.

(a) System Reliability

1. Percentage of vehicles that run on time according to published schedules (no more than 4 minutes late or 1 minute early) measured at terminals and established intermediate points.

2. Percentage of scheduled service hours that are delivered and percentage of scheduled vehicles that begin service at the scheduled time.

3. Missed service due to either insufficient vehicles or driver unavailability as a percentage of scheduled service hours.

4. Percentage of vehicles that pass published time points during measurement periods unable to pick up passengers due to crowding without being followed within three minutes or less by another vehicle on the same route with space for all waiting passengers.

5. Peak period passenger load factors.

6. Actual headways against scheduled headways on all radial express, cross-town, secondary, and feeder lines for peak, base, evening, and late-night services.

7. Percent vehicle availability and reliability (mean distance between failure) by mode.

8. Unscheduled absences by operator, mechanical, and administrative personnel.

9. Miles between road calls by mode.

(b) System Performance

1. Operating performance.

2. Passengers carried by mode.

3. Fare revenues generated by mode.

4. Hours and miles operated by mode.

5. Expenses incurred by mode.

(c) Staffing Performance

1. Net vacancies by position (vacancies remaining once promotions and new hires have been deducted from retirees or resignations) for each division.

2. Attrition rates for new employees, by division and level.

(d) Customer Service

1. Development of an annual marketing plan identifying specific programs and projects that will promote increased patronage.

2. Publication and distribution to the public of schedules for all trips taken by all vehicles which shall consist of specific arrival times at terminals and established intermediate points.

3. Operator conduct complaints and their resolution, by complaint, consistent with due process and required confidentiality.

4. Annual passenger surveys and follow-up by management.

5. Improvements in public information regarding vehicle delays during operations as well as general user information regarding system modifications, route changes, and schedules.

6. Efforts to improve driver training, technical as well as accident follow-up.

7. Number of crime incidents on Municipal Railway vehicles or in Municipal Railway

facilities.

(e) Employee Satisfaction

1. Number of grievances.

2. Speed of resolution of grievances.

3. Longevity of employment.

4. Employee recognition.

5. Employee education and training opportunities.

(f) Verification

1. Separate on-time performance, service delivery, and peak loading checks shall be performed at various times during morning rush (6 a.m. to 9 a.m.), midday (9 a.m. to 4 p.m.), evening rush (4 p.m. to 7 p.m.), and night (7 p.m. to 1 a.m.).

2. Supervisory personnel shall conduct a one-hour, on-time, and load standard check at a maximum load time point at mid-route during all four time periods stated above. Such checks shall be conducted no less often than 10 weekdays per month on 5 different routes per month in each division, beginning with the most patronized route, progressing in the order of declining route patronage, and ending with the least patronized route. The cycle shall then be repeated. To the extent automated systems can be substituted at less cost for such checks, or the measurement of any performance standard, such systems must be used.

These performance measures may be changed after public hearing by a vote of the Agency board and a finding that the new performance standards will better effectuate the policies of Article VIIIA or are required by changing technologies or conditions.

Section 5. **Bonded Indebtedness.** Nothing in this measure is intended to, and nothing in this measure shall be construed to, adversely affect any existing bonded indebtedness of the City or the Parking Authority.

Section 6. **Severability.** If any provision of this measure, or its application to any person or circumstance, is held invalid or unenforceable, the remainder of this measure, or its application, shall not be affected. Every provision of this measure is intended to be severable.

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Office Paper

辦公室及其他用紙

Papel de Oficina



Magazines & Catalogs

雜誌及目錄冊

Revistas y Catálogos



Paper Bags & Packaging

紙袋及包裝紙

Bolsas de Papel y
Papel de Empaquetar



Telephone Books

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Directorios Telefónicos

記得將這本小冊子回收

讀完這本小冊子後，
請與其他紙張一起回收。
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計劃，可以回收十二種物品。

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Después de que haya terminado
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doce artículos que pueden ser
reciclados en los programas a
domicilio y apartamentos en
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廣告郵件

Correspondencia
Publicitaria



Cereal & Other Dry Food Boxes

穀類及其他乾食品盒

Cajas de Cereal y
Otros Comestibles Secos



Flattened Cardboard

壓扁的紙皮盒

Cartón Aplanado

Containers •

鋁箔紙及盒

• Recipientes



Tin/Steel Cans

鋁箔紙及盒

Botes de Acero/Estano



Aluminum Cans & Foil

錫/鋼罐

Papel de Aluminio
y Botes

索取藍箱或查詢路邊回收資料，
請電 330-2872。

索取防止浪費及回收資料，
請電三藩市回收計劃二十
四小時熱線 554-6193。

Para obtener una caja azul o para más
información de reciclaje a domicilio
llame al: 330-2872.

Para Información para evitar
desperdicios de basura y reciclaje por
favor llame al Programa de Reciclaje
de San Francisco al 554-6193 que
está a su servicio las 24 horas del día.



Plastic Bottles

及塑膠瓶

Botellas de Plástico



Glass Jars & Bottles

玻璃瓶、樽

Frascos y Botellas
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**San Francisco
RECYCLING
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A Program of the City and County of San Francisco

For a blue bin or curbside information, call 330-CURB.
For information about waste prevention and recycling, call the
San Francisco Recycling Program's 24-hour hotline at 554-6193.

ATM Fees



PROPOSITION F

Shall the City prohibit banks and other financial institutions from charging a fee to persons who do not have an account with that bank for use of the bank's automated teller machines in San Francisco?

YES



NO



Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The City does not prohibit fees charged for use of automated teller machines (ATMs).

THE PROPOSAL: Proposition F is an ordinance that would prohibit any bank or other financial institution defined by the ordinance from charging a fee to a person who does not have an account with that bank for using one of that bank's ATMs in San Francisco.

A "YES" VOTE MEANS: If you vote yes, you want to prohibit banks and other financial institutions from charging a fee to persons who do not have an account with that bank for the use of that bank's ATMs in San Francisco.

A "NO" VOTE MEANS: If you vote no, you want to allow banks and other financial institutions to continue to charge such fees.

Controller's Statement on "F"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition F:

Should the proposed initiative be adopted, in my opinion, it should not affect the cost of government.

How "F" Got on the Ballot

On July 12, 1999 the Department of Elections certified that the initiative petition, calling for Proposition F to be placed on the ballot, had qualified for the ballot.

10,510 signatures were required to place an initiative ordinance on the ballot.

This number is equal to 5% of the total number of people who voted for Mayor in 1995. A random check of the signatures submitted on July 5, 1999 by the proponent of the initiative petition showed that more than the required number of signatures were valid.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 118
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31

F

ATM Fees

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION F

Big banks in San Francisco recently started charging double fees at their ATMs when consumers with bank accounts elsewhere withdraw money. These are **double fees** - the new \$1-2 fee comes on top of the \$1-2 that your own bank has always charged to use ATMs elsewhere. This practice was prohibited by ATM network rules for 20 years.

Banks and networks have always split the first fee (charged by your own bank) to recover the costs of transactions, which is fair enough. But the second fee is double-dipping and gouges consumers. It's also an anti-competitive pricing practice. Here's why:

Big banks instituted the double-charge because they realized they had many more ATMs. By charging non-customers twice for ATM transactions, banks make it very expensive for consumers to remain with small banks and credit unions with fewer ATMs. For example, when a non-customer uses a Wells Fargo ATM, the screen often asks, "Want to avoid costly fees? Sign up for an account with Wells Fargo today."

PROPOSITION F WILL END THE ATM RIP-OFF BY PROHIBITING BANKS FROM DOUBLE-CHARGING CONSUMERS.

Fact - An April CALPIRG study found that 99% of bank ATMs now impose double fees.

Fact - Banks put in ATMs originally because they were money-savers. Now banks call ATMs a "consumer convenience" and are trying to gouge for it.

Fact - Both the City Attorney and the League of California Cities have said that it is legal for San Francisco to prohibit banks from double-charging, including federally-chartered banks.

Send the big banks a message. Please join consumer, senior, and labor organizations - including CALPIRG, the American Association of Retired Persons (AARP), and the San Francisco Democratic Party - in voting YES on Proposition F.

Board of Supervisors President Tom Ammiano

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION F

Politicians like Tom Ammiano and the proponents of Proposition F say it will help small banks. It won't. In fact, it does exactly the opposite. That's why EVERY neighborhood and minority bank headquartered in San Francisco **OPPOSES F**.

Despite what proponents claim, most legal experts agree that the big national banks will likely be exempted from F because they are governed by federal law. This flawed measure may only apply to small, neighborhood banks representing less than 10% of ATMs in San Francisco. When something similar to F was tried in Iowa, a federal regulatory agency overruled the measure.

San Francisco taxpayers could get stuck paying millions of dollars defending a flawed ballot measure. Taxpayer funds should be used for real problems like affordable housing, homelessness and MUNI.

Ultimately, Prop. F is bad for consumers. Many banks could stop providing access to ATMs except for their own customers. You now have a choice of ATMs, but if F passes, you could lose your right to **CHOOSE** the convenience of using another bank's ATM. Under F, you lose both choice and convenience.

A diverse coalition opposes F, including the FDR Democratic Club for Seniors and People with Disabilities, SF Chamber of Commerce, Black Chamber of Commerce, Asian Business Association, Council of District Merchants, Small Business Network and San Francisco Planning and Urban Research (SPUR). Please vote NO.

Coalition for ATM Choice



OPPONENT'S ARGUMENT AGAINST PROPOSITION F

PROPOSITION "F" IS FLAWED AND WON'T WORK

Here's why Prop F won't work for San Francisco:

Limits consumer choice and convenience. You never pay a fee when you use an ATM from your own bank. Sometimes, however, it's just more convenient to use another bank's machine. If Prop F passes, you could lose your ability to choose which ATM machine to use because banks may stop allowing non-customers to use their machines.

Unenforceable. The largest banks in San Francisco are chartered by federal law and may not be subject to Prop F. An expensive and time-consuming legal battle defending Prop F will cost taxpayers precious dollars that should be used for things such as fixing Muni, not wasted on a flawed ballot measure.

Hurts neighborhood banks. Prop F will discriminate against small community banks and credit unions because the big banks will be exempt. That's why every neighborhood bank headquartered in San Francisco opposes Prop F.

Too Extreme. ATMs are costly to purchase, install and maintain. **Under Prop F, you may have to pay more so others can use your bank's machines for free.** Forcing banks to provide non-customers with free services could easily result in banks

restricting access to their own customers.

A dangerous intrusion into regulating private-sector business. Attempting to regulate ATM fees is counterproductive. Open markets create choice and drive down prices.

G. Rhea Serpan, president & CEO of the San Francisco Chamber of Commerce, is right when he says: **"Protect your right to convenience and choice. Don't waste taxpayer dollars on a ballot measure that won't work."**

Vote NO on F.

A. Lee Blitch
2000 Chair
Board of Directors
San Francisco Chamber of Commerce

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION F

The bankers and their big bucks lobbyists want you to believe their hype about Proposition F.

The bankers say:

"ATM Fees are fair." Do you think a \$4 fee to withdraw \$20 of your own money is fair? The transaction costs around 50 cents and they're taking a huge profit margin from YOUR account. The first fee more than covers the costs; Proposition F eliminates the second fee only.

"Our ATM Fees are necessary." But we know that ATMs SAVE money for banks because they're cheaper than paying human tellers. That's why banks installed 120,000 ATMs BEFORE the ATM surcharge that they call "necessary" was ever imposed.

The bankers say: "Only the federal government can write laws governing ATMs." But Iowa and Connecticut have laws on the books prohibiting these fees and the Electronic Funds Transfer Act specifically allows states and municipalities to regulate ATM transactions.

Banks are charging these new ATM fees not because they have to, but because they can. The big banks want to protect one thing - their excessive profits. And if they get away with this, soon all banks will start charging their own customers to use their ATMs - some banks have already even started.

On November 2nd, join consumer groups, senior organizations, labor and community leaders in voting YES ON PROPOSITION F. It's time to put an end to double-ATM Fees.

Tom Ammiano
President, San Francisco Board of Supervisors



ATM Fees

PAID ARGUMENTS IN FAVOR OF PROPOSITION F

I believe that part of government's job is to protect citizens from unfair business practices. I believe that double charging at ATM machines is a practice that it should regulate. I gathered hundreds of signatures for this initiative and I support its passage.

Jim Reid, candidate for Mayor

www.SFMayor.com

The true source of funds used for the printing fee of this argument is Jim Reid for Mayor Committee

When ATM's were born, they were free. Banks save money with fewer tellers. Now they ask up to \$4 to get \$20 out of an ATM — \$2 for your bank, and \$2 for the second bank. Fair's fair. That's not! **YES, PROPOSITION F!**

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is San Francisco Tomorrow

Let's stop large banks from ripping off consumers.

Joel Ventresca

Progressive Mayoral Candidate

The true source of funds used for the printing fee of this argument is Ventresca for Mayor 1999.

The three largest contributors to the true source recipient committee are: 1. Joel Ventresca, 2. Brian Ventresca, 3. Marc Vraciu.

Banks negotiate how big the first ATM fee is. Charging two fees is anti-consumer and pure greed!

Say YES to Proposition F and NO to big banks' greed!

The Harvey Milk Lesbian, Gay, Bisexual, Transgender Democratic Club

The true source of funds used for the printing fee of this argument is Committee to End Extra ATM Fees.

The three largest contributors to the true source recipient committee are: 1. Esther Marks, 2. SEIU Local 250, 3. SEIU Local 535.

Proposition F will help to preserve competition and the fair marketplace. Big banks are now imposing exorbitant ATM charges on customers of community banks and credit unions. These fees make it difficult to bank at small banks and credit unions and help big banks increase their near-monopoly.

As one economist described the ATM fee strategy of big banks, "There is little downside to such a strategy - either you gain substantial market share or you earn substantial fee income.

Connecticut and Iowa have already prohibited ATM surcharges because of their anti-competitive effect. Let's pass Proposition F and preserve competition in San Francisco.

Supervisor Tom Ammiano

Supervisor Sue Bierman

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Proposition F will protect the paychecks and hard-earned incomes of working people. Banks have been steadily increasing ATM and other fees, taking money away from working San Franciscans who need to pay bills and support their families. **Let's stand together to protect the interests of working San Franciscans. Vote yes on Proposition F.**

Health Care Workers Local 250

The true source of funds used for the printing fee of this argument is Committee to End Extra ATM Fees.

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Tenants support Proposition F!

ATM fees primarily hurt lower income residents - including those on fixed-incomes - who tend to withdraw money in smaller amounts. Double fees can cost as much as \$4 for a \$20 withdrawal. The cost of living is high enough in San Francisco without these excessive and unnecessary fees.

Ted Gullickson

San Francisco Tenants Union

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Arguments printed on this page are the opinion of the authors and have not been checked for accuracy by any official agency.

PAID ARGUMENTS IN FAVOR OF PROPOSITION F

What are people saying about ATM Fees? The Examiner, in an editorial entitled "Usurious business" said: "Double-dip ATM fees by banks are unjustified, unconscionable, and deserve to be banned at the federal, state, or local level . . . We think such piling on is unconscionable and indicative of the ways banks increasingly try to weasel money out of their customers."

Proposition F will make San Francisco the first city to stop banks from double-charging at the ATM.

Join Consumer Action in voting "YES" on Proposition F.

Consumer Action

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The three largest contributors to the true source recipient committee are: 1. Esther Marks, 2. SEIU Local 250, 3. SEIU Local 535.

Proposition F is on the ballot because the mayor and Board of Supervisors abdicated their responsibility, failing to implement simple consumer protections. City Hall is more interested in appeasing callous lobbyists representing corporate interests than standing up for those who elected them. Once again, San Franciscans must take matters into our own capable hands. **We know ATM fees are unreasonable and excessive.**

It's time to stop City Hall from sanctioning usurious practices by financial institutions.

Proposition F provides us the opportunity to remedy the situation.

Vote for consumer rights, the rest of the country is watching.

Vote 'YES' on Proposition F.

Aaron Peskin

Tom Radulovich, BART Director

Julie Sims

The true source of funds used for the printing fee of this argument is Good Government Alliance.

F

ATM Fees

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ATM Fees

PAID ARGUMENTS AGAINST MEASURE F

ATM MEASURE HAS POOR SUBSIDIZING THE RICH!

We believe, as most San Franciscans, in choice. **WE ARE FREE TO CHOOSE.** ATM's are there for *your convenience*. There is no double charge for transactions - if you use **your own bank!** If you use the services of another bank, you get charged. What's wrong with that? **There is no free lunch.** The voters *should not* legislate free services from businesses. That's not just a bad precedent, it's plainly **UNCONSTITUTIONAL.** The ensuing lawsuit to declare the law **UNCONSTITUTIONAL** will cost the city taxpayers thousands, if not **millions**, of dollars.

If your bank doesn't have enough ATM's near you and you want to save an ATM transaction fee, **you have choices:** change banks or just go to your own bank. If you make a phone call from your own home, that call is cheaper than if you call from a payphone or a cell phone, you're paying for the convenience. The same is true here. **IT'S TRUE EVERYWHERE IN BOTH BUSINESS AND THE REAL WORLD.**

If banks are prohibited from charging ATM fees directly to their customers, they will then only pass that cost on to the other bank customers, including the low income persons *who don't even use the ATM cards.* In other words, the working poor will be **SUBSIDIZING THE CONVENIENCE OF WEALTHY USERS** of ATM cards. **THIS IS NOT THE KIND OF COMPASSION THAT SAN FRANCISCANS TRADITIONALLY SHOW TO THE POOR.** *It will be hurting them.*

Our own Board of Supervisors, after examining this issue, **voted it down.**

For once, we actually agree with the Board. It's wrong to regulate business from the ballot box. **Vote NO!**

Citizens for Clean and Ethical Government

The true source of funds used for the printing fee of this argument is Citizens for a Clean and Ethical Government.

Legislation overregulating the economy has a tendency to hurt the very people it is intended to help. Should Proposition F pass, banks may choose to prevent non-customers from accessing their ATMs - otherwise, they would be forced to operate at a financial loss.

Two alternatives would work better than the proposed measure. Customers can choose to avoid paying a surcharge by using only the ATMs of their banks and, or they could change their banks so they could use the ATMs closest to where they live or work without paying a surcharge.

San Francisco, over the years, has earned the reputation of being anti-business.

We have some of the highest business taxes in the country. Bureaucratic red tape impedes expanding existing businesses and bringing in new jobs. The philosophy of the Board of Supervisors seems to be, "If it moves, regulate it. If it doesn't move, tax it. In some cases, do both".

The author of this measure seems to think that businesses should provide services for free to non-customers.

We Strongly urge you to vote No on Proposition F!

Donald A. Casper, Chair, San Francisco Republican Party

Mike Denunzio *Harold Hoogasian* *Arthur Bruzzone*

Howard Epstein *Terence Faulkner* *Mike Fitzgerald*

Stephen Fong *G. Michael German* *Dr. Jun Hatoyama*

Bob Lane *Grace Norton-Fitzpatrick* *Les Payne*

Jody Smith *Ted Turrell* *Nick Van Beek*

Sue Woods

The true source of funds used for the printing fee of this argument is the San Francisco Republican Party.

PAID ARGUMENTS AGAINST PROPOSITION F

Prop. F is another attempt by City Hall to over-regulate San Francisco's community businesses

Prop. F's authors would have you believe the measure will reduce the ATM fees you pay. San Francisco's small business community has heard these claims before.

In fact, of the hundreds of ATMs in San Francisco, the only ones likely to be regulated by Prop. F are the few dozen that are owned by community and minority-owned banks. Big national banks will be excused from the ordinance by federal regulators. And some of the nation's largest cash machine operators are specifically exempt from the ordinance.

Prop. F is just another bad regulation that makes it harder for community institutions to compete. That's why the San Francisco Council of District Merchants urges you to vote NO on Prop. F.

SF Council of District Merchants

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association.

READ WHAT THE SAN FRANCISCO BUSINESS TIMES HAS TO SAY ABOUT THE BOGUS ATM FEE BAN INITIATIVE "Bid to Ban Fees Has Insufficient Balance"

"There's no such thing as a free lunch, but some San Francisco supervisors are convinced there should be such a thing as free ATM use...

Nobody would argue that the fees are popular...But that doesn't change an unpleasant fact: It should be consumers and the marketplace, rather than government and regulators, who decide what fees banks charge and how high they should be. There are good reasons why the U.S. Congress and the California Assembly both declined to adopt such a sure-fire vote-getter...

... It's hard to believe that if banks are prohibited from charging one fee they won't simply jack up another. Shoot-from-the-hip consumer legislation has a nasty tendency of backfiring on the people it was meant to help. Perhaps the supervisors' intervention will achieve for ATM access what their consistent meddling in the rental housing market has for housing: Making it hard to find in San Francisco." From *Bid to Ban Fees Has Insufficient Balance*, San Francisco Business Times, October 5, 1998

The ATM fee ban will cause many San Francisco banks to close their ATMs to everybody but their own depositors.

The Coalition for ATM Choice.

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The largest contributor to the true source recipient committee is: 1. California Bankers Association.

F

ATM Fees

PAID ARGUMENTS AGAINST PROPOSITION F

The False Promise of Proposition F

Prop. F on the November ballot promises lower ATM fees. But here's what the Proponents of Prop. F aren't telling you:

- **At best, Prop. F only will affect 46 out of the City's 868 ATMs.** The June 1999 issue of *Financial Service Online* concludes that local governments can't regulate the federally chartered banks that operate most of the City's ATMs.
- **The banks Prop. F will affect are small, minority-owned and local.** That is why San Francisco's key small and minority business organizations oppose Prop. F.
- **Prop. F isn't necessary.** More than 80 percent of consumers never pay ATM fees; they only use their own banks' ATMs. The remainder needs access to other banks' ATMs while traveling and in emergencies.
- **Prop. F is low on San Franciscans' priority list.** San Franciscans care about affordable housing, MUNI and a stronger local economy. Prop. F diverts resources away from these goals.

Vote NO on Proposition F.

*Asian Business Association
Building Owners and Managers Association. S.F.
Golden Gate Restaurant Association
S.F. Black Chamber of Commerce
S.F. Chamber of Commerce
S.F. Committee on Jobs
S.F. Council of District Merchants
S.F. Hotel Council
S.F. Small Business Network*

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PROP. F NEEDLESSLY HARMS THE CITY'S TOURISM INDUSTRY

Proposition F, the so-called "ATM Fee Ban" won't help consumers but it has the potential to harm travelers, tourists, convention goers and other visitors that pump millions into the City's economy every year.

If Prop. F passes and goes into affect, large financial institutions will close their ATMs off to people who bank with out-of-town banks and small credit unions. That means that visitors from outside of the state and outside of the country will have an enormously difficult time withdrawing money in San Francisco. In fact, of the more than 650 bank ATM machines in San Francisco, small community banks operate only 46. The remainder could be closed to travelers.

This could be an enormous inconvenience to travelers and a hindrance to winning convention business in a highly competitive national market.

Please vote NO on Proposition F.

The San Francisco Hotel Council

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association.

PAID ARGUMENTS AGAINST PROPOSITION F

READ WHAT THE SAN FRANCISCO CHRONICLE HAS TO SAY ABOUT THE BOGUS ATM FEE BAN INITIATIVE

"...ATMs are not public utilities, they are private operations, subject to the forces of competition and consumer pressure. It is important to note that about a third of the ATMs in the city are not even owned by banks. They are run by companies that have found that people are willing to pay big fees to withdraw their money in, say, a hotel lobby or corner market. And none of those machines would be subject to Ammiano's ordinance. It would be ludicrous to argue that ATM surcharges are a matter of city government concern only at bank-owned machines..."

...And consumers do have control over how much they pay in ATM surcharges. They can make their withdrawals at their own bank, or one with a no-surcharge policy...These surcharges are maddening, but they will be around as long as people are willing to pay them. Ammiano's ordinance should be rejected, but banks would be advised to heed the consumer anger that has given rise to this ill-conceived proposal."

From: *Those Dreaded ATM Fees*,
San Francisco Chronicle, February 8, 1999

The ATM fee ban only covers 46 out of 868 San Francisco ATM machines.

Vote NO on Prop. F.

The Coalition for ATM Choice.

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association.

SF BUSINESS TIMES SAYS PROP. F WILL GIVE CONSUMERS A BLACK EYE

"Supes' ATM fee fight may deal consumers a blow"

"If San Francisco supervisors continue to beat up on the City's banks, it could be consumers who end up with a black eye..."

...there are still easy alternatives for customers who want to avoid the hated surcharges. First and foremost, walk that extra block and use your own bank. Take advantage of supermarkets and other stores that let customers get extra cash at no charge. Or withdraw more cash fewer times, to minimize the per-use charge...

It's not hard to predict what banks will conclude if the city orders them to offer ATM service for free...: Stop offering it at all for non-customers."

From *Supes ATM fee fight my deal customers a blow*,
San Francisco Business Times, February 15, 1999

If Prop. F passes, you could lose your right to use another bank's ATM to withdraw cash.

The Coalition for ATM Choice.

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ATM Fees

PAID ARGUMENTS AGAINST PROPOSITION F

EXTRA EXTRA!

READ WHAT THE SAN FRANCISCO INDEPENDENT HAS TO SAY ABOUT THE BOGUS ATM FEE BAN INITIATIVE

"Supervisor Tom Ammiano's very public attack on excessive ATM fees may be more than a simple consumer-protection effort.

Some City Hall insiders believe Ammiano took up the fight at the behest of the City's powerful labor unions...in exchange for their backing of his candidacy for president of the Board of Supervisors.

Whatever the motivation, the proposed crackdown on ATM fees is not the product of a "coalition" moved solely by the altruistic notion of consumer protection, as its backers would have you believe. Telephone calls to the Campaign to End Extra ATM Fees actually ring at the Offices of the United Steelworkers of America."

From "Banking on an Endorsement,"

San Francisco Independent, October 6, 1998

The ATM Fee Ban is about politics, not protecting consumers. Vote NO on Prop. F.

The Coalition for ATM Choice

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association.

Join Supervisor Barbara Kaufman: Vote NO on Proposition F

As the host of KCBS' consumer protection show, *Call for Action*, it was my experience that when you look beneath the surface, things are not always as they seem.

Proposition F promises consumers lower ATM fees. Instead, it may lead to higher bank charges and reduced consumer choice

- Prop. F does nothing to limit the other fees banks charge consumers. Affected banks are likely to **raise other fees** to make up for lost ATM charges.
- Prop. F may cause some banks to **close their ATMs** to everyone but their own depositors.
- Prop. F presumes that ATMs provide the only source of cash to consumers outside of a bank, when in fact consumers can obtain **cash through other means** such as point-of-sale purchases and check-writing.

Smart consumers avoid extra charges by sticking to their own banks' ATMs, except in emergencies or for convenience. Consumers deserve to decide what banking services they want and when they will use them.

Keep City Hall out of your bank account.

Vote NO on Proposition F.

Supervisor Barbara Kaufman

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PAID ARGUMENTS AGAINST PROPOSITION F

READ WHAT TOP STATE GOVERNMENT BANKING EXPERTS IN HAVE TO SAY ABOUT PROP. F

"Proposition F, if it were passed, would be an illusory benefit.

With its deceptive attraction and allure, but in reality being misleading, local entities and their taxpayers would be burdened with the costs of defense with no assurance of success.

On April 8, 1997, the Assembly Banking and Finance Committee heard AB 46, a bill that would have prohibited the operator of an automated teller machine (ATM) from imposing a surcharge upon ATM usage whether or not the customer is using an access device (card) issued by that operator. The bill failed passage for a variety of reasons, including a belief that this was an interference with California's free market system.

There was also recognition that these ATM fees are not usually imposed upon the customers of the financial institution, but only upon non-customers. In addition, customers have the option of going to another institution should they object to the imposition of an ATM charge.

These new proposals have additional infirmities in that they would interfere with California's intrastate commerce by imposing upon financial institutions disparate geographic burdens. This is a matter best dealt with on a statewide rather than local level. In addition, there is a substantial question whether either the state or federal government has totally occupied the field, making attempted local control a nullity. Federal and state regulators have been asked to opine on this issue.

Assemblyman Lou Papan (Democrat - Millbrae)
Chairman, Assembly Banking Committee"

VOTE NO ON PROPOSITION F

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JOIN LESBIAN GAY BISEXUAL TRANSGENDERED (LGBT) SMALL BUSINESS LEADERS IN OPPOSING PROP. F

Prop. F is a backroom political deal that will increase cost and limit choices for LGBT consumers.

- Prop. F will likely result in the closure of banks' ATMs to non-customers. If you bank at a small community or minority-owned institution, you would be unable to use the ATMs of the large banks. As a result, the 4,000 customers of San Francisco's community banks would suffer.
- Prop. F will likely result in a costly lawsuit. If Prop. F passes, the banking industry will file a federal lawsuit to overturn it - a lawsuit the industry is likely to win. The City will defend the lawsuit with taxpayers' money. This will divert resources of the City Attorney's Office from the legal issues, such as civil rights and domestic partner benefits, which our community cares about.
- Prop. F is a low priority. Studies show that nearly 80 percent of ATM customers regularly avoid surcharges by using their own ATMs or debit card machines that do not levy charges. We need to make sure everyone has the ability to use ATMs in an emergency.

Using another bank's ATM is a convenience with a nominal price. You don't have to spend the extra money, but it is nice to know you can in an emergency.

Vote No on Prop. F. It eliminates consumer choice.

*Tom Ray, President of Golden Gate Business Association**
*Scott Levine, Board Member - Golden Gate Business Association**
*Betty Sullivan, President - Bay Area Career Women**
*Stanley E. Wipfli, Board Member - Golden Gate Business Association**
*Anna Damiani, Board Member - Golden Gate Business Association**
*Ron Bansemer, Broker/Owner - Herth Real Estate**

* Titles or organizations for identification purposes only.

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association



ATM Fees

PAID ARGUMENTS AGAINST PROPOSITION F

Join Members of the SF Board of Supervisors: Vote NO on Proposition F

If something sounds too good to be true, it probably is. Proposition F is another one of those San Francisco ballot measures that looks great on the surface, but once you dig a little deeper, you find it's just not what the proponents claim it to be.

Proposition F promises consumers lower ATM fees. The reality is that it will lead to decreased access to ATM machines and reduced consumer choice. Here's why:

Of the ATMs in San Francisco, there's only 10% are sure to be affected by Proposition F.

That's because Proposition F probably won't apply to large national banks — experts believe they'll be exempted by federal regulators and the courts. The ATMs that Prop. F will affect are owned mostly by local minority-owned and community banks. This is why **every community bank headquartered in San Francisco OPPOSES this initiative.**

Smart consumers avoid ATM surcharges by sticking to their own banks' ATMs, getting cash back when they make purchases or writing a check. Most consumers, however, appreciate being able to use other bank's ATMs for a fee in emergencies or when they are traveling.

Don't be fooled by Prop F's "too good to be true" message. Vote NO on Proposition F.

*Supervisor Amos Brown
Supervisor Barbara Kaufman*

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association

JOIN ASIAN AMERICAN SMALL BUSINESS LEADERS IN OPPOSING PROP F

Prop. F will increase costs and limit choices for Asian American consumers.

Prop F is another attempt at government intervention in the pricing for local businesses. This measure would set a dangerous precedent that will ultimately hurt all San Francisco's small businesses and risk driving businesses out of the City.

Prop F will likely result in banks closing off ATM access to everyone but their own customers. As a result, customers of San Francisco's neighborhood Asian-owned banks would be unable to use the ATM networks of large banks. That's why all of San Francisco's Asian community banks oppose Prop F.

Prop F is another SF initiative that's going to be tied up in the courts. That means SF taxpayers could spend millions of dollars defending this flawed initiative. This could lead to reduced City services in areas of real importance to Asian Americans.

We encourage you to join Asian American Business Leaders in opposing Prop F!

*Asian Business League
Dennis Wong, Asian Business Association
Chinese American Woman's Business Association
Association of Asian American Bankers, Inc.
Chinese American Voter Education Committee
Asian Contractors Association*

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association

ATM Fees



PAID ARGUMENTS AGAINST PROPOSITION F

Democrats Support ATM Choice — Oppose Prop F

Proposition F promises consumers lower ATM fees, but it will end up in up in the courts because we simply cannot regulate state and federal banks. It's just a political gimmick that will not result in any meaningful banking reform.

Most people use their own ATM machine, avoiding any personal charges, but appreciate the option of using another bank's ATM in a rare emergency. Nobody could seriously want banks to ban use of their ATM machines if you are not their customer. This would be a huge inconvenience and be especially harmful to small neighborhood-based banks.

Finally, San Francisco has far greater problems that affect our everyday lives like MUNI, Homelessness and Affordable Housing and this proposition only wastes our time and resources. Even if it passes it will have no effect.

San Francisco Democratic leaders urge you to Vote No.

August Longo, President

FDR Democratic Club for Seniors and Persons with Disabilities*

Mike Ege

President, City Democratic Club*

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association

**Join Supervisor Yaki:
Vote NO on Prop. F**

The reality is that Prop. F will do **NOTHING** because this issue is properly regulated by the federal, not local, government. In fact, if Prop. F applies to anyone, it will only be local, minority-owned and small community banks. These banks work closely with neighborhood businesses and residents and are likely to close their ATMs if this ordinance passes.

Don't be fooled by Proposition F. Vote NO.

Michael Yaki

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association

San Francisco's Community Banks Oppose Proposition F

Don't believe the proponents of Proposition F when they say this measure will benefit community banks. It won't. Proposition F will **hurt** San Francisco's community banks and their customers.

Proposition F **doesn't** apply to the ATMs owned by non-financial institutions and it probably **won't** apply the large federally chartered banks either, since they are protected by federal banking law. Proposition F is **only** likely to apply to the state-chartered community banks and credit unions, who will then be required to provide free ATM access to customers of the big banks, while community bank customers will still have to pay an ATM surcharge when using a big bank's ATM.

If the courts don't exempt the big banks, it will probably be even **worse** for community banks. The big banks are then likely to close their ATMs to non-customers, meaning community bank customers won't have access to the big banks' ATMs at all!

If passed, this flawed initiative will be locked into our city's statutes. Only another expensive vote of the people will be able to reverse the damage done to community banks.

Free market competition and educated consumers are what's best for community banks, not well intentioned, but ill-advised, government assistance. Please vote **NO** on Proposition F.

American California Bank

Bank of Canton

Bank of San Francisco

Bank of the Orient

California Pacific Bank

Commercial Bank of San Francisco

Golden Gate Bank

Lippo Bank

National American Bank

Millennium Bank

Mission National Bank

Oceanic Bank

Pacific Bank

Sequoia National Bank

Trans Pacific National Bank

United Commercial Bank

The true source of funds used for the printing fee of this argument is the Coalition for ATM Choice, No on F.

The three largest contributors to the true source recipient committee is: 1. California Bankers Association

TEXT OF PROPOSED ORDINANCE

PROPOSITION F

Be it ordained by the people of the City and County of San Francisco:

Section 1. Findings and Purpose.

The people of the City and County of San Francisco find and declare that:

The rates and types of fees charged by financial institutions have increased at an alarming rate in recent years. According to a study conducted by the United States Public Interest Research Group (USPIRG), from 1993 to 1995, the rate of bank fees nationwide increased at least double the rate of inflation, as measured by the Consumer Price Index. The USPIRG study also found, from 1993 to 1995, average monthly maintenance fees for regular (non-interest bearing) checking accounts increased 22 percent.

Much of the increase in the overall amount of fees comes from the imposition of new fees. Banks now charge "human teller," "deposit-item return" (charge against persons depositing checks from others that bounce), "telephone access," and "computer access" fees. Only a few years ago, these services were provided for free.

Another of the new "fees" is a surcharge that many financial institutions impose on non-account holders for using their ATMs. This surcharge is in addition to an "off-us" fee that nearly all financial institutions already charge their account holders for using another institution's ATM. Together the surcharge and the "off-us" fee can total \$4.00 for a mere \$20.00 withdrawal. According to USPIRG, the average total is \$2.41 per transaction, an amount that can still equal more than a 10% charge for withdrawing \$20.00 of an account holder's own funds.

Industry advocates contend that ATM surcharges are necessary to compensate institutions for the use of their ATMs. However, those advocates fail to acknowledge a significant portion of the off-us fees are already paid to the institutions that own the ATM used by the non-account holder. Industry advocates also contend that ATM surcharges are necessary to finance the cost of installing new ATMs. However, as Senator Alfonse D'Amato testified on the floor of the Senate this year, "122,000 out of the 165,000 machines [in existence nationwide] were installed well before the double charges."

Despite the fact that financial institutions are already compensated for the use of their ATMs by non-account holders and the fact that they have proven themselves capable of installing tens of thousands of new ATMs without the imposition of ATM surcharges, financial institutions are imposing ATM surcharges in record numbers. According to Senator D'Amato, at the beginning of 1996, only 17% of ATMs

imposed such surcharges. By 1998, the number of ATMs imposing surcharges has increased to 79%.

Imposition of ATM surcharges raises serious anti-competitive concerns. Large financial institutions with more ATMs (in California, just two banks own more than 60% of the ATMs in the state) are able to impose higher costs on account holders of small institutions who in many cases have little choice but to use the ATMs of the large institutions. Account holders who wish to avoid these surcharges are pressured to defect from small institutions to large institutions. This presents a perverse form of price competition where institutions can actually gain customers by raising prices. As University of Houston economist Paul Horvitz observed, "there is little downside to such a strategy - either you gain substantial market share or earn substantial fee income."

Small banks and credit unions serve important functions in the local community by servicing segments of the population that might otherwise be neglected. Recent studies by the Federal Reserve Board and consumer groups have shown that credit unions and small banks tend to offer higher interest rates on deposits and tend to charge lower account fees. They are also often the leaders in providing the most efficient, consumer-friendly levels of service. Losing or even hobbling these efficient and low-cost institutions harms all customers. The elderly, who are often dependent on fixed incomes, are even more likely to be harmed because of their greater reliance on the higher rates of return offered to account holders at these smaller institutions. Likewise, younger persons in school or beginning careers are more likely to be harmed because of their reliance on lower account fees charged by the smaller institutions.

Federal and State laws do not adequately address the unfairness and anti-competitive-ness of surcharges. Therefore, the Board finds that an ordinance prohibiting financial institutions from imposing a surcharge on non-account holders using their ATMs located in San Francisco is essential for the promotion and protection of the general welfare of the citizens of San Francisco. The purpose of the prohibition is to protect consumers from exorbitant and unfair fees and to protect smaller financial institutions from anti-competitive business tactics.

Section 2. Chapter VIII, Part 2 of The San Francisco Municipal Code (Police Code) is hereby amended by adding Section 648.1 thereto, to read as follows:

Section 648.1. ATM Surcharges

(a) Definitions.

(i) "Access" means to use any function on the ATM, including but not limited to cash withdrawal, fund transfer, etc.

(ii) "Access device" means a card, code, or

other means of access to a customer's account, or any combination thereof, that may be used by the customer to an initiate electronic fund transfer.

(iii) "Automated teller machine (ATM)" means any electronic information processing device that accepts or dispenses cash in connection with a credit, deposit, or convenience account. The term does not include devices used solely to facilitate check guarantees or check authorizations, or which are used in connection with the acceptance or dispensing of cash on a person-to-person basis, such as by a store cashier.

(iv) "Customer" means a natural person to whom an access device has been issued for personal, family, or household use.

(v) "Financial institution" means any bank, savings association, savings bank, credit union, or industrial loan company.

(vi) "Surcharge" means any fee charged by the financial institution for the use of the ATM.

(b) Prohibition on Certain Fees.

A financial institution may not impose a surcharge of any kind on a customer for accessing an ATM of that financial institution located in the City and County of San Francisco with an access device not issued by that financial institution.

(c) Enforcement and Penalties.

(i) **Civil Action.** Any person injured by a violation of this ordinance may enforce its provisions by means of a civil action.

(1) Any financial institution that violates this ordinance shall be liable to the person injured for the actual damages as determined by a jury, or a court sifting without a jury, but in no case less than \$250.

(2) Any financial institution that violates this ordinance shall also be liable for such attorney's fees and court costs as determined by the court. Furthermore, in cases where the financial institution has engaged in a pattern of willful violations, the financial institution shall be liable for punitive damages not to exceed \$5,000 per violation.

(ii) Injunction.

(1) Any financial institution that commits an act or engages in any pattern and practice in violation of this ordinance may be enjoined therefrom by any court of competent jurisdiction.

(2) Action for injunction under this subsection may be brought by any person injured by a violation of this ordinance, by the City Attorney, by the District Attorney, or by any person or entity which will fairly and adequately represent the interests of the protected class.

(iii) **Nonexclusive Remedies and Penalties.** Nothing in this Section shall preclude any person from seeking any other remedies, penalties or procedures provided by law.

Sunshine Ordinance Amendment

G

PROPOSITION G

Shall the City make changes in the requirements and procedures regarding public access to City records and meetings provided in the Sunshine Ordinance?

YES



NO



Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The City's Sunshine Ordinance currently provides rules and procedures for public access to City meetings and records. These provisions include:

- City boards, commissions and other bodies generally must conduct their business at open and publicly announced meetings. They may meet in closed session only for limited purposes, such as conferring with labor negotiators or attorneys.

- The public has a right to view City records, unless the records are confidential. Records may be confidential for a number of reasons, including privacy concerns, ongoing negotiations, ongoing deliberations, because the records are subject to attorney-client privilege, or when the public interest in seeing a record is clearly outweighed by the public interest in keeping the record confidential.

THE PROPOSAL: Proposition G is an ordinance that would make numerous changes and additions to the City's Sunshine Ordinance. Some changes would clarify or extend the existing ordinance. Changes and additions include:

- The public would be permitted to attend meetings of any group that meets with the Mayor or City department heads to discuss fiscal, economic or policy issues;

- The public would be permitted to attend meetings of city employees to review or develop City policy or procedures relating to public health, safety or welfare;

- Groups that contribute money for the City's activities would have to comply with the ordinance;

- The Mayor and City department heads would be required to keep, and make public, calendars listing who meets with them and the topic of the meeting;

- Any meeting of the governing bodies of certain local, state, regional and federal agencies attended by City representatives would have to be open to the public;

- The City's assertion of public interest would no longer be a sole basis for withholding records;

- The City would be prohibited from withholding records solely because they reveal the "deliberative process" of City officials;

- In certain negotiations, the City would be required to disclose documents exchanged by the parties or prepared by the City;

- The City Attorney could not give confidential advice to City officers or employees on matters concerning government ethics, public records and open meeting laws; and,

- The City would be required to create certain text, audio, and video records, maintain certain records for longer periods, prepare an index of public records, and be limited in what it could charge for reproducing records. Certain records would have to be made available on the City's website.

Failure to comply with the provisions of the Sunshine Ordinance would be considered official misconduct.

A "YES" VOTE MEANS: If you vote yes, you want to make these changes to the City's Sunshine Ordinance.

A "NO" VOTE MEANS: If you vote no, you do not want to make these changes to the City's Sunshine Ordinance.

- sections which appear to require the City to make its negotiating positions or other draft documents available to the opposing side in negotiations.

Controller's Statement on "G"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition G:

In my opinion, should this ordinance be adopted and implemented it would increase the cost of City government by an amount that cannot be fully estimated at this time, but may be substantial.

At a minimum, the ordinance requires additional staffing and computer hardware and software that is likely to cost over \$300,000 initially and over \$400,000 annually. Additional costs that cannot be estimated will arise from:

- requirements for retaining more documents for longer periods of time than would be normal;

- provisions that do not allow the City to recover the labor or computer costs of providing information, even where these costs may be substantial; and

How "G" Got on the Ballot

On July 15, 1999 the Department of Elections certified that the initiative petition calling for Proposition G to be placed on the ballot had qualified for the ballot.

10,510 signatures were required to place an ordinance petition on the ballot.

This number is equal to 5% of the total number of people who voted for Mayor in 1995. A random check of the signatures submitted on July 5, 1999 by the proponent of the initiative petition showed that more than the required number of signatures were valid.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 131

SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Sunshine Ordinance Amendment

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION G

San Francisco is a city in crisis. Neighborhoods are being gentrified. Downtown and South of Market is undergoing rampant development without infrastructure improvements and long-time residents are forced out by the resulting rise in rents. The millions of dollars that could improve services are being negotiated away in sweetheart deals to big corporations dealing behind closed doors for lucrative city contracts.

San Francisco is being sold out to the highest bidder, and City Hall wants to keep it that way. That's why many of our elected and appointed officials oppose the Sunshine Initiative. It would open the city's contracting process so that all of us can have a voice in deciding how our taxes are used before the money's spent, not after.

It would accomplish much more than that too. It would amend the city's open-government law, the Sunshine Ordinance, to improve access to public meetings and records and establish an enforcement mechanism so that individuals denied access can appeal without having to resort to expensive court battles. A recent statewide poll showed 70% of Californians support reforms contained in Proposition G.

Don't believe City Hall's misinformation campaign. Proposition G will not eliminate any state and federal privacy protections for individuals contacting city officials. City Hall's estimates of the cost of implementing the initiative are overstated, and do not consider the cost savings that public scrutiny is certain to bring. (They said \$700,000 when the Sunshine Ordinance was enacted in 1993 - another false prediction.)

What Prop. G will do is make city government more accessible and accountable to the San Franciscans it's supposed to serve. That's why Prop. G is endorsed by numerous neighborhood, community, and activist groups.

Yes on G—It's Good Government.

*Tom Ammiano, President, Board of Supervisors
Leland Yee, PhD, Finance Committee Chair, Board of Supervisors*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION G

REDRAFT THE 41 PAGE "SUNSHINE" ORDINANCE INTO SEVERAL COMPACT STATUTES:

Sometimes it's embarrassing to see with whom one finds oneself voting.

I read the 8/18/99 *Bay Guardian* editorial "BROWN'S WAR ON SUNSHINE":

"The Brown - Burton machine, which runs San Francisco politics with an ever tighter grip, put on a raw display of power Aug. 11 - and open government was the clear loser...[T]he San Francisco Democratic County Central Committee voted 17-9 to oppose the [Sunshine] initiative. The vote was almost exactly along machine lines: Chair (and Brown ally) Natalie Berg, Sups. Sue Bierman and Leslie Katz... [and] virtually every public official, commissioner, or city hall bureaucrat went on record as supporting the mayor's undeclared war on sunshine.... The initiative is aimed at preventing the sort of secrecy that has led the FBI to investigate several San Francisco agencies over possible fraud in

contracting. It's aimed at preventing Brown and his allies from giving away millions in taxpayer money to big business... [and] at the sleaze that has become the hallmark of the Brown - Burton machine..."

I agree with the "*Bay Guardian*" that Willie Brown should be defeated for reelection as San Francisco Mayor.

On the subject immediately at hand, Proposition G, I believe that the Sunshine Ordinance needs to be broken down from its current 41 pages and turned into several shorter, more compact, and hard-hitting statutes.

Revise Proposition G.

Give Proposition G more "teeth".

*Dr. Terence Faulkner, J.D.
Past County Chairman*
San Francisco Republican Party
(Founded: 1856 A.D.)*

** Titles or organizations for identification purposes only.*

Arguments printed on this page are the opinion of the authors and have not been checked for accuracy by any official agency.

Sunshine Ordinance Amendment



OPPONENT'S ARGUMENT AGAINST PROPOSITION G

41 PAGES OF LEGAL "BOILERPLATE" IS ALREADY TOO MUCH - THE SO-CALLED "SUNSHINE" ORDINANCE CASTS A DARK SHADOW OF LEGAL QUESTIONS:

The 41 pages of the so-called "Sunshine" Ordinance need to be revised and subdivided into several shorter laws. Legal complexity is not "legal reform".

VOTE "NO" ON PROPOSITION G (THE SO-CALLED "SUNSHINE" ORDINANCE AMENDMENT):

A great deal of cautious redrafting is needed to clean out all the doubts and legal cobwebs from the "Sunshine" Ordinance. Whole new statutes need to be enacted by the voters, not just the much troubled "Sunshine" Ordinance amended is needed.

The life of the "Sunshine" Ordinance needs to be extended, but with more effective penalties for those public officials who openly violate its provisions. The demand in the proposed

Proposition G amendment that the meetings of certain state and federal agencies which are attended by San Francisco representatives be open to the public appears to have federal and State of California preemption problems. Better legal scholarship is needed in revising the "Sunshine" Ordinance.

VOTE "NO" ON PROPOSITION G !

Committee to Reform the City Charter

Dr. Terence Faulkner, J.D.

Chairman of Committee to Reform the City Charter

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION G

The Sunshine Initiative is a major step toward open government. Drawing on years of experience encountered by good government activists, much of the language is based on working models from states such as Massachusetts, with effective sunshine laws.

- **The length and complexity** are reflective of the various means bureaucrats have employed to avoid our laws.
- **State and Federal law** may, indeed, supersede in some instances.
- **Costs For Open Government.** The City hired 1400 new staff people last year. Surely many are qualified to keep basic, modern, businesslike records. That is all this initiative seeks. Yet opponents' estimates are based on several new employees.
- **Unrealistic costs for "new equipment" and record storage.** Opponents ignore recent advances in technology and simplifications that allow anyone to perform duties previously reserved for "technicians."
- **The City may need to reassign a staff person** to handle the

backlog from the previous Sunshine Ordinance. But with major loopholes closed, clear laws and penalties, fewer complaints will come before the task force.

Opponents are wrong - 99% of Sunshine requests are not routinely granted. It's exponentially less.

...And what about THE MILLIONS IN SAVINGS from public scrutiny of contracts; the postage, reams of stationery, and staff time currently spent on public inquiries that posting on the city's website will save?

We ask opponents, at what point do you draw the line and say, "Open government just ain't worth it?"

Yes on G

Tom Ammiano

President, Board of Supervisors

Leland Yee, PhD

Chair, Finance Committee, Board of Supervisors



Sunshine Ordinance Amendment

PAID ARGUMENTS IN FAVOR OF PROPOSITION G

I support full public access to the private dealing of our public officials on our behalf. I oppose any backroom deals and as mayor will appoint investigative reporters/Sunshine advocates to each City Department to report to me and to the press the good and bad goings-on at City Hall.

Jim Reid

Candidate for Mayor www.SFMayor.com

The true source of funds used for printing fee of this argument is Jim Reid for Mayor Committee.

As tax payers, wouldn't you like to know what *your* tax dollars are paying for?

More important, wouldn't you like to know to whom *your* money is being paid?

Let's bring sunshine into the closed door meetings that occur far too often in our city government.

Support **HONEST** and **OPEN** government.

VOTE YES ON PROP. G.

Angela Alioto

Former President, Board of Supervisors

The true source of funds used for the printing fee of this argument is Angela Alioto.

True democracy requires informed citizens. The Green Party helped put "Sunshine" on the ballot because of our commitment to city government that is accountable and accessible to *all* its residents. **Information is power.** Vote YES on G.

San Francisco Green Party

The true source of funds used for the printing fee of this argument is San Francisco Green Party.

Denying public access to government is reprehensible. Believing our current "Sunshine" laws work is denial. Let's put teeth into democracy, and not be victims of an arrogant bureaucracy. **VOTE YES ON G!**

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is San Francisco Tomorrow.

Local government secrecy is costing the taxpayers hundreds of millions of dollars each year.

More open government reduces waste, inefficiency, and corruption.

Joel Ventresca

City and County of San Francisco

Environmental Commissioner (1994-1997)

Progressive Mayoral Candidate

The true source of funds used for the printing fee of this argument is Ventresca for Mayor 1999.

The three largest contributors to the true source recipient committee are: 1. Joel Ventresca 2. Brian Ventresca 3. Marc Vraciv.

Proposition G is good for writers, citizens, labor and business.

Proposition G will boost access to information. It will increase public scrutiny of policy-making meetings, advisory bodies, proposed city contracts, and public records.

Journalists are the eyes and ears of the public. Vote YES on G to make sure that government is open to observation by reporters.

Bruce Hartford

Secretary-Treasurer

National Writers Union

The true source of funds used for the printing fee of this argument is National Writers Union.

The League of Women Voters of San Francisco believes citizens have a right to participate in their government.

The League of Women Voters of San Francisco wants to ensure that the public's business is conducted in public.

The Sunshine Ordinance Amendment is a good government measure that will give San Franciscans the information they need to participate in government. Proposition G ensures that individuals have greater access to public records, that meetings where City business is conducted are open, and that all City contracts are awarded in an open process.

The League of Women Voters of San Francisco urges you to support Proposition G.

Vote **YES** on open government!

Vote **YES** on your right to participate in government and to be informed!

Holli P. Thier, J.D.

Co-President

Martha Benioff

Co-President

The true source of funds used for the printing fee of this argument is the League of Women Voters of San Francisco.

Sunshine Ordinance Amendment



PAID ARGUMENTS IN FAVOR OF PROPOSITION G

Why operate in secrecy? The public isn't going to disrupt the meetings. They will act as watchdogs.

Martin Lee Eng

Mayoral candidate 1999

Campaign web site: [HTTP://www.GlobalForum.com](http://www.GlobalForum.com)

The true source of funds used for the printing fee of this argument is Martin Lee Eng.

Access to government officials and public information is a life-and-death issue for people with HIV and other serious medical conditions. Prop. G will help ensure that taxpayer money earmarked to protect public health and provide medical services will not be wasted. **PLEASE VOTE YES ON PROP. G.**

AIDS Coalition To Unleash Power

Michael Lauro

Hank Wilson

Matthew Sharp

AIDS Medicine Recycling Project

Herman (Homer) J. Hobi

The true source of funds used for the printing fee of this argument is The AIDS Coalition to Unleash Power.

Secret deals and machine politics have the FBI investigating City Hall this year. Proposition G will bring in sunshine and stop sleazy backroom dealing.

Vote Yes on G!

The Harvey Milk Lesbian, Gay, Bisexual, Transgender Democratic Club

The true source of funds used for the printing fee of this argument is The Harvey Milk Lesbian, Gay, Bisexual, Transgender Democratic Club

TODAY'S SUNSHINE INEFFECTIVE

The Department of Elections, still ignores Sunshine requests for information about the '97 stadium/mall election.

Where is the printing invoice for ballots?

Who had the ballots for four hours?

How did they get wet?

Who rented the trucks to the City?

Who drove the trucks?

STRENGTHEN SUNSHINE—lets find out.

Committee to Stop the Giveaway

The true source of funds used for the printing fee of this argument is Committee to Stop the Giveaway.

The San Francisco Main Public Library is the repository of city documents preserved through Proposition G (City Code §8.16).

Public access is through the Government Information Center (fifth floor). This Proposition encourages efficient and thoughtful communication and work within government and is invaluable for historical research.

Mae K. Silver,

Local History Writer

The true source of funds used for the printing fee of this argument is San Franciscans for Sunshine.

The three largest contributors to the true source recipient committee are: 1. Bruce Brugmann 2. Clint Reilly 3. Angela Alioto.

Disabled San Franciscans Support Sunshine

Disabled San Franciscans support increased access via Internet to notices, agendas, and meeting records to encourage participation for people with sensory and mobility problems.

Sergio Alunan

President, Disability Community Democratic Club

Bob Planthold

Member, Sunshine Task Force

Peggy Coster

Edward Evans

Karen Young-Simmons

Wayne Sherman

Frank J. Marone

The true source of funds used for the printing fee of this argument is San Franciscans for Sunshine.

The three largest contributors to the true source recipient committee are: 1. Bruce Brugmann 2. Clint Reilly 3. Angela Alioto.



Sunshine Ordinance Amendment

PAID ARGUMENTS IN FAVOR OF PROPOSITION G

Stop anti-democratic City Hall politicians and bureaucrats from refusing to disclose to the citizens of San Francisco the facts exposing their backroom deals and questionable practices.

Support establishing real democracy in San Francisco!

VOTE YES! on Proposition G!

Former Supervisor John Bardis

The true source of funds used for the printing fee of this argument is John Bardis.

We sponsored San Francisco's current Sunshine Ordinance — the strongest in the nation. And we can make it stronger.

Proposition G does just that. Among other things, it eliminates loopholes allowing secret meetings and establishes penalties for public-records-law violations.

THIS MEASURE IS ABOUT OPEN GOVERNMENT. And whatever its implementation costs will be minuscule next to what will be saved because of the powers of scrutiny that the initiative brings to the taxpayers.

Society of Professional Journalists, Northern California Chapter

The true source of funds used for the printing fee of this argument is Society of Professional Journalists.

For 25 years, Coleman has fought for governmental openness and broad participation in public decision making. Children, youth, families—and all San Franciscans—benefit when democratic institutions are strengthened.

Vote Yes on G.

Coleman Advocates for Children and Youth

The true source of funds used for the printing fee of this argument is Coleman Advocates.

We overcame the barrier to vote. There is another barrier - the devaluing of our right to an open and accessible government. Existing Sunshine laws are a facade and don't protect against corrosive influences. We deserve better! Vote Yes on G.

SF National Organization for Women PAC

The true source of funds used for the printing fee of this argument is Tricia Stapleton.

As environmental and transit advocates, we believe that a sustainable future demands a sensible government. We need a stronger "sunshine" law to promote the interests of our diverse communities that aspire to improve our City's environmental-health, economic strength, and a high quality of life. Vote Yes on G!

*John Holtzclaw, SF League of Conservation Voters**

Ross Mirkarimi

*Jane Morrison, President, SFT**

*Tom Radulovich, BART Director**

*Dave Synder, Executive Director, SF Bicycle Coalition**

*Betsy Thagard, Executive Director, Walk SF**

*Titles or organizations for identification purposes only.

The true source of funds used for the printing fee of this argument is Jane Morrison and Tricia Stapleton.

Tenants Need Sunshine

Bureaucrats, Downtown and Big Landlords oppose improved public access to meetings and records.

Tenants benefit from open government. The retroactive bond pass-through rent hike was a typical back-room decision protected from public scrutiny by weak Sunshine laws.

We urge a YES vote on G

San Francisco Tenants Union

The true source of funds used for the printing fee of this argument is San Franciscans for Sunshine.

The three largest contributors to the true source recipient committee are: 1. Bruce Bruggmann 2. Clint Reilly 3. Angela Alioto.

What are the opponents trying to hide? This measure simply restores the open-government policies put into effect while I was Mayor.

Frank M. Jordan

The true source of funds used for the printing fee of this argument is Jordan for Mayor.

Sunshine Ordinance Amendment



PAID ARGUMENTS IN FAVOR OF PROPOSITION G

Neighborhoods Support Sunshine

Proposition G is a good government measure which provides for greater public access to City meetings and records by closing the legal loopholes in the City's original 1993 Sunshine Ordinance, loopholes which have allowed City officials to continue to deny the public access to public records.

In order to achieve greater public oversight of City government, we citizens need more access to City files, to ensure that our City government, *for which we pay*, works for us, for the greater public good, and not for the special interests which thrive outside of public scrutiny.

We must fight against secrecy in government.

HELP RESTORE CONFIDENCE IN CITY HALL. VOTE YES ON G.

*Coalition for San Francisco Neighborhoods
Representing 36 neighborhood Associations
Buena Vista Neighborhood Association
Cole Valley Improvement Association
Cow Hollow Association
Cayuga Improvement Association
Dolores Heights Improvement Club
East Mission Improvement Association
Excelsior District Improvement Association
Friends of Noe Valley
Golden Gate Heights Neighborhood Association
Golden Gate Valley Neighborhood Association
Greater West Portal Neighborhood Association
Inner Sunset Action Committee
Liberty Hill Neighborhood Association
Marina Civic Improvement & Property Owners Association
Miraloma Park Improvement Club
Mission Creek Harbor Association
New Mission Terrace Improvement Association
Nob Hill Urban Neighbors
North Beach Neighbors
North of Panhandle Neighborhood Association
Oceanview, Merced Heights, Ingleside Neighbors In Action
Pacific Heights Residents Association
Panhandle Residents Organization
Potrero Boosters Neighborhood Association
Richmond Community Association
Russian Hill Improvement Association
SOMA Residents Association
Sunset Heights Association of Responsible People
Sunset Parkside Education and Action Committee (SPEAK)
Telegraph Hill Dwellers
Twin Peaks Council & Open Space Conservancy
Twin Peaks Improvement Association
West Presidio Neighborhood Association*

The true source of funds used for the printing fee of this argument ("Neighborhoods Support Sunshine") is Coalition for San Francisco Neighborhoods.

As small business owners and/or operators who pay a large share of city taxes, we think it is critical to know where our money is going and how policies that affect us are being made at City Hall.

Vote Yes on G for Good Government.

Bruce B. Brugmann

San Francisco Bay Guardian, co-founder and co-publisher

Jean D. Brugmann

San Francisco Bay Guardian, co-founder and co-publisher

Gary Frank

Owner, The Booksmith

Robin Reichert

Dance Hall Keeper, Paradise Lounge

Lawrence Ferlinghetti

Harold T. Yee

Jane M. Marelich

Eric Schulz

The true source of funds used for the printing fee of this argument is Bay Guardian.



Sunshine Ordinance Amendment

PAID ARGUMENTS IN FAVOR OF PROPOSITION G

One of the greatest dangers to the First Amendment these days comes from increasing secrecy in government.

As journalists, we see the Sunshine Initiative as a national model for countering this trend and bringing open government to the people.

Vote Yes on G for Good Government.

Bruce B. Brugmann

San Francisco Bay Guardian, co-founder and co-publisher

Jean D. Brugmann

San Francisco Bay Guardian, co-founder and co-publisher

Phyllis Sherman

West of Twin Peaks Observer

David Ish

New Fillmore

Glenn Gullme's

West Portal Monthly

Michael Martin

SF Observer

Jennifer Joseph

Beverly Kees

Pia Hinckle

Julius Duscha

Carole Vernier

Tim Redmond

Executive Editor, The Bay Guardian

Paul Kozakiewicz

Publisher, Richmond Review and Sunset Beacon Newspapers

C. Diane Keaton

James V. Risser

The true source of funds used for the printing fee of this argument is Bay Guardian/Bruce B. Brugmann.

Business done by the City is the People's business.

we have the right to know what is being done in our name and with our taxes.

This is especially true in this era of FBI investigations of city contracting.

San Francisco Common Cause urges you to VOTE YES ON G in order to make city government more open and accountable.

S.F. Common Cause

The true source of funds used for the printing fee of this argument was San Francisco Common Cause.

Former State Senator **Quentin Kopp** and I have been committed to the principles of open government for 25 years. Proposition G, is a basic open government measure which prevents politicians and appointees from withholding basic public information - a practice now so common that a grass-roots coalition of journalists and neighborhood residents were forced to band together to place this initiative on the ballot. Now City Hall claims it's too expensive to provide the public a basic accounting of how our tax dollars are spent. **Rubbish!** Proposition G enables citizens to regain oversight of our hard-earned money. Citizens have a right to know the details of our prolific development deals in their neighborhoods, the "fine print" in public transportation contracts and the process behind critical decisions affecting our lives. The mayor and his appointed department heads and supervisors have mastered the art of suppressing public information, making a mockery of open and honest government. **Public participation is our legal right, not a privilege.** Honor Quentin Kopp's legacy to good government. **Vote 'YES' on G.**

Mara S. Kopp

The true source of funds used for the printing fee of this argument is Good Government Alliance.

Lightning has struck at City Hall! The Sunshine Ordinance is too expensive for the penny -pinching Brioni-wearing suits strutting down the corridors of power. Never mind that these same priggish politicians have practically **DOUBLED** city spending with nothing to show for it--unless you consider a nearly collapsed public transportation system, rampant homelessness and unparalleled ill-conceived development deals pinnacles of achievement. Suddenly, several hundred thousand dollars will break the city bank, although it's a mere "drop in the bucket" when compared to the burgeoning city payroll - replete with numerous "special assistants," a.k.a. taxpayer-sponsored re-election helpers. City Hall would rather spend our money on their re-election efforts; we'd rather spend it on public information so we know whom to elect! Yes, there's danger in documentation - for those who have something to hide! **Reclaim San Francisco! Approve Proposition G.**

Julie Sims

Richard Bodisco

Nathan Rather

The true source of funds used for the printing fee of this argument is Good Government Alliance.

Sunshine Ordinance Amendment



PAID ARGUMENTS IN FAVOR OF PROPOSITION G

In 1997, I led the fight against the backroom stadium-mall deal because Willie Brown and others wanted to keep the faulty financial details of this deal secret. In 1998, I chaired the campaign to Save Treasure Island because Willie Brown was attempting to hide his plans to develop the island from public scrutiny.

Now I'm joining with other progressive-minded leaders in our city to endorse this open-government ordinance because I believe that open and honest access to government information is a cornerstone of Democracy.

The Sunshine Law will ensure that future generations of San Franciscans will have access to the information they need to keep government honest and open. It will make our the city's sunshine ordinance the toughest local open-government law in the country.

As a San Franciscan, I wholeheartedly endorse this measure. As a civic leader, I encourage all to vote for it. As mayor, I will implement this legislation and ensure that it is enforced.

Clint Reilly
Candidate for Mayor

The true source of funds used for the printing fee of this argument is Clint Reilly for Mayor.

The three largest contributors to the true source recipient committee are: 1. Clint Reilly 2. Betty Smith Brassington 3. Francisco Hsieh.

The American Federation of State, County, and Municipal Employees represents 2,500 hospital workers at UC Stanford Health Care (USHC), San Francisco's second largest employer. The privatization of UCSF hospitals in 1997 during the merger with Stanford resulted in over \$500 million in public assets transferred to the now private USHC, with NO ACCOUNTABILITY to the public. USHC is a contractor with San Francisco City and County, and under Measure G the public would have input and oversight of these public funds. Instead, public assets are gone, hundreds of workers have been laid off, Mt. Zion hospital is threatened with closure, and services have been severely cut. AFSCME supports Measure G, because any private contractor with the City and County, receiving public funds to serve the public, must be accountable to the public. VOTE YES ON G.

Linda "Spike" Kahn
AFSCME Union Representative
Corey Menotti
AFSCME Local 829 Chapter President

The true source of funds used for the printing fee of this argument is AFSCME Council 57.

UNION LABOR SUPPORTS G

Union Labor has a pivotal history in advancing good-government reform and Proposition G makes the grade. There is great popular demand for imposing some standards on corporate behavior, for making human values matter in how we run our economy and distribute opportunity and reward. Proposition G makes us all work a bit harder at preserving democracy, but the benefits are well worth it. **Vote Yes on G!**

Howard Wallace, Union Organizer, Co-founder, Pride at Work
Kathy Lipscomb, Union Representative, Local 250
Howard Wong, Executive Vice President, IFPTE, Local 21, AFL-CIO
Beverly Graffis, Chair, United Taxicab Workers
George Wedemeyer, Local 2391
Ray Bernard, Instructor, Local 2121 AFT
Michael Benardo, Local 6 ILWU
Fred Pecker, ILWU Local 6

The true source of funds used for the printing fee of this argument is Labor Supports G.

The largest contributors to the true source recipient committee are: 1. Local 250 2. Local 3.



Sunshine Ordinance Amendment

PAID ARGUMENTS IN FAVOR OF PROPOSITION G

PROP. G - Because government IS our business!

- It increases access to public meetings and records.
- It protects whistleblowers.
- It establishes penalties for public servants who withhold public information.
- It protects individual privacy and confidentiality.
- It provides an appeal process when access is denied, reducing court costs.

THE SUNSHINE INITIATIVE—

You can't FIGHT CITY HALL without it.

Vote YES on G.

San Franciscans for Sunshine

Ruth Asawa, Artist

Angela Alioto, Attorney

Kevin L. Blackwell, Barbara Jordon Democratic Club

Eddie Chin, Member, SF School Board

Doug Comstock, Committee to Stop the Giveaway

Joan Girardot, President

Coalition for San Francisco Neighborhoods

Tony Kilroy, Vice Chair, Democratic County Central Committee

Henry Louie, Member

SF Democratic County Central Committee

Dorice Murphy, Eureka Valley Trails and Art Network

Clinton Reilly, Manager, Business owner

Clara Rogers, Sojourner Truth Democratic Club

Marjorie Ann Williams, Member

SF Democratic County Central Committee

Bud Wilson, W. Twin Peaks Resident

Lawrence Yee, Chinese American Democratic Club

Paul Boden, Directo, Coalition on Homelessness

Betty Medsger, Journalist, Journalism Editor

Tracy Rosenberg, Media Alliance

Belinda Griswold, Media Alliance

Van Jones, Director, Ella Baker Center for Human Rights

Bruce B. Brugmann, San Francisco Bay Guardian

Jean Brugmann, San Francisco Bay Guardian

Bill McCarthy, Consultant

Paul Kozakiewicz

Publisher, Richmond Review and Sunset Beacon Newspapers.

Carolyn Knee, Treasurer, San Franciscans for Sunshine

The true source of funds used for the printing fee of this argument is San Franciscans for Sunshine.

The three largest contributors to the true source recipient committee are: 1. Bruce Brugmann 2. Clint Reilly 3. Angela Alioto

Attorneys helping citizens obtain public information know the need for a stronger Sunshine Ordinance. San Franciscans' rights of access are fewer and weaker than those in many states. Prop. G guarantees greater openness in City Government and a less expensive, more effective administrative appeals process for denied records. Prop. G will continue to protect personal, medical, and other confidential information currently protected by state law.

Vote Yes on G.

Neil Eisenberg

Robert Links

Judith K. Appel

Sue Hestor

The true source of funds used for the printing fee of this argument is San Franciscans for Sunshine.

The three largest contributors to the true source recipient committee are: 1. Bruce Brugmann 2. Clint Reilly 3. Angela Alioto.

The Sunshine Initiative provides citizens with greater access to the workings of City Government and greater information regarding city contracts. It does not and is not intended to take away any protections under city or state law for privacy for law enforcement matters, private citizen records, health records, employee records, or labor negotiations and other meetings dealing with matters within the scope of representation under employee collective bargaining laws.

Vote YES ON G.

Carolyn Knee, Treasurer

San Franciscans for Sunshine

The true source of funds used for the printing fee of this argument is San Franciscans for Sunshine.

The three largest contributors to the true source recipient committee are: 1. Bruce Brugmann 2. Clint Reilly 3. Angela Alioto.

Sunshine Ordinance Amendment



PAID ARGUMENTS AGAINST PROPOSITION G

TOO MUCH SUNSHINE CAUSES CANCER AND OTHER AILMENTS

EVERYONE loves sunshine, but don't sit in the sun too long without a screen. **YOU'LL BE BURNED!** It has *too much* sunshine where it's not needed and *not enough* sunshine where it is. This legislation would **PROHIBIT** your neighborhood group from having a private meeting with the mayor.

Similarly, this blatant, *anti-labor legislation* will interfere with contract negotiations with every step being made "public". Furthermore, there's **NO WORKER PRIVACY OR CONFIDENTIALITY**. Legal settlements and contract negotiations will be jeopardized.

LABOR AND TAXPAYERS WILL BOTH SUFFER.

The Board of Supervisors **EXEMPTED THEMSELVES** from the effects of this sunshine ordinance. Members of the board just used this very loophole to **SECRETLY** put an ANTI-CITIZEN, ANTI-FREEWAY PROPOSITION I, on this very ballot.

Citizens for a Clean and Ethical Government

The true source of funds used for the printing of this argument is Citizens for a Clean and Ethical Government.

A Good Thing Gone Too Far — Vote No on Prop G

The San Francisco Chamber of Commerce supports effective, responsible, open city government. San Francisco currently has one of the most comprehensive sunshine ordinances in the country - one that finds appropriate balance between the public's right to know and private citizens' and organizations' rights to privacy.

Prop G would make public many sensitive records, including

- **personnel files** of city employees
- **names** of witnesses to and victims of crimes
- **criminal investigation records**, while still active
- **City contracting documents**, during negotiations— a sure formula for abuse

Prop G goes too far and is a dangerous, expensive encroachment on the privacy rights of San Franciscans.

"Prop G is an ill-conceived, poorly written 41-page document that is far too complicated and impractical to ever be effectively enforced," says G. Rhea Serpan, Chamber president & CEO

Join the Chamber, good-government groups, victims rights organizations and fiscal watchdogs and **vote no on Prop G.**

Prop G places an **inordinate financial and administrative burden** on the city. Massive increases in paperwork, recordings and archiving will bring city departments - and critical services - to a grinding halt. The direct cost: millions.

A. Lee Blitch

2000 Chair

San Francisco Chamber of Commerce

The true source of funds used for the printing of this argument is San Francisco Chamber of Commerce 21st Century Committee.

The three largest contributors to the true source recipient committee are: 1. SBC Communications 2. Wells Fargo 3. The Gap.



Sunshine Ordinance Amendment

PAID ARGUMENTS AGAINST PROPOSITION G

San Francisco already has one of the strictest Sunshine Ordinances in the nation. Proposition G is a well-intentioned but misguided attempt to expand the City's Sunshine Ordinance. It is so poorly written that it endangers the safety and privacy of individual citizens and organizations. Here's how:

- City officials would have to disclose the names of people who report the identities and activities of gang members.
- "Whistleblower" city employees would be discouraged from reporting ethics violations to the City Attorney's office.
- Tenants could not meet anonymously with city officials to report problems with their landlords.
- The City would be seriously disadvantaged in negotiating contracts with big corporations like TCI or AT&T — potentially costing taxpayers millions of dollars.
- The City would be required to store meeting tapes FOREVER.

We agree that open government is essential, but this initiative crosses the line to eliminate our most fundamental privacy rights. Proposition G will not make City government better. It will create a bureaucratic maze and make more and more of our private information public. Open government is important, but Proposition G is not the answer.

Supervisor Barbara Kaufman

Supervisor Michael Yuki

Supervisor Alicia D. Becerril

Supervisor Sue Bierman

Supervisor Leslie Katz

Supervisor Amos C. Brown

Mabel Teng

The true source of funds used for the printing of this argument is Staton & Hughes.

Vote NO on Proposition G

We need to end corruption in city government. This "Sunshine Ordinance" will not help.

It's hard for anyone to be against "sunshine." Most people associate it with the Freedom of Information Act and protection against censorship. But Proposition G is less about open government than it is a grab bag of attacks against city departments and private citizens. This poorly-written law will not give us what it promises and will hurt the city.

Prop G would **violate the privacy of citizens**. Names and personal information of people who report crimes and victims of crimes will be made public.

Prop G **targets certain non-profit organizations** which advise the city and hampers the effectiveness of groups such as Friends of the Library or Friends of Recreation and Parks by setting up unnecessary bureaucratic rules.

Prop G would **prevent city employees from getting legal counsel** about sunshine issues from the City Attorney. It would create an atmosphere of fear and uncertainty for San Francisco public servants.

Prop G would **weaken the city's bargaining position** during negotiations with labor as well as private contractors, potentially costing taxpayers millions by requiring the city (but not the other party) to disclose confidential strategy documents during the negotiating process.

Prop G would **open the city to nuisance public records requests**, and, regardless of the quantity or time spent on fulfilling records requests, the city would be prohibited from seeking reimbursement for its costs.

Prop G **requires a huge and costly bureaucracy** to administer.

There's plenty of room for improvement in San Francisco's sunshine, but as San Francisco's good government watchdog, we urge you to vote **NO** on G.

San Francisco Planning and Urban Research Association (SPUR)

The true source of funds used for the printing of this argument is SPUR Urban Issues Committee.

The three largest contributors to the true source recipient committee are: 1. Peter Mezey 2. Anne Halsted 3. Doris Bebb.

TEXT OF PROPOSED ORDINANCE

PROPOSITION G

Note: Within Section 2, deletions are indicated by ~~strike through~~; additions are underlined.

Be it ordained by the People of the City and County of San Francisco:

SECTION 1. TITLE

This initiative may be cited as the Sunshine Ordinance of 1999.

SECTION 2.

Part I of the San Francisco Municipal Code (Administrative Code) is hereby amended in Chapter 67 to read as follows:

ARTICLE I: IN GENERAL

SEC. 67.1 Findings and Purpose.

The Board of Supervisors ~~and the People of the City and County of San Francisco~~ find and declare ~~declares~~:

(a) Government's duty is to serve the public, reaching its decisions in full view of the public.

(b) ~~Commissions~~ Elected officials, commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. ~~This ordinance will assure that their deliberations are conducted before the people and that City. The people do not cede to these entities the right to decide what the people should know about the operations are open to the people's review of local government.~~

(c) ~~Although that is the intent also of California's Ralph M. Brown Act and Public Records Act, the people of California have learned from costly experience that California has a long tradition of laws designed to protect the public's access to the workings of government, every generation of governmental leaders includes officials who feel more comfortable conducting public business away from the scrutiny of those who elect and employ them. New approaches to government constantly offer public officials additional ways to hide the making of public policy from the public, civic issues and new governmental procedures also can erode the public's fundamental rights. Violations of open government principles occur at all levels, from local advisory boards to the highest reaches of the state hierarchy.~~

(d) ~~It is time for San Francisco to reaffirm the plain purpose of the state's open government laws and to apply their underlying principles to local circumstances. No law is self-enforcing. Continued vigilance is essential. As government evolves, so must the laws designed to assure ensure that the process remains visible.~~

(d) The right of the people to know what their government and those acting on behalf of their government are doing is fundamental to

democracy, and with very few exceptions, that right supersedes any other policy interest government officials may use to prevent public access to information. Only in rare and unusual circumstances does the public benefit from allowing the business of government to be conducted in secret, and those circumstances should be carefully and narrowly defined to prevent public officials from abusing their authority.

(e) Public officials who attempt to conduct the public's business in secret should be held accountable for their actions. Only a strong Open Government and Sunshine Ordinance, enforced by a strong Sunshine Ordinance Task Force, can protect the public's interest in open government.

(f) ~~(e)~~ The people of San Francisco ~~enact these amendments, want an open society. They do not give their public servants the right to decide what they should know. The public's right to know is as fundamental as its right to vote. To act on truth, the people must be free to learn the truth. (f) The sun must shine on all the workings of government so the people may put their institutions right when they go wrong. San Francisco enacts this ordinance to assure that~~ in general intent as well as in administrative procedure, the people of this City the city remain in control of the government they have created.

(g) Private entities and individuals and employees and officials of the City and County of San Francisco have rights to privacy that must be respected. However, when a person or entity is before a policy body or passive meeting body, that person, and the public, has the right to an open and public process.

SEC. 67.2 Citation. This Chapter may be cited as the San Francisco Sunshine Ordinance.

ARTICLE II: PUBLIC ACCESS TO MEETINGS

SEC. 67.3 Definitions. Whenever in this Article the following words or phrases are used, they shall mean have the following meanings:

(a) "City" shall mean the City and County of San Francisco.

(b) "Meeting" shall mean any of the following:

(1) a congregation of a majority of the members of a policy body at the same time and place;

(2) a series of gatherings, each of which involves less than a majority of a policy body, to hear, discuss or deliberate upon any item that is within the subject matter jurisdiction of the City, if the cumulative result is that a majority of members has become involved in such gatherings; or

(3) any other use of personal intermediaries or communications media that could permit a majority of the members of a policy body to become aware of an item of business and of the views or positions of other members with respect thereto, and to negotiate consensus thereupon.

(4) "Meeting" shall not include any of the following:

(A) individual contacts or conversations between a member of a policy body and ~~a constituent which~~ another person that do not convey to the member the views or positions of other members upon the subject matter of the contact or conversation and in which the member does not solicit or encourage the restatement of the views of the other members;

(B) the attendance of a majority of the members of a policy body at a regional, statewide or national conference, or at a meeting organized to address a topic of local community concern and open to the public, provided that a majority of the members refrains from using the occasion to collectively discuss the topic of the gathering or any other business within the subject matter jurisdiction of the City; or

(C) the attendance of a majority of the members of a policy body at a purely social, recreational or ceremonial occasion other than one sponsored or organized by or for the policy body itself, provided that a majority of the members refrains from using the occasion to discuss any business within the subject matter jurisdiction of this body. A meal gathering of a policy body before, during or after a business meeting of the body is part of that meeting and shall be conducted only under circumstances that permit public access to hear and observe the discussion of members. Such meetings shall not be conducted in restaurants or other accommodations where public access is possible only in consideration of making a purchase or some other payment of value.

(D) ~~the proceedings of any committee having responsibility for the evaluation and improvement of the quality of medical care, mental services, or any other type of health services provided by the City or City-funded providers, including but not limited to committees described in Evidence Code sections 1156 et seq.~~

(E) ~~proceedings of the Department of Social Services Child Welfare Placement and Review Committee or similar committees which exist to consider confidential information and make decisions regarding Department of Social Services clients.~~

(c) "Passive meeting body" shall mean:

(1) Advisory committees created by the initiative of a member of a policy body, the Mayor, or a department head;

(2) Any group that meets to discuss with or

LEGAL TEXT OF PROPOSITION G (CONTINUED)

advise the Mayor or any Department Head on fiscal, economic, or policy issues:

(3) Social, recreational or ceremonial occasions sponsored or organized by or for a policy body to which a majority of the body has been invited.

(4) "Passive meeting body" shall not include a committee that consists solely of employees of the City and County of San Francisco created by the initiative of a member of a policy body, the Mayor, or a department head;

(5) Notwithstanding the provisions of paragraph (4) above, "Passive meeting body" shall include a committee that consists solely of employees of the City and County of San Francisco when such committee is reviewing, developing, modifying, or creating city policies or procedures relating to the public health, safety, or welfare or relating to services for the homeless;

(d) "Policy Body" shall mean:

(1) the Board of Supervisors;

(2) any other board or commission established by enumerated in the charter or;

(3) any board, commission, committee, or other body created by ordinance or resolution of the Board of Supervisors;

or (3) (4) any advisory board, commission, committee or body of the City, created by the initiative of a policy body;

(4) (5) any standing committee of a policy body irrespective of its composition.

A Policy Body (6) "Policy Body" shall not include a committee which consists solely of employees of the City and County of San Francisco, unless such committee was established by charter or by ordinance or resolution of the Board of Supervisors.

(7) Any advisory board, commission, committee, or council created by a federal, state, or local grant whose members are appointed by city officials, employees or agents.

SEC. 67.4. Passive Meetings.

(a) Gatherings as defined in subdivision (5), which shall be known as "passive meetings." All gatherings of passive meeting bodies shall be accessible to individuals upon inquiry and to the extent possible consistent with the facilities in which they occur.

(1) Such gatherings need not be formally noticed, except on the City's website whenever possible, although the time, place and nature of the gathering shall be disclosed upon inquiry by a member of the public, and any agenda actually prepared for the gathering shall be accessible to such inquirers as a public record.

(2) Such gatherings need not be conducted in any particular space for the accommodation of spectators; members of the public, although spectators members of the public shall be permitted to observe on a space avail-

able basis consistent with legal and practical restrictions on occupancy.

(3) Such gatherings of a business nature need not provide opportunities for comment by spectators members of the public, although the person presiding may, in his or her discretion, entertain such questions or comments from spectators as may be relevant to the business of the gathering.

(4) Such gatherings of a social or ceremonial nature need not provide refreshments to spectators.

(5) Gatherings subject to this subsection are include the following: advisory committees or other multimember bodies created in writing or by the initiative of, or otherwise primarily formed or existing to serve as a non-governmental advisor to, a member of a policy body, the Mayor, or the City Administrator, a department head, or any elective officer, and social, recreational or ceremonial occasions sponsored or organized by or for a policy body to which a majority of the body has been invited. This subsection shall not apply to a committee which consists solely of employees of the City and County of San Francisco.

(6) Gatherings defined in subdivision (5) may hold closed sessions under any circumstances allowed by this Article or the Ralph M. Brown Act.

(b) To the extent not inconsistent with state or federal law, a policy body shall include in any contract with an entity that owns, operates or manages any property in which the City has or will have an ownership interest, including a mortgage, and on which the entity performs a government function related to the furtherance of health, safety or welfare, a requirement that any meeting of the governing board of the entity to address any matter relating to the property or its government related activities on the property, or performance under the contract or grant, be conducted as provided in subdivision (a) of this section. Records made available to the governing board relating to such matters shall be likewise available to the public, at a cost not to exceed the actual cost up to 10 cents per page, or at a higher actual cost as demonstrated in writing to such governing board.

SEC. 67.5. Meetings To Be Open And Public; Application Of Brown Act.

All meetings of any policy body shall be open and public, and governed by the provisions of the Ralph M. Brown Act (Government Code Sections 54950 et. seq.) and of this article. In case of inconsistent requirements under the Brown Act and this article, the requirement which would result in greater or more expeditious public access shall apply.

SEC. 67.6 Conduct Of Business; Time And Place For Meetings.

(a) Each policy body, except for advisory bodies, shall establish by resolution or motion the time and place for holding regular meetings.

(b) Unless otherwise required by state or federal law or necessary to inspect real property or personal property which cannot be conveniently brought within the territory of the City and County of San Francisco or to meet with residents residing on property owned by the City, or to meet with residents of another jurisdiction to discuss actions of the policy body that affect those residents, all meetings of its policy bodies shall be held within the City and County of San Francisco.

(c) If a regular meeting would otherwise fall on a holiday, it shall instead be held on the next business day, unless otherwise rescheduled in advance.

(d) If, because of fire, flood, earthquake or other emergency, it would be unsafe to meet ~~in the customary location, the~~ at the regular meeting place, meetings may be held for the duration of the emergency at some other place specified by the policy body. The change of meeting site shall be announced, by the most rapid means of communication available at the time, in a notice to the local media who have requested written notice of special meetings pursuant to Government Code Section 54956. Reasonable attempts shall be made to contact others regarding the change in meeting location.

(e) Meetings of ~~advisory~~ passive meeting bodies as specified in section ~~67.3(e)(3)~~ 67.6(d)(4) of this article shall be preceded by notice delivered personally or by mail, e-mail, or facsimile as reasonably requested at least ~~24~~ 72 hours before the time of such meeting to each person who has requested, in writing, notice of such meeting. If the advisory body elects to hold regular meetings, it shall provide by bylaws, or whatever other rule is utilized by that advisory body for the conduct of its business, for the time and place for holding such regular meetings. In such case, no notice of regular meetings, other than the posting of an agenda pursuant to Section 67.7 of this article in the place used by the policy body ~~or executive officer~~ which it advises, is required.

(f) Special meetings of any policy body, including advisory bodies that choose to establish regular meeting times, may be called at any time by the presiding officer thereof or by a majority of the members thereof, by delivering personally or by mail written notice to each member of ~~the board or commission and to each local newspaper, radio or television station requesting notice~~ such policy body and the local media who have requested written

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~~notice of special meetings~~ in writing. Such notice ~~must~~ of a special meeting shall be delivered ~~personally or by mail as described in (c)~~ at least ~~24~~ 72 hours before the time of such meeting as specified in the notice. The ~~call and~~ notice shall specify the time and place of the special meeting and the business to be transacted. No other business shall be considered at such meetings ~~by the board or commission~~. Such written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the ~~presiding officer or secretary of the board body~~ or commission a written waiver of notice. Such waiver may be given by telegram. Such written notice may also be dispensed with as to any member who is actually present at the meeting at the time it convenes. Each special meeting shall be held at the regular meeting place of the policy body except that the policy body may designate an alternate meeting place provided that such alternate location is specified in the ~~call and~~ notice of the special meeting; further provided that the ~~call and~~ notice of the special meeting shall be given at least 15 days prior to said special meeting being held at an alternate location. This provision shall not apply where the alternative meeting location is located within the same building as the regular meeting place.

(g) If a meeting must be canceled, continued or rescheduled for any reason, notice of such change shall be provided to the public as soon as is reasonably possible, including posting of a cancellation notice in the same manner as described in section 67.7(c), and mailed notice if sufficient time permits.

SEC. 67.7 Agenda Requirements; Regular Meetings.

(a) At least 72 hours before a regular meeting, a policy body shall post an agenda containing a meaningful description of each item of business to be transacted or discussed at the meeting. Agendas shall specify for each item of business the proposed action or a statement the item is for discussion only. In addition, a policy body shall post a current agenda on its Internet site at least 72 hours before a regular meeting.

(b) A description is meaningful if it is sufficiently clear and specific to alert a person of average intelligence and education whose interests are affected by the item that he or she may have reason to attend the meeting or seek more information on the item. The description should be brief, concise and written in plain, easily understood English. ~~It may~~ shall refer to any explanatory documents that have been provided to the policy body in connection with an agenda item, such as correspondence or reports, and such documents shall be posted adjacent to the agenda or, if such documents

are of more than one page in length, ~~made~~ available for public inspection and copying at a ~~stated~~ location ~~indicated on the agenda~~ during normal office hours.

(c) The agenda shall specify the time and location of the regular meeting and shall be posted in a location that is freely accessible to members of the public.

(d) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a policy body may respond to statements made or questions posed by persons exercising their public testimony rights, to the extent of asking a question for clarification, providing a reference to staff or other resources for factual information, or requesting staff to report back to the body at a subsequent meeting concerning the matter raised by such testimony.

(e) Notwithstanding subdivision (d), the policy body may take action on items of business not appearing on the posted agenda under any of the following conditions:

(1) Upon a determination by a majority vote of the body that an accident, natural disaster or work force disruption poses a threat to public health and safety.

(2) Upon a good faith, reasonable determination by a two-thirds vote of the body, or, if less than two-thirds of the members are present, a unanimous vote of those members present, that (A) the need to take immediate action on the item is so imperative as to threaten serious injury to the public interest if action were deferred to a subsequent special or regular meeting, or relates to a purely commendatory action, and (B) that the need for such action came to the attention of the body subsequent to the agenda being posted as specified in subdivision (a).

(3) The item was on an agenda posted pursuant to subdivision (a) for a prior meeting of the body occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

(f) Each board and commission enumerated in the charter shall ensure that agendas for ~~each~~ regular and special ~~meeting meetings~~ are made available to speech and hearing impaired persons through telecommunications devices for the deaf, telecommunications relay services or equivalent systems, and, upon request, to sight impaired persons through Braille or enlarged type.

(g) Each policy body shall ensure that ~~notices and~~ agendas for ~~each~~ regular and special ~~meeting meetings~~ shall include the following notice:

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE.

(Chapter 67 of the San Francisco Administrative Code)

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

FOR MORE INFORMATION ON YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE OR TO REPORT A VIOLATION OF THE ORDINANCE, CONTACT THE SUNSHINE ORDINANCE TASK FORCE.

(h) Each agenda of a policy body covered by this Sunshine Ordinance shall include the address, area code and phone number, fax number, e-mail address, and a contact person's name for the Sunshine Ordinance Task Force. Information on how to obtain a free copy of the Sunshine Ordinance shall be included on each agenda.

SEC. 67.7-1. Public Notice Requirements.

(a) Any public notice that is mailed, posted or published by a City department, board, agency or commission to residents residing within a specific area to inform those residents of a matter that may impact their property or that neighborhood area, shall be brief, concise and written in plain, easily understood English.

(b) The notice should inform the residents of the proposal or planned activity, the length of time planned for the activity, the effect of the proposal or activity, and a telephone contact for residents who have questions.

(c) If the notice informs the public of a public meeting or hearing, then the notice shall state that persons who are unable to attend the public meeting or hearing may submit to the City, by the time the proceeding begins, written comments regarding the subject of the meeting or hearing, that these comments will be made a part of the official public record, and that the comments will be brought to the attention of the person or persons conducting the public meeting or hearing. The notice should also state the name and address of the person or persons to whom those written comments should be submitted.

SEC. 67.8. Agenda Disclosures: Closed Sessions.

(a) In addition to the brief general description of items to be discussed or acted upon in open and public session, the agenda posted pursuant to Government Code Section 54954.2, any mailed notice given pursuant to

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Government Code Section 54954.1, and any call and notice delivered to the local media and posted pursuant to Government Code Section 54956 shall specify and disclose the nature of any closed sessions by providing all of the following information:

(1) With respect to a closed session held pursuant to Government Code Section 54956.7:

LICENSE/PERMIT DETERMINATION:

applicant(s)

The space shall be used to specify the number of persons whose applications are to be reviewed.

(2) With respect to every item of business to be discussed in closed session pursuant to Government Code Section 54956.8:

CONFERENCE WITH REAL PROPERTY NEGOTIATOR

Property:

Person(s) negotiating:

Under negotiation: Price

Terms of payment Both

The space under "Property" shall be used to list an address, including cross streets where applicable, or other description or name which permits a reasonably ready identification of each parcel or structure subject to negotiation. The space under "Person(s) negotiating" shall be used to identify the person or persons with whom negotiations concerning that property are in progress. The spaces under "Under negotiation" shall be checked off as applicable to indicate which issues are to be discussed.

(3) With respect to every item of business to be discussed in closed session pursuant to Government Code Section 54956.9, either:

CONFERENCE WITH LEGAL COUNSEL

Existing litigation:

Unspecified to protect service of process

Unspecified to protect settlement posture

or:

CONFERENCE WITH LEGAL COUNSEL

Anticipated litigation:

As defendant As plaintiff

The space under "Existing litigation" shall be used to specifically identify a case under discussion pursuant to subdivision (a) of Government Code Section 54956.9, including the case name, court, and case number, unless the identification would jeopardize the City's ability to effectuate service of process upon one or more unserved parties, in which instance the space in the next succeeding line shall be checked, or unless the identification would jeopardize the City's ability to conclude existing settlement negotiations to its advantage, in which instance the space in the next succeeding line shall be checked. If the closed session is called pursuant to subdivision (b) or

(c) of Section 54956.9, the appropriate space shall be checked under "Anticipated litigation" to indicate the City's anticipated position as defendant or plaintiff respectively. If more than one instance of anticipated litigation is to be reviewed, space may be saved by entering the number of separate instances in the "As defendant" or "As plaintiff" spaces or both as appropriate. ~~The disclosure required by this section for anticipated litigation shall not apply to boards and commissions whose closed sessions are governed by charter section 3.500(f), except for the Board of Supervisors, unless and until a charter amendment is adopted repealing the provisions of that section relating to closed sessions.~~

(4) With respect to every item of business to be discussed in closed session pursuant to Government Code Section 54957, either:

THREAT TO PUBLIC SERVICES OR FACILITIES

Name, title and agency of law enforcement

officer(s) to be conferred with:

or:

PUBLIC EMPLOYEE APPOINTMENT/HIRING

Title/description of position(s) to be filled:

PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Position and, in the case of a routine evaluation,

name of employee(s) being evaluated:

or:

PUBLIC EMPLOYEE DISMISSAL

Number of employees affected:

or:

(5) With respect to every item of business to be discussed in closed session pursuant to Government Code Section 54957.6, either:

CONFERENCE WITH NEGOTIATOR — COLLECTIVE BARGAINING

Name and title of City's negotiator:

Organization(s) representing:

Police officers, firefighters and airport police

Transit Workers

Nurses

Miscellaneous Employees

Anticipated issue(s) under negotiation:

Wages

Hours

Benefits

Working Conditions

Other (specify if known)

All

Where renegotiating a memorandum of understanding or negotiating a successor memorandum of understanding, the name of the memorandum of understanding:

In case of multiple items of business under the same category, lines may be added and the location of information may be reformatted to eliminate unnecessary duplication and space,

so long as the relationship of information concerning the same item is reasonably clear to the reader. As an alternative to the inclusion of lengthy lists of names or other information in the agenda, or as a means of adding items to an earlier completed agenda, the agenda may incorporate by reference separately prepared documents containing the required information, so long as copies of those documents are posted adjacent to the agenda within the time periods required by Government Code Sections 54954.2 and 54956 and provided with any mailed or delivered notices required by Sections 54954.1 or 54956.

Section 67.8-1 Additional Requirements for Closed Sessions

(a) All closed sessions of any policy body covered by this Ordinance shall be either audio recorded or audio and video recorded in their entirety and all such recordings shall be retained for at least TEN years, or permanently where technologically and economically feasible. Closed session recordings shall be made available whenever all rationales for closing the session are no longer applicable. Recordings of closed sessions of a policy body covered by this Ordinance, wherein the justification for the closed session is due to "anticipated litigation" shall be released to the public in accordance with any of the following provisions: TWO years after the meeting if no litigation is filed; UPON EXPIRATION of the statute of limitations for the anticipated litigation if no litigation is filed; as soon as the controversy leading to anticipated litigation is settled or concluded.

(b) Each agenda item for a policy body covered by this ordinance that involve existing litigation shall identify the court, case number, and date the case was filed on the written agenda. For each agenda item for a group covered by this ordinance that involves anticipated litigation, the City Attorney's Office or the policy body shall disclose at any time requested and to any member of the public whether such anticipated litigation developed into litigation and shall identify the court, case number, and date the case was filed.

SEC. 67.9. Agendas And Related Materials: Public Records.

(a) Agendas of meetings and any other documents on file with the clerk of the policy body, when intended for distribution to all, or a majority of all, of the members of a policy body in connection with a matter anticipated for discussion or consideration at a public meeting shall be made available to the public. To the extent possible, such documents shall

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also be made available through the policy body's Internet site. However, this disclosure need not include any material exempt from public disclosure under ~~Government Code Sections 6253.5, 6254, or 6254.7~~ this ordinance.

(b) Records which are subject to disclosure under subdivision (a) and which are intended for distribution to ~~the~~ a policy body prior to commencement of a public meeting shall be made available for public inspection and copying upon request prior to commencement of such meeting, whether or not actually distributed to or received by the body at the time of the request.

(c) Records which are subject to disclosure under subdivision (a) and which are distributed during a public meeting but prior to commencement of their discussion shall be made available for public inspection prior to commencement of, and during, their discussion.

(d) Records which are subject to disclosure under subdivision a) and which are distributed during their discussion at a public meeting shall be made available for public inspection immediately or as soon thereafter as is practicable.

(e) A policy body may charge a duplication fee of one cent per page for a copy of a public record prepared for consideration at a public meeting, unless a special fee has been established pursuant to the procedure set forth in section 67.28(d). Neither this section nor the California Public Records Act (Government Code sections 6250 et seq.) shall be construed to limit or delay the public's right to inspect any record required to be disclosed by that act, whether or not distributed to a policy body.

SEC. 67.10 Closed Sessions: ~~Public Facilities And Employees~~ PERMITTED TOPICS. A policy body may, ~~but is not required to~~, hold closed sessions:

(a) With the Attorney General, district attorney, sheriff, or chief of police, or their respective deputies, on matters posing a threat to the security of public buildings or a threat to the public's right of access to public services or public facilities.

(b) To consider the appointment, employment, evaluation of performance, or dismissal of a City employee, if the policy body has the authority to appoint, employ, or dismiss the employee, or to hear complaints or charges brought against the employee by another person or employee unless the employee complained of requests a public hearing. The body may exclude from any such public meeting, and shall exclude from any such closed meeting, during the comments of a complainant, any or all other complainants in the matter. The term "employee" as used in this section shall not include any elected official, member of a

policy body or applicant for such a position, or person providing services to the City as an independent contractor or the employee thereof, including but not limited to independent attorneys or law firms providing legal services to the City for a fee rather than a salary.

(c) Notwithstanding section (b), an Executive Compensation Committee established ~~under pursuant to a~~ Memorandum of Understanding with the Municipal Executives Association may meet in closed session when evaluating the performance of an individual officer or employee subject to that Memorandum of Understanding or when establishing performance goals for such an officer or employee where the setting of such goals requires discussion of that individual's performance.

~~(d) This section shall not apply to boards and commissions whose closed sessions are governed by charter section 3.500(f), except for the Board of Supervisors, unless and until a charter amendment is adopted repealing the provisions of that section relating to closed sessions.~~

SEC. 67.11 Closed Sessions: Pending Litigation.

~~(a) A policy body, based~~

~~(d) Based~~ on advice of its legal counsel, and on a motion and vote in open session to assert the attorney-client privilege, ~~may hold a closed session~~ to confer with, or receive advice from, its legal counsel regarding pending litigation when discussion in open session concerning those matters would ~~likely and unavoidably~~ prejudice the position of the City in that litigation. ~~(b) Litigation shall be considered pending when any of the following circumstances exist:~~

(1) An adjudicatory proceeding before a court, administrative body exercising its adjudicatory authority, hearing officer, or arbitrator, to which the City is a party, has been initiated formally; or —

(2) A point has been reached where, in the opinion of the policy body on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the City, or the body is meeting only to decide whether a closed session is authorized pursuant to that advice or, based on those facts and circumstances, the body has decided to initiate or is deciding whether to initiate litigation.

~~(e) (3) A closed session may not be held under this section to consider the qualifications or engagement of an independent contract attorney or law firm, for litigation services or otherwise.~~

~~(d) Prior to holding a closed session pursuant to this section, the policy body shall disclose the justification for its closure either by entries in the appropriate categories on the~~

~~agenda or, in the case of an item added to the agenda based on a finding of necessity and urgency, by an oral announcement specifying the same information.~~

~~(e) This section shall not apply to boards and commissions whose closed sessions are governed by charter section 3.500(f), except for the Board of Supervisors, unless and until a charter amendment is adopted repealing the provisions of that section relating to closed sessions.~~

SEC. 67.12 Closed Sessions: Employee Salaries And Benefits.

~~(a) A policy body with authority over~~
~~(c) With the City's designated representatives regarding matters within the scope of collective bargaining or meeting and conferring with public employee organizations may hold closed sessions when a policy body has authority over such matters.~~

~~with the City's designated representatives regarding such matters~~ Closed (1) Such closed sessions shall be for the purpose of reviewing the City's position and instructing its designated representatives and may take place solely prior to and during active consultations and discussions between the City's designated representatives and the representatives of employee organizations or the unrepresented employees. A policy body shall not discuss compensation or other contractual matters in closed session with one or more employees directly interested in the outcome of the negotiations.

~~(b) (2) In addition to the closed sessions authorized by subdivision (a) subsection 67.10(c)(1), a policy body subject to Government Code Section 3501 may hold closed sessions with its designated representatives on mandatory subjects within the scope of representation of its represented employees, as determined pursuant to Section 3504.~~

SEC. 67.13 67.11. Statement Of Reasons For Closed Sessions.

Prior to any closed session, a policy body shall state the general reason or reasons for the closed session, and ~~may cite~~ shall cite the statutory authority, including the specific section and subdivision, or other legal authority under which the session is being held. In the closed session, the policy body may consider only those matters covered in its statement. In the case of regular and special meetings, the statement shall be made in the form of the agenda disclosures and specifications required by Section 67.8 of this article. In the case of adjourned and continued meetings, the statement shall be made with the same disclosures and specifications required by Section 67.8 of this article, as part of the notice provided for

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the meeting.

In the case of an item added to the agenda as a matter of urgent necessity, the statement shall be made prior to the determination of urgency and with the same disclosures and specifications as if the item had been included in the agenda pursuant to Section 67.8 of this article. Nothing in this section shall require or authorize a disclosure of information prohibited by state or federal law.

SEC. 67.14 67.12. Disclosure Of Closed Session Discussions and Actions.

(a) After every closed session, a policy body may in its discretion and in the public interest, disclose to the public any portion of its discussion ~~which that~~ is not confidential under federal or state law, the Charter, or non-waivable privilege. The body shall, by motion and vote in open session, elect either to disclose no information or to disclose the information ~~which that~~ a majority deems to be in the public interest. The disclosure shall be made through the presiding officer of the body or such other person, present in the closed session, whom he or she designates to convey the information.

(b) A policy body shall publicly report any action taken in closed session and the vote or abstention of every member present thereon, as follows:

(1) Real Property Negotiations: Approval given to ~~the~~ a policy body's negotiator concerning real estate negotiations pursuant to Government Code Section 54956.8 shall be reported as soon as the agreement is final. If its own approval renders the agreement final, the policy body shall report that approval, the substance of the agreement and the vote thereon in open session immediately. If final approval rests with ~~the~~ another party to the negotiations, the body shall disclose the fact of that approval, the substance of the agreement and the body's vote or votes thereon upon inquiry by any person, as soon as the other party or its agent has informed the body of its approval. If notwithstanding the final approval there are conditions precedent to the final consummation of the transaction, or there are multiple contiguous or closely located properties that are being considered for acquisition, the document referred to in subdivision (b) of this section need not be disclosed until the condition has been satisfied or the agreement has been reached with respect to all the properties, or both.

(2) Litigation: Direction or approval given to the body's legal counsel to prosecute, defend or seek or refrain from seeking appellate review or relief, or to otherwise enter as a party, intervenor or amicus curiae in any form of litigation as the result of a consultation ~~under pursuant to~~ Government Code Section 54956.9 shall be reported in open session as

soon as given, or at the first meeting after an adverse party has been served in the matter if immediate disclosure of the City's intentions would be contrary to the public interest. The report shall identify the adverse party or parties, any co-parties with the City, any existing claim or order to be defended against or any factual circumstances or contractual dispute giving rise to the City's complaint, petition or other litigation initiative. ~~This section shall not apply to boards and commissions whose closed sessions are governed by charter section 3.500(f), except for the Board of Supervisors, unless and until a charter amendment is adopted repealing the provisions of that section relating to closed sessions.~~

(3) Settlement: A policy body shall neither solicit nor agree to any term in a settlement which would preclude the release ~~, upon request by the public,~~ of the text of the settlement itself and any related documentation communicated to or received from the adverse party or parties. ~~Any written settlement agreement and any documents attached to or referenced in the settlement agreement shall be made publicly available at least 10 calendar days before the meeting of the policy body at which the settlement is to be approved to the extent that the settlement would commit the City or a department thereof to adopting, modifying, or discontinuing an existing policy, practice or program or otherwise acting other than to pay an amount of money less than \$50,000. The agenda for any meeting in which a settlement subject to this section is discussed shall identify the names of the parties, the case number, the court, and the material terms of the settlement.~~ Where the disclosure of documents in a litigation matter that has been settled could ~~affect be detrimental to the city's interest in pending litigation on a closely related case arising from the same facts or incident and involving a party not a party to or otherwise aware of the settlement,~~ the documents required to be disclosed by subdivision (b) of this section need not be disclosed until the ~~closely related~~ other case is settled or otherwise finally concluded. ~~This section shall not be applicable to the Airports Commission, the Port Commission or the Public Utilities Commission.~~

(4) Employee Actions: Action taken to appoint, employ, dismiss, transfer or accept the resignation of a public employee in closed session pursuant to Government Code Section 54957 shall be reported immediately in a manner that names the employee, the action taken and position affected and, in the case of dismissal for a violation of law or of the policy of the City, the reason for dismissal. "Dismissal" within the meaning of this ordinance includes any termination of employment at the will of

the employer rather than of the employee, however characterized. The proposed terms of any separation agreement shall be immediately disclosed as soon as presented to the body, and its final terms shall be immediately disclosed upon approval by the body. ~~Except for information required to be disclosed by the Ralph M. Brown Act, this section shall not apply to boards and commissions whose closed sessions are governed by charter section 3.500(f), except for the Board of Supervisors, unless and until a charter amendment is adopted repealing the provisions of that section relating to closed sessions.~~

(5) Collective Bargaining: Any collectively bargained agreement shall be made publicly available at least 15 calendar days before the meeting of the policy body to which the agreement is to be reported.

(c) Reports required to be made immediately may be made orally or in writing, but shall be supported by copies of any contracts, settlement agreements, or other documents related to the transaction that were finally approved or adopted in the closed session and that embody the information required to be disclosed ~~by immediate report,~~ immediately shall be provided to any person who ~~requested such copies in~~ has made a written request ~~submitted within 24 hours of~~ regarding that item following the posting of the agenda, or who has made a standing request for all such documentation as part of a request for notice of meetings pursuant to Government Code Sections 54954.1 or 54956.

(d) A written summary of the information required to be immediately reported pursuant to this section, or documents embodying that information, shall be posted by the close of business on the next business day following the meeting, in the place where the meeting agendas of the body are posted.

SEC. 67.15 67.13. Barriers To Attendance Prohibited.

(a) No policy body shall conduct any meeting, conference or other function in any facility that excludes persons on the basis of actual or presumed class identity or characteristics, or which is inaccessible to persons with physical disabilities, or where members of the public may not be present without making a payment or purchase. Whenever the Board of Supervisors, ~~or~~ a board or commission enumerated in the charter, or ~~a permanent sub-quorum~~ any committee of the governing board or commission ~~thereof~~ anticipates that the number of persons attending the meeting will exceed the legal capacity of the meeting room, any public address system used to amplify sound in the meeting room shall be

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extended by supplementary speakers to permit the overflow audience to listen to the proceedings in an adjacent room or passageway, unless such supplementary speakers would disrupt the operation of a City office.

(b) Each board and commission enumerated in the charter shall provide sign language interpreters or note-takers at each regular meeting, ~~providing~~ provided that a request for such services is communicated to the secretary ~~to~~ or clerk of the board or commission at least 48 hours before the meeting, except for Monday meetings, for which the deadline shall be 4 p.m. of the last business day of the preceding week.

(c) Each board and commission enumerated in the charter shall ensure that accessible seating for persons with disabilities, including those using wheelchairs, is made available for each regular and special meeting.

(d) Each board and commission enumerated in the charter shall include on the agenda for each ~~general~~ regular and special meeting the following statement: "In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City accommodate these individuals."

(e) The Board of Supervisors shall seek to provide translators at each of its regular meeting of the full Board of Supervisors and Board Committees meetings and all meetings of its committees for each language requested, where the translation is necessary to enable San Francisco residents with limited English proficiency to participate in the proceedings. However, it is projected that the use of provided that a request for such translation services will most likely be required at the Board of Supervisors and Board Committee meetings held in the community where community members have limited English proficiency. The request for translation services shall be communicated to the Clerk of the Board of Supervisors at least 48 hours before the meeting. When the Board or Committee meets for meetings on a Monday or a Tuesday, the request must be made by noon of the last business day of the preceding week. The Clerk of the Board of Supervisors shall first solicit volunteers from the ranks of City employees and/or from the community to serve as translators. If volunteers are not available the Clerk of the Board of Supervisors may next solicit translators from non-profit agencies, which may be compensated. If these options do not provide the necessary translation services, the Clerk may employ professional translators. The unavailability of a translator shall not affect the ability of the Board of Supervisors or its committees to deliberate or vote upon any

matter presented to them. In any calendar year in which the costs to the City for providing translator services under ~~Subsection (c)~~ this subsection exceeds \$20,000, the Board of Supervisors shall, as soon as possible thereafter, review the provisions of ~~Subsection (c)~~. ~~The provisions of Subsection (c) shall expire on December 31, 1998. this subsection.~~

~~SEC. 67.16~~ SEC. 67.14. Tape Recording, Filming And Still Photography.

(a) Any person attending an open and public meeting of a policy body shall have the right to record the proceedings with an audio or video ~~tape~~ recorder or a still or motion picture camera, or to broadcast the proceedings, in the absence of a reasonable finding of the policy body that the recording or broadcast cannot continue without such noise, illumination or obstruction of view as to constitute a persistent disruption of the proceedings.

(b) Each board and commission enumerated in the charter shall ~~tape~~ audio record each regular and special meeting. Each such ~~tape~~ audio recording, and any audio or video ~~tape~~ recording of a meeting of any other policy body made at the direction of the policy body shall be a public record subject to inspection pursuant to the California Public Records Act (Government Code Section 6250 et seq.), and shall not be erased or destroyed ~~for at least seven calendar days, provided that if during that seven day period a written request for inspection or copying of that record is made, the tape shall not be destroyed or erased until the requested inspection or copying has been accomplished.~~ Inspection of any such ~~video or tape~~ recording shall be provided without charge on ~~a tape recorder~~ an appropriate play back device made available by the City.

~~SEC. 67.17- 67.15.~~ Public Testimony ~~At Regular And Certain Special Meetings.~~

(a) Every agenda for regular meetings shall provide an opportunity for members of the public to directly address a policy body on items of interest to the public that are within policy body's subject matter jurisdiction, provided that no action shall be taken on any item not appearing on the agenda unless the action is otherwise authorized by section 67.7(e) of this article. However, in the case of a meeting of the Board of Supervisors, the agenda need not provide an opportunity for members of the public to address the Board on any item that has already been considered by a committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the committee on the item, before or during the committee's consideration of the item, unless the item has been substantially changed since the committee

heard the item, as determined by the Board.

(b) Every agenda for special meetings at which action is proposed to be taken on an item shall provide an opportunity for each member of the public to directly address the body concerning that item prior to action thereupon.

(c) A policy body may adopt reasonable regulations to ensure that the intent of subdivisions (a) and (b) are carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Each policy body shall adopt a rule providing that each person wishing to speak on an item before the body at a regular or special meeting shall be permitted to be heard once for up to three minutes. Time limits shall be applied uniformly to members of the public wishing to testify.

(d) A policy body shall not abridge or prohibit public criticism of the policy, procedures, programs or services of the City, or of any other aspect of its proposals or activities, or of the acts or omissions of the body, on the basis that the performance of one or more public employees is implicated, or on any basis other than reasonable time constraints adopted in regulations pursuant to subdivision (c) of this section.

(e) To facilitate public input, any agenda changes or continuances shall be announced by the presiding officer of a policy body at the beginning of a meeting, or as soon thereafter as the change or continuance becomes known to such presiding officer.

~~SEC 67.16~~ SEC 67.18. Minutes.

The clerk ~~of the Board of Supervisors and the clerk or secretary~~ of each board and commission enumerated in the charter shall record the minutes for each regular and special meeting of the board or commission. The minutes shall state the time the meeting was called to order, the names of the members attending the meeting, the roll call vote on each matter considered at the meeting, the time the board or commission began and ended any closed session, the names of the members and the names, and titles where applicable, of any other persons attending any closed session, a list of those members of the public who spoke on each matter if the speakers identified themselves, whether such speakers supported or opposed the matter, a brief summary of each person's statement during the public comment period for each agenda item, and the time the meeting was adjourned. Any person speaking during a public comment period may supply a brief written summary of their comments

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which shall, if no more than 150 words, be included in the minutes.

The draft minutes of each meeting shall be available for inspection and copying upon request no later than ten working days after the meeting. The officially adopted minutes shall be available for inspection and copying upon request no later than ten working days after the meeting at which the minutes are adopted. Upon request, minutes required to be produced by this section shall be made available in Braille or increased type size.

SEC. ~~67.19~~ 67.17. Public Comment By Members Of Policy Bodies.

Every member of a policy body retains the full constitutional rights of a citizen to comment publicly on the wisdom or propriety of government actions, including those of the policy body of which he or she is a member. Policy bodies shall not sanction, reprove or deprive members of their rights as elected or appointed officials for expressing their judgments or opinions, including those which deal with the perceived inconsistency of non-public discussions, communications or actions with the requirements of state or federal law or of this ordinance. The release of specific factual information made confidential by state or federal law including, but not limited to, the privilege for confidential attorney-client communications, may be the basis for a request for injunctive or declaratory relief, of a complaint to the Mayor seeking an accusation of misconduct, or both.

ARTICLE III: PUBLIC INFORMATION AND PUBLIC RECORDS

SEC. 67.20. Definitions. Whenever in this article the following words or phrases are used, they shall mean:

(a) "Department" shall mean a department of the City and County of San Francisco.

(b) "Public Information" shall mean the content of "public records" as defined in the California Public Records Act (Government Code Section 6252), whether provided in documentary form or in an oral communication. "Public Information" shall not include "computer software" developed by the City and County of San Francisco as defined in the California Public Records Act (Government Code Section 6254.9).

(c) "Supervisor of Records" shall mean the City Attorney.

SEC. ~~67.21~~ Release Of Documentary Public Information. (a)

SEC. 67.21. Process for Gaining Access to Public Records: Administrative Appeals

(a) Every person having custody of any public record or public information, as defined

herein, (hereinafter referred to as a custodian of a public record) shall, at normal times and during normal and reasonable hours of operation, without unreasonable delay, and without requiring an appointment, permit the public record, or any segregable portion of a record, to be inspected and examined by any person and shall furnish one copy thereof upon payment of a reasonable copying charge, not to exceed the lesser of the actual cost or ten cents per page.

(b) A custodian of a public record shall, as soon as possible and within ten days following receipt of a request for inspection or copy of a public record, comply with such request. Such request may be delivered to the office of the custodian by the requester orally or in writing by fax, postal delivery, or e-mail. If the custodian believes the record or information requested is not a public record or is exempt, the custodian shall justify withholding any record by demonstrating, in writing as soon as possible and within ten days following receipt of a request, that the record in question is exempt under express provisions of this ordinance.

(c) A custodian of a public record shall assist a requester in identifying the existence, form, and nature of any records or information maintained by, available to, or in the custody of the custodian, whether or not the contents of those records are exempt from disclosure and shall, when requested to do so, provide in writing within seven days following receipt of a request, a statement as to the existence, quantity, form and nature of records relating to a particular subject or questions with enough specificity to enable a requester to identify records in order to make a request under (b). A custodian of any public record, when not in possession of the record requested, shall assist a requester in directing a request to the proper office or staff person.

(d) If the custodian refuses, fails to comply, or incompletely complies with a request described in (b), the person making the request may petition the supervisor of records for a determination whether the record requested is public. The supervisor of records shall inform the petitioner, as soon as possible and within 10 days of its determination whether the record requested, or any part of the record requested, is public. Where requested by the petition, and where otherwise desirable, this determination shall be in writing. Upon the determination by the supervisor of records that the record is public, the supervisor of records shall immediately order the custodian of the public record to comply with the person's request. If the custodian refuses or fails to comply with any such order within 5 days, the supervisor of records shall notify the district attorney or the attorney general who shall take

whatever measures she or he deems necessary and appropriate to insure compliance with the provisions of this ordinance.

(e) If the custodian refuses, fails to comply, or incompletely complies with a request described in (b) above or if a petition is denied or not acted on by the supervisor of public records, the person making the request may petition the Sunshine Task Force for a determination whether the record requested is public. The Sunshine Task Force shall inform the petitioner, as soon as possible and within 2 days after its next meeting but in no case later than 45 days from when a petition in writing is received, of its determination whether the record requested, or any part of the record requested, is public. Where requested by the petition, and where otherwise desirable, this determination shall be in writing. Upon the determination that the record is public, the Sunshine Task Force shall immediately order the custodian of the public record to comply with the person's request. If the custodian refuses or fails to comply with any such order within 5 days, the Sunshine Task Force shall notify the district attorney or the attorney general who may take whatever measures she or he deems necessary to insure compliance with the provisions of this ordinance. The Board of Supervisors and the City Attorney's office shall provide sufficient staff and resources to allow the Sunshine Task Force to fulfill its duties under this provision. Where requested by the petition, the Sunshine Task Force may conduct a public hearing concerning the records request denial. An authorized representative of the custodian of the public records requested shall attend any hearing and explain the basis for its decision to withhold the records requested.

(f) The administrative remedy provided under this article shall in no way limit the availability of other administrative remedies provided to any person with respect to any officer or employee of any agency, executive office, department or board; nor shall the administrative remedy provided by this section in any way limit the availability of judicial remedies otherwise available to any person requesting a public record. If a custodian of a public record refuses or fails to comply with the request of any person for inspection or copy of a public record or with an administrative order under this section, the superior court shall have jurisdiction to order compliance.

(g) In any court proceeding pursuant to this article there shall be a presumption that the record sought is public, and the burden shall be upon the custodian to prove with specificity the exemption which applies.

(h) On at least an annual basis, and as other-

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wise requested by the Sunshine Ordinance Task Force, the supervisor of public records shall prepare a tally and report of every petition brought before it for access to records since the time of its last tally and report. The report shall at least identify for each petition the record or records sought, the custodian of those records, the ruling of the supervisor of public records, whether any ruling was overturned by a court and whether orders given to custodians of public records were followed. The report shall also summarize any court actions during that period regarding petitions the Supervisor has decided. At the request of the Sunshine Ordinance Task Force, the report shall also include copies of all rulings made by the supervisor of public records and all opinions issued.

(i) The San Francisco City Attorney's office shall act to protect and secure the rights of the people of San Francisco to access public information and public meetings and shall not act as legal counsel for any city employee or any person having custody of any public record for purposes of denying access to the public. The City Attorney may publish legal opinions in response to a request from any person as to whether a record or information is public. All communications with the City Attorney's Office with regard to this ordinance, including petitions, requests for opinion, and opinions shall be public records.

(g) Notwithstanding the provisions of this section, the City Attorney may defend the City or a City Employee in litigation under this ordinance that is actually filed in court to any extent required by the City Charter or California Law.

(h) Release of documentary public information, whether for inspection of the original or by providing a copy, shall be governed by the California Public Records Act (Government Code Section 6250 et seq.) in any particulars not addressed by this ~~article (b)~~ ordinance and in accordance with the enhanced disclosure requirements provided in this ordinance.

(i) Inspection and copying of documentary public information stored in electronic form shall be made available to the person requesting the information in any form requested which is available to or easily generated by the department, its officers or employees, including disk, tape, printout or monitor at a charge no greater than the cost of the media on which it is duplicated ~~plus the direct costs of equipment, supplies and labor costs associated with duplicating the electronic file which is requested.~~ Inspection of documentary public information on a computer monitor need not be allowed where the information sought is necessarily and unseparably intertwined with information not subject to disclosure under the California Public Records Act and this ordi-

nance. Nothing in this section shall require a department to program or reprogram a computer to respond to a request for information or to release information where the release of that information would violate a licensing agreement or copyright law.

SEC. 67.21-1. Policy Regarding Use and Purchase of Computer Systems

(a) ~~(e)~~ It is the policy of the City and County of San Francisco to utilize computer technology in order to reduce the cost of public records management, including the costs of collecting, maintaining, and disclosing records subject to disclosure to members of the public under this section. To the extent that it is technologically and economically feasible, departments that use computer systems to collect and store public records shall program and design these systems to ensure convenient, efficient, and economical public access to records and shall make public records easily accessible over public networks such as the Internet.

(b) ~~(d)~~ Departments purchasing new computer systems shall attempt to reach the following goals as a means to achieve lower costs to the public in connection with the public disclosure of records:

(1) Implementing a computer system in which exempt information is segregated or filed separately from otherwise disclosable information.

(2) Implementing a system that permits reproduction of electronic copies of records in a format that is generally recognized as an industry standard format.

(3) Implementing a system that permits making records available through the largest non-profit, non-proprietary public computer network, consistent with the requirement for security of information.

SEC. 67.22. Release Of Oral Public Information. Release of oral public information shall be accomplished as follows:

(a) Every department head shall designate a person or persons ~~known~~ knowledgeable about the affairs of the department, to provide information, including oral information, to the public about the department's operations, plans, policies and positions. The department head may designate himself or herself for this assignment, but in any event shall arrange that an alternate be available for this function during the absence of the person assigned primary responsibility. If a department has multiple bureaus or divisions, the department may designate a person or persons for each bureau or division to provide this information.

(b) The role of the person or persons so designated shall be to provide information on as timely and responsive a basis as possible to

those members of the public who are not requesting information from a specific person. This section shall not be interpreted to curtail existing informal contacts between employees and members of the public when these contacts are occasional, acceptable to the employee and the department, not disruptive of his or her operational duties and confined to accurate information not confidential by law.

(c) No employee shall be required to respond to an inquiry or inquiries from an individual if it would take the employee more than fifteen minutes to obtain the information responsive to the inquiry or inquiries.

(d) Public employees shall not be discouraged from or disciplined for the expression of their personal opinions on any matter of public concern while not on duty, so long as the opinion (1) is not represented as that of the department and does not misrepresent the department position; and (2) does not disrupt coworker relations, impair discipline or control by superiors, erode a close working relationship premised on personal loyalty and confidentiality, interfere with the employee's performance of his or her duties or obstruct the routine operation of the office in a manner that outweighs the employee's interests in expressing that opinion. In adopting this subdivision, the Board of Supervisors intends merely to restate and affirm court decisions recognizing the First Amendment rights enjoyed by public employees. Nothing in this section shall be construed to provide rights to City employees beyond those recognized by courts, now or in the future, under the First Amendment, or to create any new private cause of action or defense to disciplinary action.

(e) Notwithstanding any other provisions of this ordinance, public employees shall not be discouraged from or disciplined for disclosing any information that is public information or a public record to any journalist or any member of the public. Any public employee who is disciplined for disclosing public information or a public record shall have a cause of action against the City and the supervisor imposing the discipline.

SEC. 67.23. Public Review File — Policy Body Communications.

(a) The clerk of the Board of Supervisors and the clerk of each board and commission enumerated in the charter shall maintain a file, accessible to any person during normal office hours, containing a copy of any letter, memorandum or other communication which the clerk has distributed to or received from a quorum of the policy body concerning a matter calendared by the body within the previous 30

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days or likely to be calendared within the next 30 days, irrespective of subject matter, origin or recipient, except commercial solicitations, periodical publications or communications exempt from disclosure under the California Public Records Act (Government Code Section 6250 et seq.) and not deemed disclosable under Section 67.24 of this article.

(b) Communications, as described in subsection (a), sent or received in the last three business days shall be maintained in chronological order in the office of the department head or at a place nearby, clearly designated to the public. After documents have been on file for two full days, they may be removed, and, in the discretion of the board or commission, placed in a monthly chronological file.

(c) Multiple-page reports, studies or analyses which are accompanied by a letter or memorandum of transmittal need not be included in the file so long as the letter or memorandum of transmittal is included.

SEC. 67.24. ~~Non-exempt~~ Public Information That Must be Disclosed.

Notwithstanding ~~the~~ a department's legal discretion to withhold certain information under the California Public Records Act, the following policies shall govern specific types of documents and information and shall provide enhanced rights of public access to information and records:

(a) Drafts and Memoranda.

(1) Except as provided in subparagraph (2), no preliminary draft or department memorandum, whether in printed or electronic form, shall be exempt from disclosure under Government Code Section 6254, subdivision (a) if it is normally kept on file or any other provision. If such a document, it is not normally kept on file and would otherwise be disposed of, its factual content is not exempt under subdivision (a). Only the recommendation of the author may, in such circumstances, be withheld as exempt.

(2) Draft versions of an agreement being negotiated by representatives of the City with some other party need not be disclosed immediately upon creation but must be preserved and made available for public review for 10 days prior to the presentation of the agreement for approval by a policy body, unless the body finds that and articulates how the public interest would be unavoidably and substantially harmed by compliance with this 10 day rule, provided that policy body as used in this subdivision does not include committees. In the case of negotiations for a contract, lease or other business agreement in which an agency of the City is offering to provide facilities or services in direct competition with other public or private entities that are not required by law to make their competing proposals public or do

not in fact make their proposals public, the policy body may postpone public access to the final draft agreement until it is presented to it for approval. ~~Earlier versions and/or drafts of agreements shall not be subject to disclosure if the public interest in withholding such records clearly outweighs the public interest in disclosure as provided by California Government Code section 6254(a).~~

(b) Litigation Material.

(1) Notwithstanding any exemptions otherwise provided by law, the following are public records subject to disclosure under this Ordinance:

(i) A pre-litigation (1) No prelitigation claim against the City or any other ;

(ii) A record previously received or created by a department in the ordinary course of business, shall be exempt from disclosure under Government Code section 6254, subdivision (b) that was not attorney/client privileged when it was previously received or created;

(iii) Advice on compliance with, analysis of, an opinion concerning liability under, or any communication otherwise concerning the California Public Records Act, the Ralph M. Brown Act, the Political Reform Act, any San Francisco governmental ethics code, or this Ordinance.

(2) Unless otherwise privileged under California law, when litigation is finally adjudicated or otherwise settled, records of all communications between the department and the adverse party shall be subject to disclosure, including the text and terms of any settlement.

(c) Personnel Information. None of the following shall be exempt from disclosure under Government Code Section 6254, subdivision (c), or any other provision of California Law where disclosure is not forbidden:

(1) The job pool characteristics and employment and education histories of all successful job applicants, including at a minimum the following information as to each successful job applicant:

(i) Sex, age and ethnic group;
(ii) Years of graduate and undergraduate study, degree(s) and major or discipline;
(iii) Years of employment in the private and/or public sector;

(iv) Whether currently employed in the same position for another public agency.

(v) Other non-identifying particulars as to experience, credentials, aptitudes, training or education entered in or attached to a standard employment application form used for the position in question.

(2) The professional biography or curriculum vitae of any employee, provided that the home address, home telephone number, social security number, age, and marital status of the employee shall be redacted.

(3) The job description of every employment

classification.

(4) The exact gross salary and City-paid benefits available to every employee.

(5) Any memorandum of understanding between the City or department and a recognized employee organization.

(6) The amount, basis, and recipient of any performance-based increase in compensation, benefits, or both, or any other bonus, awarded to any employee, which shall be announced during the open session of a policy body at which the award is approved.

(7) The record of any confirmed misconduct of a public employee involving personal dishonesty, misappropriation of public funds, resources or benefits, unlawful discrimination against another on the basis of status, abuse of authority, or violence, and of any discipline imposed for such misconduct.

(d) Law Enforcement Information. ~~No records pertaining to any investigation, arrest or other law enforcement activity shall be exempt from disclosure under Government Code Section 6254, subdivision (f) beyond the point where the prospect of an enforcement action has been terminated by either a court or a prosecutor. When such a point has been reached, related records of law enforcement activity shall be accessible, except that individual items of information in the following categories may be withheld: the names of witnesses (whose distinct identities may be indicated by substituting an alphabetical letter for each individual interviewed); personal and otherwise private information unrelated to the reasons for which the law enforcement action was commenced or terminated; the identity of a confidential source; secret investigative techniques or procedures; or information whose disclosure would endanger law enforcement personnel.~~

The District Attorney, Chief of Police, and Sheriff are encouraged to cooperate with the press and other members of the public in allowing access to local records pertaining to investigations, arrests, and other law enforcement activity. However, no provision of this ordinance is intended to abrogate or interfere with the constitutional and statutory power and duties of the District Attorney and Sheriff as interpreted under Government Code section 25303, or other applicable state law or judicial decision. Records pertaining to any investigation, arrest or other law enforcement activity shall be disclosed to the public once the District Attorney or court determines that a prosecution will not be sought against the subject involved, or once the statute of limitations for filing charges has expired, whichever occurs first. Notwithstanding the occurrence

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of any such event, individual items of information in the following categories may be segregated and withheld if, on the particular facts, the public interest in nondisclosure clearly and substantially outweighs the public interest in disclosure:

(1) the names of juvenile witnesses (whose identities may nevertheless be indicated by substituting a number or alphabetical letter for each individual interviewed);

(2) personal or otherwise private information related to or unrelated to the investigation if disclosure would constitute an unwarranted invasion of privacy;

(3) the identity of a confidential source;

(4) secret investigative techniques or procedures;

(5) information whose disclosure would endanger law enforcement personnel; or

(6) information whose disclosure would endanger the successful completion of an investigation where the prospect of enforcement proceedings is concrete and definite.

This subdivision shall not exempt from disclosure any portion of any record of a concluded inspection or enforcement action by an officer or department responsible for regulatory protection of the public health, safety, or welfare.

(c) Contracts, Bids and Proposals

(1) Contracts, contractors' bids, responses to requests for proposals and all other records of communications between the department and persons or firms seeking contracts shall be open to inspection immediately after a contract has been awarded. Nothing in this provision requires the disclosure of a private person's or organization's net worth or other proprietary financial data submitted for qualification for a contract or other benefit until and unless that person or organization is awarded the contract or benefit. All bidders and contractors shall be advised that information provided which is covered by this subdivision will be made available to the public upon request. Immediately after any review or evaluation or rating of responses to a Request for Proposal ("RFP") has been completed, evaluation forms and score sheets and any other documents used by persons in the RFP evaluation or contractor selection process shall be available for public inspection. The names of scorers, graders or evaluators, along with their individual ratings, comments, and score sheets or comments on related documents, shall be made immediately available after the review or evaluation of a RFP has been completed.

(2) Notwithstanding the provisions of this subdivision or any other provision of this ordinance, the Director of Public Health may withhold from disclosure proposed and final rates of payment for managed health care contracts if the Director determines that public disclo-

sure would adversely affect the ability of the City to engage in effective negotiations for managed health care contracts. The authority to withhold this information applies only to contracts pursuant to which the City (through the Department of Public Health) either pays for health care services or receives compensation for providing such services, including mental health and substance abuse services, to covered beneficiaries through a pre-arranged rate of payment. This provision also applies to rates for managed health care contracts for the University of California, San Francisco, if the contract involves beneficiaries who receive services provided jointly by the City and University. This provision shall not authorize the Director to withhold rate information from disclosure for more than three years.

(3) During the course of negotiations for:

(i) personal, professional, or other contractual services not subject to a competitive process or where such a process has arrived at a stage where there is only one qualified or responsive bidder;

(ii) leases or permits having total anticipated revenue or expense to the City and County of five hundred thousand dollars (\$500,000) or more or having a term of ten years or more; or

(iii) any franchise agreements.

all documents exchanged and related to the position of the parties, including draft contracts, shall be made available for public inspection and copying upon request. In the event that no records are prepared or exchanged during negotiations in the above-mentioned categories, or the records exchanged do not provide a meaningful representation of the respective positions, the city attorney or city representative familiar with the negotiations shall, upon a written request by a member of the public, prepare written summaries of the respective positions within five working days following the final day of negotiation of any given week. The summaries will be available for public inspection and copying. Upon completion of negotiations, the executed contract, including the dollar amount of said contract, shall be made available for inspection and copying. At the end of each fiscal year, each City department shall provide to the Board of Supervisors a list of all sole source contracts entered into during the past fiscal year. This list shall be made available for inspection and copying as provided for elsewhere in this Article.

(f) Budgets and Other Financial Information. Budgets, whether tentative, proposed or adopted, for the City or any of its departments, programs, projects or other categories, and all bills, claims, invoices, vouchers or other records of payment obligations as well as records of actual disbursements showing the amount paid, the payee and the purpose for

which payment is made, other than payments for social or other services whose records are confidential by law, shall not be exempt from disclosure under any circumstances.

(g) Neither the City nor any office, employee, or agent thereof may assert California Public Records Act sec. 6255 or any similar provision as the basis for withholding any documents or information requested under this ordinance.

(h) Neither the City nor any office, employee, or agent thereof may assert an exemption for withholding for any document or information based on a "deliberative process" exemption, either as provided by California Public Records Act sec. 6255 or any other provision of law that does not prohibit disclosure.

(i) Neither the City, nor any office, employee, or agent thereof, may assert an exemption for withholding for any document or information based on a finding or showing that the public interest in withholding the information outweighs the public interest in disclosure. All withholdings of documents or information must be based on an express provision of this ordinance providing for withholding of the specific type of information in question or on an express and specific exemption provided by California Public Records Act that is not forbidden by this ordinance.

SEC. 67.25. Immediacy Of Response.

(a) Notwithstanding the 10-day period for response to a request permitted in Government Code Section 6256 and in this Article, a written request for information described in any category of non-exempt public information ~~in Section 67.24 of this Article which~~ shall be satisfied no later than the close of business on the day following the day of the request. This deadline shall apply only if the words "Immediate Disclosure Request" are ~~written~~ placed across the top of the request and on the envelope, subject line, or cover sheet in which the request is transmitted. ~~These~~ Maximum deadlines provided in this article are appropriate for more extensive or demanding requests, but shall not be used to delay fulfilling a simple, routine or otherwise readily answerable request.

(b) If the voluminous nature of the information requested, its location in a remote storage facility or the need to consult with another interested department warrants an extension of 10 days as provided in Government Code Section 6456.1, the requester shall be notified as required by the close of business on the business day following the request.

(c) The person seeking the information need not state his or her reason for making the

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request or the use to which the information will be put, and requesters shall not be routinely asked to make such a disclosure. Where a record being requested contains information most of which is exempt from disclosure under the California Public Records Act and this article, however, the City Attorney or custodian of the record may inform the requester of the nature and extent of the non-exempt information and inquire as to the requester's purpose for seeking it, in order to suggest alternative sources for the information which may involve less redaction or to otherwise prepare a response to the request.

(d) Notwithstanding any provisions of California Law or this ordinance, in response to a request for information describing any category of non-exempt public information, when so requested, the City and County shall produce any and all responsive public records as soon as reasonably possible on an incremental or "rolling" basis such that responsive records are produced as soon as possible by the end of the same business day that they are reviewed and collected. This section is intended to prohibit the withholding of public records that are responsive to a records request until all potentially responsive documents have been reviewed and collected. Failure to comply with this provision is a violation of this article.

SEC. 67.26. Minimum Withholding Kept to a Minimum.

No record shall be withheld from disclosure in its entirety unless all information contained in it is exempt from disclosure under express provisions of the California Public Records Act or of some other statute. Information that is exempt from disclosure shall be masked, deleted or otherwise segregated in order that the nonexempt portion of a requested record may be released, and keyed by footnote or other clear reference to the appropriate justification for withholding required by section 67.27 of this article. This work shall be done personally by the attorney or other staff member conducting the exemption review. ~~If that employee's work in redaction and footnoting exceeds one hour, the requester may be required to pay that extra increment of time at the pro rata hourly salary rate of the~~ The work of responding to a public records request and preparing documents for disclosure shall be considered part of the regular work duties of any city employee. ~~Staff time used to locate or collect, and no fee shall be charged to the requester to cover the personnel costs of responding to a records for review or copying shall not be included as chargeable request.~~

SEC. 67.27. Justification Of Withholding.

Any withholding of information shall be justified, in writing, as follows:

(a) A withholding under a specific permissive exemption in the California Public Records Act, or elsewhere, which permissive exemption is not forbidden to be asserted by this ordinance, shall cite that authority and explain in factual terms how the public interest would be harmed by disclosure.

(b) A withholding on the basis that disclosure is prohibited by law shall cite the specific statutory authority in the Public Records Act or elsewhere.

(c) A withholding on the basis that disclosure would incur civil or criminal liability shall cite any specific statutory or case law, or any other public agency's litigation experience, supporting that position.

(d) When a record being requested contains information, most of which is exempt from disclosure under the California Public Records Act and this Article, the custodian shall inform the requester of the nature and extent of the nonexempt information and suggest alternative sources for the information requested, if available.

SEC. 67.28. Fees For Duplication.

(a) No fee shall be charged for making public records available for review.

(b) For documents routinely produced in multiple copies for distribution, e.g. meeting agendas and related materials, unless a special fee has been established pursuant to subdivision (d) of this section, a fee not to exceed one cent per page may be charged, plus any postage costs.

(c) For documents assembled and copied to the order of the requester, unless a special fee has been established pursuant to subdivision (d) of this section, a fee not to exceed 10 cents per page may be charged, plus any postage.

(d) A department may establish and charge a higher fee than the one cent presumptive fee in subdivision (b) and the 10 cent presumptive fee in subdivision (c) if it prepares and posts an itemized cost analysis establishing that its cost per page impression exceeds 10 cents or one cent, as the case may be. The cost per page impression shall include the following costs: one sheet of paper; one duplication cycle of the copying machine in terms of toner and other specifically identified operation or maintenance factors, excluding electrical power ~~and one unit of operator labor calculated as the average hourly pay, excluding benefits, of the employee classification normally assigned to copy records, divided by 60, divided by the average number of copies per minute produced by the machines used in the department.~~ Any such cost analysis shall identify the ~~employee classification used for the labor component and the~~ manufacturer, model, vendor and maintenance contractor, if any, of the copying machine or machines referred to.

(e) Video copies of video recorded meetings shall be provided to the public upon request for \$10.00 or less per meeting.

SEC. 67.29. Index To Records.

Each department may cooperate with any voluntary effort by an interested and competent individual or organization to compile a master index to the types of records it maintains, including those it creates and those it receives in the ordinary course of business. The City and County shall prepare a public records index that identifies the types of information and documents maintained by City and County departments, agencies, boards, commissions, and elected officers. The index shall be for the use of City officials, staff and the general public, and shall be organized to permit a general understanding of the types of information maintained, by which officials and departments, for which purposes and for what periods of retention, and under what manner of organization for accessing, e.g. by reference to a name, a date, a proceeding or project, or some other referencing system. The index need not be in such detail as to identify files or records concerning a specific person, transaction or other event, but shall clearly indicate where and how records of that type are kept. Any such master index shall be reviewed by appropriate staff for accuracy and presented for formal adoption to the administrative official or policy body responsible for the indexed records. The City Administrator shall be responsible for the preparation of this records index. The City Administrator shall report on the progress of the index to the Sunshine Ordinance Task Force on at least a semi-annual basis until the index is completed. Each department, agency, commission and public official shall cooperate with the City Administrator to identify the types of records it maintains, including those documents created by the entity and those documents received in the ordinary course of business and the types of requests that are regularly received. Each department, agency, commission and public official is encouraged to solicit and encourage public participation to develop a meaningful records index. The index shall clearly and meaningfully describe, with as much specificity as practicable, the individual types of records that are prepared or maintained by each department, agency, commission or public official of the City and County. The index shall be sufficient to aid the public in making an inquiry or a request to inspect. Any changes in the department, agency, commission or public official's practices or procedures affecting the accuracy of the information provided to the

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LEGAL TEXT OF PROPOSITION G (CONTINUED)

City Administrator shall be recorded by the City Administrator on a periodic basis so as to maintain the integrity and accuracy of the — Any changes in the department's practices or procedures that would affect the accuracy of the index shall thereafter be reported by the responsible staff to the board, commission, or elective officer, as the case may be, as the basis for a corresponding revision of the index. The index shall be continuously maintained on the City's World Wide Website and made available at public libraries within the City and County of San Francisco.

SEC. 67.29-1. Records Survive Transition of Officials.

All documents prepared, received, or maintained by the Office of the Mayor, by any elected city and county official, and by the head of any City or County Department are the property of the City and County of San Francisco. The originals of these documents shall be maintained consistent with the records retention policies of the City and County of San Francisco.

SEC. 67.29-2. Internet Access/World Wide Web Minimum Standards

Each department of the City and County of San Francisco shall maintain on a World Wide Web site, or on a comparable, readily accessible location on the Internet, information that it is required to make publicly available. Each department is encouraged to make publicly available through its World Wide Web site, as much information and as many documents as possible concerning its activities. At a minimum, within six months after enactment of this provision, each department shall post on its World Wide Web site all meeting notices required under this ordinance, agendas and the minutes of all previous meetings of its policy bodies for the last three years. Notices and agendas shall be posted no later than the time that the department otherwise distributes this information to the public, allowing reasonable time for posting. Minutes of meetings shall be posted as soon as possible, but in any event within 48 hours after they have been approved. Each department shall make reasonable efforts to ensure that its World Wide Web site is regularly reviewed for timeliness and updated on at least a weekly basis. The City and County shall also make available on its World Wide Web site, or on a comparable, readily accessible location on the Internet, a current copy of the City Charter and all City Codes.

Section 67.29-3

Any future agreements between the city and an advertising space provider shall be public records and shall include as a basis for the termination of the contract any action by, or per-

mitted by, the space provider to remove or deface or otherwise interfere with an advertisement without first notifying the advertiser and the city and obtaining the advertiser's consent. In the event advertisements are defaced or vandalized, the space provider shall provide written notice to the city and the advertiser and shall allow the advertiser the option of replacing the defaced or vandalized material. Any request by any city official or by any space provider to remove or alter any advertising must be in writing and shall be a public record.

SEC. 67.29-4 Lobbyist On Behalf of the City.

(a) Any lobbyist who contracts for economic consideration with the City and County of San Francisco to represent the City and County in matters before any local, regional, state, or federal administrative or legislative body shall file a public records report of their activities on a quarterly basis with the San Francisco Ethics Commission. This report shall be maintained by the Ethics Commission and not be exempt from disclosure. Each quarterly report shall identify all financial expenditures by the lobbyist, the individual or entity to whom each expenditure was made, the date the expenditure was made, and specifically identify the local, state, regional or national legislative or administrative action the lobbyist supported or opposed in making the expenditure. The failure to file a quarterly report with the required disclosures shall be a violation of this Ordinance.

(b) No person shall be deemed a lobbyist under section (a), unless that person receives or becomes entitled to receive at least \$300 total compensation in any month for influencing legislative or administrative action on behalf of the City and County of San Francisco or has at least 25 separate contacts with local, state, regional or national officials for the purpose of influencing legislative or administrative action within any two consecutive months. No business or organization shall be deemed as a lobbyist under section (a) unless it compensates its employees or members for their lobbying activities on behalf of the City and County of San Francisco, and the compensated employees or members have at least 25 separate contacts with local, state, regional or national officials for the purpose of influencing legislative or administrative action within any two consecutive months. "Total compensation" shall be calculated by combining all compensation received from the City and County of San Francisco during the month for lobbying activities on matters at the local, state, regional or national level. "Total number of contacts" shall be calculated by combining all contacts made during the two-month period on behalf of the City and County of San Francisco for all lobbying activities on matters at the local, state, regional or national level.

(c) Funds of the City and County of San Francisco, including organizational dues, shall not be used to support any lobbying efforts to restrict public access to records, information, or meetings, except where such effort is solely for the purpose of protecting the identity and privacy rights of private citizens.

SEC. 67.29-5 Calendars of Certain Officials

The Mayor, The City Attorney, and every Department Head shall keep or cause to be kept a daily calendar wherein is recorded the time and place of each meeting or event attended by that official, with the exclusion of purely personal or social events at which no city business is discussed and that do not take place at City Offices or at the offices or residences of people who do substantial business with or are otherwise substantially financially affected by actions of the city. For meetings not otherwise publicly recorded, the calendar shall include a general statement of issues discussed. Such calendars shall be public records and shall be available to any requester three business days subsequent to the calendar entry date.

SEC. 67.29-6 Sources of Outside Funding

No official or employee or agent of the city shall accept, allow to be collected, or direct or influence the spending of, any money, or any goods or services worth more than one hundred dollars in aggregate, for the purpose of carrying out or assisting any City function unless the amount and source of all such funds is disclosed as a public record and made available on the website for the department to which the funds are directed. When such funds are provided or managed by an entity, and not an individual, that entity must agree in writing to abide by this ordinance. The disclosure shall include the names of all individuals or organizations contributing such money and a statement as to any financial interest the contributor has involving the City.

SEC. 67.29-7 Correspondence And Records Shall Be Maintained

(a) The Mayor and all Department Heads shall maintain and preserve in a professional and businesslike manner all documents and correspondence, including but not limited to letters, e-mails, drafts, memorandum, invoices, reports and proposals and shall disclose all such records in accordance with this ordinance.

(b) The Department of Elections shall keep and preserve all records and invoices relating to the design and printing of ballots and other election materials and shall keep and preserve records documenting who had custody of bal-

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LEGAL TEXT OF PROPOSITION G (CONTINUED)

lots from the time ballots are cast until ballots are received and certified by the Department of Elections.

(c) In any contract, agreement or permit between the City and any outside entity that authorizes that entity to demand any funds or fees from citizens, the City shall ensure that accurate records of each transaction are maintained in a professional and businesslike manner and are available to the public as public records under the provisions of this ordinance. Failure of an entity to comply with these provisions shall be grounds for terminating the contract or for imposing a financial penalty equal to one-half of the fees derived under the agreement or permit during the period of time when the failure was in effect. Failure of any Department Head under this provision shall be a violation of this ordinance. This paragraph shall apply to any agreement allowing an entity to tow or impound vehicles in the City and shall apply to any agreement allowing an entity to collect any fee from any persons in any pretrial diversion program.

ARTICLE IV: POLICY IMPLEMENTATION

SEC. 67.30. The Sunshine Ordinance Task Force.

(a) There is hereby established a task force to be known as the Sunshine Ordinance Task Force consisting of eleven thirteen voting members appointed by the Board of Supervisors. All members must have experience and/or demonstrated interest in the issues of citizen access and participation in local government. Two members shall be appointed from individuals whose names have been submitted by the local chapter of the Society of Professional Journalists, one of whom shall be an attorney and one of whom shall be a local journalist. One member shall be appointed from the press or electronic media who has an interest in the issues of citizen access and participation in local government. One member shall be appointed from individuals whose names have been submitted by the local chapter of the League of Women Voters. Four Five members shall be members of the public who have demonstrated interest in or have experience in the issues of citizen access and participation in local government. Two members shall be members of the public experienced in consumer advocacy. One member shall be a journalist from a racial/ethnic-minority-owned news organization and shall be appointed from individuals whose names have been submitted by New California Media. At all times the task force shall include at least one member who shall be a member of the public who is disabled physically handicapped and who has demonstrated interest in citizen access and participation in local government. The Mayor or

his or her designee, and the Clerk of the Board of Supervisors and or his or her designee, shall serve as non-voting members of the task force. The City Attorney shall serve as legal advisor to the task force. The Sunshine Ordinance Task Force shall, at its request, have assigned to it an attorney from within the City Attorney's Office or other appropriate City Office, who is experienced in public-access law matters. This attorney shall serve solely as a legal advisor and advocate to the Task Force and an ethical wall will be maintained between the work of this attorney on behalf of the Task Force and any person or Office that the Task Force determines may have a conflict of interest with regard to the matters being handled by the attorney.

(b) The term of each appointive member shall be two years unless earlier removed by the Board of Supervisors. In the event of such removal or in the event a vacancy otherwise occurs during the term of office of any appointive member, a successor shall be appointed for the unexpired term of the office vacated in a manner similar to that described herein for the initial members. The task force shall elect a chair from among its appointive members. The term of office as chair shall be one year. Members of the task force shall serve without compensation.

(c) The task force shall advise the Board of Supervisors and provide information to other City departments on appropriate ways in which to implement this chapter. The task force shall develop appropriate goals to ensure practical and timely implementation of this chapter. The task force shall propose to the Board of Supervisors amendments to this chapter. The task force shall report to the Board of Supervisors at least once annually on any practical or policy problems encountered in the administration of this chapter. The Task Force shall receive and review the annual report of the Supervisor of Public Records and may request additional reports or information as it deems necessary. The Task Force shall make referrals to a municipal office with enforcement power under this ordinance or under the California Public Records Act and the Brown Act whenever it concludes that any person has violated any provisions of this ordinance or the Acts. The Task Force shall, from time to time as it sees fit, issue public reports evaluating compliance with this ordinance and related California laws by the City or any Department, Office, or Official thereof.

(d) In addition to the powers specified above, the Task Force shall possess such powers as the Board of Supervisors may confer upon it by ordinance or as the People of San Francisco shall confer upon it by initiative.

(e) The Task Force Commission shall approve by-laws specifying a general schedule

for meetings, requirements for attendance by Task Force members, and procedures and criteria for removing members for non-attendance.

SEC. 67.31. Responsibility for Administration.

The Mayor shall administer and coordinate the implementation of the provisions of this chapter for departments under his or her control. The Mayor shall administer and coordinate the implementation of the provisions of this chapter for departments under the control of board and commissions appointed by the Mayor. Elected officers shall administer and coordinate the implementation of the provisions of this chapter for departments under their respective control. The Clerk of the Board of Supervisors shall provide a full-time staff person to perform administrative duties for the Sunshine Ordinance Task Force and to assist any person in gaining access to public meetings or public information. The Clerk of the Board of Supervisors shall provide that staff person with whatever facilities and equipment are necessary to perform said duties.

SEC. 67.32. Provision of Services to other Agencies: Sunshine Required

It is the policy of the City and County of San Francisco to ensure opportunities for informed civic participation embodied in this Ordinance to all local, state, regional and federal agencies and institutions with which it maintains continuing legal and political relationships. Officers, agents and other representatives of the City shall continually, consistently and assertively work to seek commitments to enact open meetings, public information and citizen comment policies by these agencies and institutions, including but not limited to the Presidio Trust, the San Francisco Unified School District, the San Francisco Community College District, the San Francisco Transportation Authority, the San Francisco Housing Authority, the Treasure Island Development Authority, the San Francisco Redevelopment Authority and the University of California. To the extent not expressly prohibited by law, copies of all written communications with the above identified entities and any City employee, officer, agent, or and representative, shall be accessible as public records. To the extent not expressly prohibited by law, any meeting of the governing body of any such agency and institution at which City officers, agents or representatives are present in their official capacities shall be open to the public, and this provision cannot be waived by any City officer, agent or representative. The city shall give no subsidy in money, tax abatements, land, or services to any

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LEGAL TEXT OF PROPOSITION G (CONTINUED)

private entity unless that private entity agrees in writing to provide the city with financial projections (including profit and loss figures) and annual audited financial statements for the project thereafter, for the project upon which the subsidy is based and all such projections and financial statements shall be public records that must be disclosed.

SEC. 67.33. Department Head Declaration.

All City department heads and all City management employees and all employees or officials who are required to sign an affidavit of financial interest with the Ethics Commission shall sign an annual affidavit or declaration stating under penalty of perjury that they have read the Sunshine Ordinance and have attended or will attend when next offered, a training session on the Sunshine Ordinance, to be held at least once annually. The affidavit or declarations shall be maintained by the Ethics Commission and shall be available as a public record. Annual training shall be provided by the San Francisco City Attorney's Office with the assistance of the Sunshine Ordinance Task Force.

SEC. 67.34. Willful Failure Shall be Official Misconduct.

The willful failure of any elected official, department head, or other managerial city employee to discharge any duties imposed by the Sunshine Ordinance, the Brown Act or the Public Records Act shall be deemed official misconduct. Complaints involving allegations of willful violations of this ordinance, the Brown Act or the Public Records Act by elected officials or department heads of the City and County of San Francisco shall be handled by the Ethics Commission.

SEC. 67.35. Enforcement Provisions

(a) Any person may institute proceedings for injunctive relief, declaratory relief, or writ of mandate in any court of competent jurisdiction to enforce his or her right to inspect or to receive a copy of any public record or class of public records under this Ordinance or to enforce his or her right to attend any meeting required under this Ordinance to be open, or to compel such meeting to be open.

(b) A court shall award costs and reasonable attorneys' fees to the plaintiff who is the prevailing party in an action brought to enforce this Ordinance.

(c) If a court finds that an action filed pursuant to this section is frivolous, the City and County may assert its rights to be paid its reasonable attorneys' fees and costs.

(d) Any person may institute proceedings for enforcement and penalties under this act in any court of competent jurisdiction or before the Ethics Commission if enforcement action is

not taken by a city or state official 40 days after a complaint is filed.

SEC. 67.36. Sunshine Ordinance Supersedes other local laws

The provisions of this Sunshine Ordinance supersede other local laws. Whenever a conflict in local law is identified, the requirement which would result in greater or more expedited public access to public information shall apply.

SEC. 67.37. ~~SEC. 67.32~~ Severability.

The provisions of this chapter are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this chapter, or the invalidity of the application thereof to any person or circumstances, shall not affect the validity of the remainder of this chapter, or the validity of its application to other persons or circumstances.

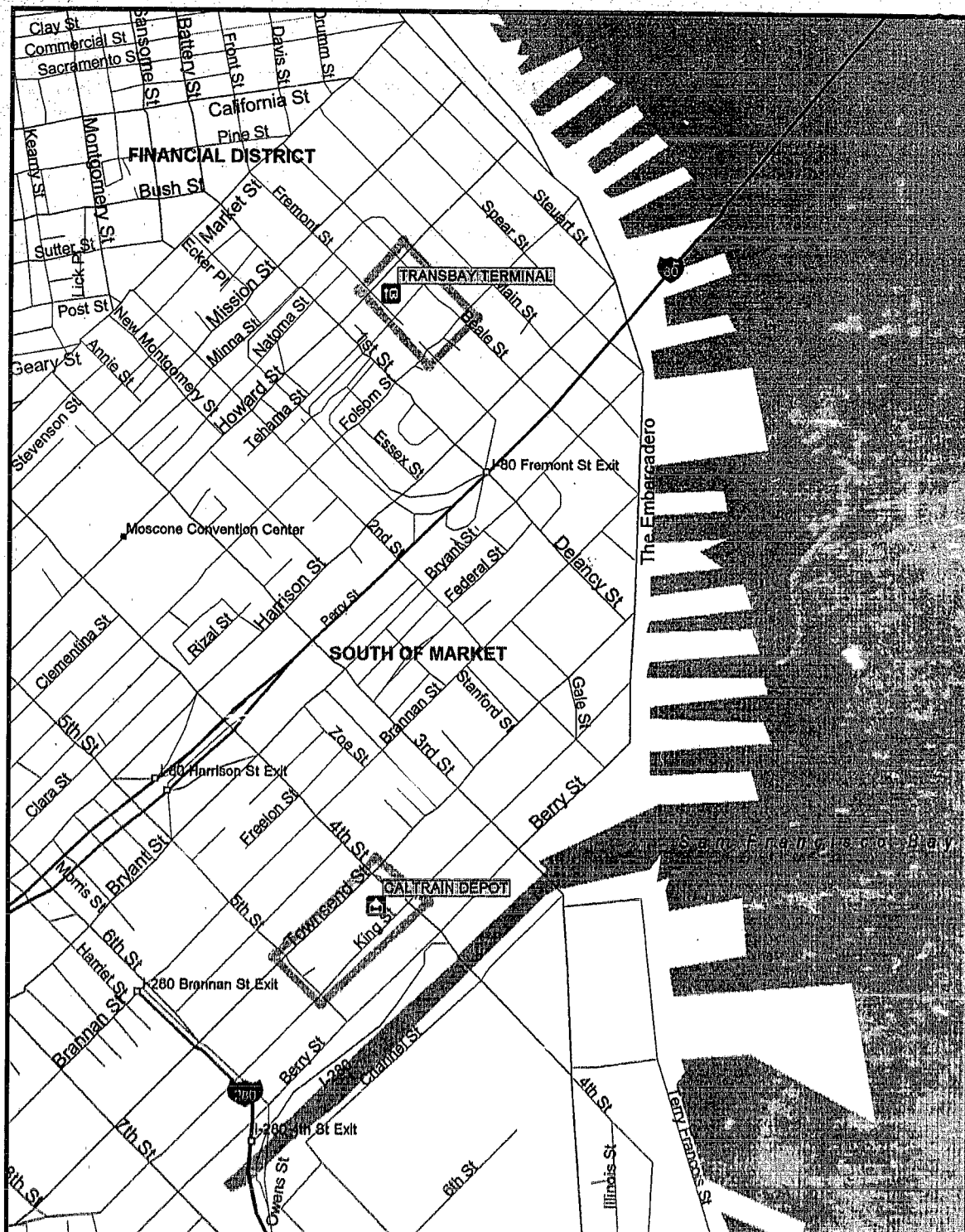
-end of Chapter 67-

SECTION. 3. SEVERABILITY.

The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this chapter, or the invalidity of the application thereof to any person or circumstances, shall not affect the validity of the remainder of this chapter, or the validity of its application to other persons or circumstances.

SECTION. 4. EFFECTIVE DATE

This ordinance shall become effective on January 1, 2000.



Proposition H – Downtown Caltrain Station

Downtown Caltrain Station



PROPOSITION H

Shall the City pursue extending Caltrain from the Fourth and Townsend Streets station to a new or rebuilt station on the site of the Transbay Terminal, as well as other improvements in Caltrain facilities and services?

YES ➡
NO ➡

Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: Caltrain is a publicly owned and managed commuter railroad service which runs between Gilroy and the San Francisco station located at Fourth and Townsend Streets.

THE PROPOSAL: Proposition H is an ordinance that would make it City law to extend the Caltrain tracks to a new or rebuilt regional transit station on the site of the Transbay Terminal at First and Mission Streets. These tracks would be built underground wherever feasible. The City could not allow conflicting use or development of the Transbay Terminal or the proposed extension right-of-way.

Proposition H also would require the City to pursue electrification of the Caltrain service between San Francisco and San Jose and consider adding new Caltrain stops in Bayview/Hunters Point and Visitacion Valley.

A "YES" VOTE MEANS: If you vote yes, you want the City to extend the Caltrain tracks to a new or rebuilt station on the site of the Transbay Terminal and to pursue certain improvements in the Caltrain facilities and services.

A "NO" VOTE MEANS: If you vote no, you do not want the City to extend the Caltrain tracks to a new or rebuilt station on the site of the Transbay Terminal or to pursue certain improvements in the Caltrain facilities and services.

Controller's Statement on "H"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition H:

If the proposed ordinance is adopted, it would require the Mayor, the Board of Supervisors, and other City officials to take all necessary action to extend CalTrain to a new downtown station and pursue electrification of the CalTrain line from the City to San Jose. The ordinance also requires the City and the San Francisco Transportation Authority to take all appropriate actions to generate the revenue to finance the downtown extension and transit station.

The Joint Powers Board that operates CalTrain estimated the cost of the downtown extension and transit station at \$621 million, and the cost of electrification at \$254 million, in 1995 dollars. As a member of the Joint Powers Board, the City of San Francisco would be responsible for one third of the cost of capital improvements. In my opinion, it is unlikely that General Fund monies would be used for such a project, as capital projects are generally funded by state and federal governments and by regional transportation agencies.

However, given limited funding at all levels of government, this project would compete with other transportation projects and funding this project may mean that other transportation projects important to the City would not be funded. It also appears that this voter approved ordinance would place this project at a higher priority for federal and state funding than typical capital projects such as Muni bus replacement projects.

How "H" Got on the Ballot

On December 17, 1998 the Department of Elections certified that the initiative petition calling for Proposition H to be placed on the ballot had qualified for the ballot.

10,510 signatures were required to place an ordinance petition on the ballot.

This number is equal to 5% of the total number of people who voted for Mayor in 1995. A random check of the signatures submitted on December 4, 1998 by the proponent of the initiative petition showed that more than the required number of signatures were valid.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 154
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Downtown Caltrain Station

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION H

Proposition H will make it city policy to extend Caltrain Downtown to a rebuilt transit station at First and Mission streets, connecting the major transit systems of the Bay Area in a central location. This station will allow San Franciscans to make convenient connections between more than twenty Muni lines, BART, Caltrain, AC Transit, Golden Gate Transit, and future high-speed rail service to Sacramento, Los Angeles, and other cities.

Extending Caltrain, which connects San Francisco and San Jose, all the way Downtown will more than double Caltrain ridership, improve transit connections for residents of China Basin, Potrero Hill, Hunters Point, the Bayview, and Visitacion Valley, and provide City residents with access to well-paying jobs in Silicon Valley.

Construction of this station will provide convenient transit alternatives to some of our most crowded highways, like the Bay Bridge and the Bayshore Freeway. Coupled with conversion of Caltrain to clean electric power, Proposition H will alleviate congestion and air pollution.

This Downtown transit station, with restaurants, shops, and

offices, will provide a fitting gateway to San Francisco for residents and visitors, and will help efforts to revitalize the area around the Transbay Transit Terminal into a thriving, pedestrian oriented urban neighborhood. And making world-class transit service an integral part of development plans South of Market will ensure that congestion does not overwhelm South of Market streets.

Proposition H furthers an environmentally sound transportation policy for San Francisco, which will allow the City to address future growth, while preserving the environment and enhancing mobility of San Francisco residents. Please vote yes on Proposition H.

Better Transit Alliance

San Francisco League of Conservation Voters

Board of Supervisors President Tom Ammiano

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION H

REMEMBER, PROPOSITION H CALLS FOR ITS CALTRAIN STATION TO HAVE A HIGHER PRIORITY FOR STATE AND FEDERAL FUNDS THAN NEW BUSES FOR MUNI:

San Francisco's troubled Municipal Railway (MUNI) has lots of equipment problems and certainly needs new buses.

Unfortunately, Proposition H seizes the first place and the highest state and federal funding priority for its proposed Downtown Caltrain Station...San Francisco MUNI can do *without any new buses* with Proposition H...Never mind the *public interest*...All that matters is the construction of the Downtown Caltrain Station, according to Proposition H.

PROPOSITION H IS BASICLY A DESTRUCTIVE BALLOT MEASURE:

The real effect of Proposition H, should it be passed, would be to halt the state and federal funding of important transportation projects effecting San Francisco.

The nine Bay Area Counties currently have a population of about 6,500,000.

By 2010 A.D., those same counties of San Francisco, Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, and

San Mateo will have well over 7,500,000 people.

There will be greater demands on our Bay Region's freeways, the BART system and local buses in the years ahead.

We must prevent highway gridlock and plan for our transportation needs in a rational manner.

Passage of Proposition H would only serve to misdirect important transportation funding.

SUPPORT RATIONAL PLANNING:

- Vote NO on Proposition H (the Caltrain Station mistake).
- Vote YES on Proposition J (the vital Central Freeway replacement).
- Vote NO on Proposition I (the Octavia Boulevard waste).

Terence Faulkner

Member

State of California Certified Farmers

Market Advisory Board *

** Titles or organizations for identification purposes only.*

Arguments printed on this page are the opinion of the authors and have not been checked for accuracy by any official agency.

Downtown Caltrain Station



OPPONENT'S ARGUMENT AGAINST PROPOSITION H

OTHER MORE IMPORTANT TRANSIT PROJECTS MAY NOT BE FUNDED IF POORLY WORDED PROPOSITION H PASSES:

While not very many San Franciscans currently use Caltrain - rival buses and BART being lower priced and more convient for most purposes - Proposition H proposes that all other local transit programs be swept aside to give a proposed Downtown Caltrain Station the very highest development and funding priority.

The Joint Powers Board that runs the Caltrain estimates the bill for the Downtown Caltrain Station extention, construction, and electrification costs (in 1995 dollars) at \$ 875,000,000...Assume the actual bill will run well over \$ 1 billion dollars. Worse yet, San Francisco City Contrroller Edward Harrington has a further warning about Proposition H:

"[G]iven limited funding at all levels of government, this project [Proposition H] would compete with other transportation projects and funding this project may mean that other trans-

portation projects important to the City would not be funded. It also appears that this voter approved ordinance [if actually approved] would place this project at a higher priority for federal and state funding than typical capital projects such as Muni bus replacement projects "

Clearly, San Francisco does not need Proposition H.

VOTE "NO, NO, NO," on PROPOSITION H!

Citizens to Rebuild the Central Freeway

Dr. Terence Faulkner, J. D.

Chairman

Citizens to Rebuild the Central Freeway

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION H

NO REBUTTAL TO OPPONENT'S ARGUMENT AGAINST WAS SUBMITTED



Downtown Caltrain Station

PAID ARGUMENTS IN FAVOR OF PROPOSITION H

Building an extraordinary public transit system is a major solution to traffic congestion throughout California. I fully support the Cal-Train extension to downtown, including the electrification of Cal-Train, and the integration of high-speed rail into the equation.

Jim Reid, Candidate for Mayor
www.SFMayor.com

The true source of funds used for the printing fee of this argument is Jim Reid for Mayor Committee.

Unless you get chauffeured around by helicopter, this is a no-brainer. Voting to connect Caltrains to San Francisco's other public transit systems is a win-win proposition for everyone. *Bring the train all the way in.*

San Francisco Green Party

The true source of funds used for the printing fee of this argument is San Francisco Green Party.

Proposition H brings a clean, quiet electrified Caltrain to a downtown transit hub for easy transfer to other Bay Area transit. Caltrain will attract more riders. More transit ridership means less traffic congestion and less air pollution.

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is San Francisco Tomorrow.

This will get commuters out of their cars and onto transit.

Joel Ventresca
City and County of San Francisco
Environmental Commissioner (1994-1997)
Mayoral Candidate

The true source of funds used for the printing fee of this argument is Ventresca for Mayor 1999.

The three largest contributors to the true source recipient committee are: 1. Joel Ventresca 2. Brian Ventresca 3. Marc Vraciv..

The San Francisco Chamber of Commerce supports the extension of Caltrain to downtown.

Prop H is an opportunity to create a "Grand Central Station" for San Francisco.

As San Francisco continues to grow, extending Caltrain downtown is vital to increase ridership of the system. The social and economic benefits of concentrated, convenient mass transit downtown are clear. A downtown extension was identified as a regional priority 15 years ago. Additionally, passage of this proposition positions downtown San Francisco as a high-speed rail terminus.

"Now is the time to establish downtown San Francisco as the transportation hub for the region," says G.Rhea Serpan, president & CEO of the Chamber.

Join the Chamber of Commerce in voting Yes on Prop H.

A. Lee Blitch
2000 Chair
Board of Directors
San Francisco Chamber of Commerce

The true source of funds used for the printing fee of this argument is San Francisco Chamber of Commerce 21st Century Committee.

The three largest contributors to the true source recipient committee are: 1. SBC Communications 2. Wells Fargo 3. The Gap.

Downtown Caltrain Station



PAID ARGUMENTS IN FAVOR OF PROPOSITION H

The San Francisco Republican Party believes that bringing rail service to the heart of downtown San Francisco is an idea whose time has come.

This forward looking proposal will ensure that San Francisco remains the hub of the Bay Area and a world class city. A modern, 21st Century rail station, with high-speed rail service would propel San Francisco into the next century just as Grand Central Station propelled New York City into the 20th Century.

Proposition H will:

- Allow Amtrak inter-city passenger service between San Francisco and most major cities of the nation.
- Provide downtown San Francisco with high-speed rail service to Southern California.
- Create a transit hub, linking BART, Muni, AC Transit, Golden Gate Transit, and CalTrain, providing mass transit access throughout the Bay Area from downtown San Francisco.
- Bring CalTrain commuter train service to Silicon Valley and San Jose right into the heart of San Francisco, making it easier for workers to get to high-tech jobs on the peninsula.
- Furnish better commuter service to residents of the south-east side of the city, including Bayview/Hunters Point and Visitacion Valley by providing service directly to Downtown and linking it with other existing transit options.
- Build a joint CalTrain/Transbay Terminal which will help to revitalize a long-neglected neighborhood.

Get San Francisco on the Right Track! Vote Yes on Proposition H.

Donald A. Casper, Chairman, San Francisco Republican Party

Harold Hoogasian

Michael Denunzio

Randall Bernard

Arthur Bruzzone

Howard Epstein

Robert Evans

Stephen Fong

G. Michael German

Dr. Jun Hatoyama

Bob Lane

Rodney Leong

Les Payne

Ted Turrell

Nick Van Beek

Dana Walsh

Sue Woods

The true source of funds used for the printing fee of this argument is the San Francisco Republican Party.

The League of Women Voters of San Francisco supports public transportation statewide that is convenient and accessible to users.

The League of Women Voters of San Francisco believes that bringing the Caltrain station into the Transbay Terminal in the heart of San Francisco's downtown will reduce traffic, and give commuters an alternative to driving alone.

The League of Women Voters of San Francisco urges you to vote yes on Proposition H.

Holli P. Thier, J. D.
Co-President

Martha Benioff
Co-President

The true source of funds used for the printing fee of this argument is The League of Women Voters of San Francisco

The San Francisco Environmental Organizing Committee (SFEOC) Supports Proposition H

It's time to complete CalTrain.

Proposition H makes it city policy to take all necessary action to electrify CalTrain, our South Bay-to-San Francisco commuter rail line, and extend it into downtown San Francisco.

Completing CalTrain will help move us towards a balanced transportation system, improving our quality of life and protecting the environment.

To ease the traffic and spare the air, vote yes on Proposition H.

The Environmental Organizing Committee

The true source of funds used for the printing fee of this argument is The Environmental Organizing Committee.

The three largest contributors to the true source recipient committee are: 1. Margaret Johnson 2. Leslie Thierot 3. William Newsom.

Linking Caltrain to the regional bus systems at a beautifully rebuilt Transbay Terminal makes sense. The block-long underground pedestrian connection to BART will link the region's two regional rail networks.

Reduce South-of-Market and regional congestion, and pollution.

Vote YES on H.

Sierra Club

The true source of funds used for the printing fee of this argument is Sierra Club Issues PAC.



Downtown Caltrain Station

PAID ARGUMENTS IN FAVOR OF PROPOSITION H

The way to keep San Francisco livable for walkers, cyclists, and drivers is to provide effective transit. Proposition H will make CalTrain a real alternative. A transit future or a mess? You decide. We choose yes on H.

San Francisco Bicycle Coalition

The true source of funds used for the printing fee of this argument is San Francisco Bicycle Coalition.

A Yes vote on Proposition H is a vote for:

Quick transit service between San Francisco, the Peninsula and Silicon Valley!

Clean air throughout the Bay Area!

Connected transportation: Muni, BART, Caltrain, and AC Transit all under one roof!

Reduced traffic congestion south of Market and on 101 and 280

Vote Yes on H!

San Francisco League of Conservation Voters

The true source of funds used for the printing fee of this argument is San Francisco League of Conservation Voters.

Bringing Caltrain downtown will do more than *bridge a frustrating gap* in the Bay Area's transit systems: it will also provide relief from gridlock South of Market and on Highway 101. With Caltrain extended, nearly every San Francisco neighborhood will be just one transfer from *fast, direct train service* to Silicon Valley and San Jose—and beyond. The environmentally-friendly bullet train proposed for California needs well-connected, downtown stations to succeed.

This long-needed Caltrain extension has languished for decades due to political neglect and bureaucratic obstruction. Now we have a chance to bridge the gap and create a world-class rail line and transit hub, for a fraction of the cost of alternatives. **Enough political and freeway gridlock! Vote Yes on H!**

More on upgrading Caltrain: www.rail2000.org

Peninsula Rail 2000

The true source of funds used for the printing fee of this argument is Peninsula Rail 2000.

As SoMa and downtown grow towards each other, only one site still remains where we *can* build a terminal for rail transit from south of San Francisco.

MTC, Caltrans, AC Transit and San Francisco are all working together *today* to make this station a reality. A major portion of this project can be funded with revenues from developing the publicly-held property around the terminal. By adding this property to the city's tax rolls, a Yes vote on H gives San Francisco both world-class transportation and added revenue for city services.

Michael Kiesling
Architecture 21
www.arch21.org

The true source of funds used for the printing fee of this argument is Michael Kiesling.

One Small Piece of Track, One Giant Leap for Transit!

Extending Caltrain would add **70 miles** of BART-type service at one blow -- the first step towards breaking transit and traffic bottlenecks. Our transportation officials just don't get it. This initiative is necessary only because the Metropolitan Transportation Commission is obsessed with pushing suburban sprawl development and the endless highway and BART expansions they require. **This extension should have happened years ago!** Stand up to incompetent and wasteful transit decisions and vote for The Caltrain Downtown Extension!

David Llewellyn

The true source of funds used for the printing fee of this argument is David Llewellyn.

Proposition H Will Help Get People Out of Their Cars

Proposition H makes it city policy to bring Caltrain into downtown San Francisco, connecting the Peninsula to San Francisco by public transit. This means thousands of commuters each day will finally have convenient and reliable transit. Proposition H reduces traffic and parking problems while providing access to jobs and workplaces.

Vote Yes on Proposition H.

San Francisco Planning and Urban Research Association (SPUR)

The true source of funds used for the printing fee of this argument is Better Transit Alliance.

Downtown Caltrain Station



PAID ARGUMENTS IN FAVOR OF PROPOSITION H

Caltrain must be made more accessible to all San Franciscans. The environmental and economic health of our city depends on it. Vote yes on Prop. H.

Kevin Shelley
Assembly Majority Leader

The true source of funds used for the printing fee of this argument is Shelley for Assembly.

PAID ARGUMENTS AGAINST PROPOSITION H

WELFARE FOR THE RICH

The average Caltrains Commuter is a suburban traveler whose average income is in the upper 7% bracket of the nation. Don't give them a one BILLION DOLLARS tax subsidy, just so a handful of commuters on the Peninsula can get a few blocks closer to their cushy, financial district job.

That money could be better used to fund OTHER MORE IMPORTANT TRANSPORTATION PROJECTS. How about spending this money on a better Muni, or for developing transit only streets in San Francisco, or bicycle lanes, or more parking garages, or even a new BAY BRIDGE CROSSING OR A TUNNEL CROSSING, or extensions of BART to new communities?

Who will pay this billion dollars? The wealthy? No, unfortunately, it'll be the working stiffs like you. THE SUCKERS. And if the cost over runs at the recent City Hall renovation is any guide, the project will cost 2 BILLION DOLLARS! It will be cheaper to buy every Caltrain commuter a ROLLS ROYCE and be done with it.

Citizens For A Clean And Ethical Government

The true source of funds used for the printing fee of this argument is Citizens For A Clean And Ethical Government.

Only a new Mayor will ensure a honest and open bidding process, and there won't be any illegal kickbacks. A huge reward for information should be set up for criminal conviction.

No on H.

Martin Lee Eng
Mayoral candidate 1999

The true source of funds used for the printing fee of this argument is Martin Lee Eng.

TEXT OF PROPOSED ORDINANCE

PROPOSITION H

Be it ordained by the People of the City and County of San Francisco that:

Traffic congestion on highways and surface streets ranks near the top of San Francisco's environmental and economic challenges: Bay Area traffic congestion increased by over 30% from 1995 to 1996, wasting countless hours of people's time and adding to emissions of air pollutants including volatile organic compounds, nitrogen oxide, dioxin and particulate matter, which harm human health and the environment;

Significant new commercial and residential development is planned for the South of Market area and Mission Bay, including construction of a new ballpark, the Pacific Exchange, and a new University of California campus;

Without strengthened regional and local transit service, such development will dramatically increase traffic congestion, overwhelm MUNI capacity, and decrease the quality of life in the South of Market area;

The Caltrain commuter rail line from San Jose and Gilroy, which stops at every major city along the Peninsula, currently ends at 4th and Townsend Streets in San Francisco, over a mile from employment centers in downtown San Francisco, making it less attractive to daily commuters travelling in both directions;

The most efficient and economical means of reducing auto traffic between the Peninsula and San Francisco is to:

a) convert the Caltrain line from diesel to electric propulsion compatible with high speed rail; b) extend the Caltrain rail line to a regional transit station near downtown; and c) operate Caltrain at BART levels of speed, comfort, and frequency of service;

San Mateo and Santa Clara counties have already committed the majority of financing required to complete these projects: as a responsible partner in regional transportation planning, San Francisco should identify its fair share of federal, state, or local financing to accomplish these goals;

The California High Speed Rail Commission has selected San Francisco as the preferred destination for a bullet train from Los Angeles to the Bay Area, which would provide rail service between downtown Los Angeles and downtown San Francisco in under three hours;

A world-class regional transit station, connecting Caltrain, MUNI, AC Transit, Golden Gate Transit, and other intercity bus lines with high-speed rail should be located within easy walking distance of downtown and should have a direct connection to BART and MUNI Metro; and

Such a regional transit station will help maintain San Francisco's role as the economic

and cultural center of Northern California into the twenty-first century.

SECTION 1. It shall be and is the law of the city and county that the Caltrain commuter rail line, operated by the Peninsula Corridor Joint Powers Board or any successor agency thereto, be extended downtown to a regional intermodal transit station. To implement such law, the Mayor, the Board of Supervisors, and all city officers and agencies, including Redevelopment Agency Commissioners, with any, authority over any aspect of the extension of Caltrain downtown or the Transbay land use planning and redevelopment effort (hereinafter referred to as 3all relevant city officers and agencies²) shall adopt such further ordinances and resolutions and take all other actions as necessary to effectuate the prompt extension of Caltrain downtown to said station, and to protect right-of-way as identified in the Joint Powers Boards draft Downtown Extension Environmental Impact Report from any development that would preclude the extension or increase its costs.

SECTION 2. As part of the extension of Caltrain downtown, a new or rebuilt terminal shall be constructed on the present site of the Transbay Transit Terminal serving Caltrain, regional and intercity bus lines, MUNI, and high speed rail, and having a convenient connection to BART and MUNI Metro. Said terminal shall be so designed and constructed as to: (a) yield the highest possible transit use by residents and commuters; (b) afford senior citizens, persons with disabilities, and other commuters with the most convenient connections between regional bus lines, MUNI, Caltrain, and BART; (c) produce the highest density of foot traffic, in conjunction with foot traffic from the Caltrain station, to accommodate mixed use retail development; (d) provide the lowest possible operating costs for MUNI and regional public bus lines; and (e) result in the lowest feasible combined costs for construction of the bus terminal and the Caltrain station, without sacrificing the aesthetic qualities of the terminal and station and their interface with surrounding development.

SECTION 3. To eliminate diesel locomotive air pollution and minimize noise impacts on South of Market neighbors, the Mayor, the Board of Supervisors, and all relevant city officers and agencies shall pursue electrification of the Caltrain line from San Francisco to San Jose prior to or concurrent with the extension of Caltrain downtown. To ensure minimal inconvenience to businesses and residents South of Market Street during construction, the project shall, whenever feasible, employ tunnel

boring techniques to extend Caltrain downtown.

SECTION 4. Any construction contracts related to extension of Caltrain downtown signed by the City and County of San Francisco shall include provisions to reward contractors for the timely and safe completion of project work within the City and County of San Francisco.

SECTION 5. The Mayor, the Board of Supervisors, and all relevant city officers and agencies shall negotiate construction contract and subcontract provisions with a goal of providing at least 10% of the new construction jobs resulting from the Caltrain downtown extension project to recent welfare recipients. The Mayor's Office of Economic Development and the Department of Human Services shall coordinate, in conjunction with other city departments and private, non profit social service agencies, any job training, employment recruitment, and related programs which are deemed necessary to achieve and maintain said goal. Whenever possible, any such job training and/or employment recruitment programs shall be focused within San Francisco neighborhoods with the highest rates of unemployment and welfare enrollment.

SECTION 6. The Mayor, the Board of Supervisors, and all relevant city officers and agencies shall coordinate with elected officials and other officers and agencies representing San Mateo and Santa Clara counties to explore the feasibility and cost-efficiency of performing a substantial portion of the manufacture and/or assembly of any new equipment or retrofits for an electrified Caltrain commuter rail line in the Bay Area, so that the jobs and tax-revenue resulting from such manufacture and/or assembly benefit Bay Area residents.

SECTION 7. The Mayor, the Board of Supervisors, the San Francisco Transportation Authority, and all relevant city officers and agencies shall coordinate with the Caltrain Joint Powers Board to explore the costs, feasibility, and benefits of reconfiguring and/or adding Caltrain station stops within San Francisco so as to provide easier Caltrain access to residents in Bayview/Hunter's Point and Visitation Valley who commute to downtown San Francisco and/or the Peninsula.

SECTION 8. The Mayor, the Board of Supervisors, the San Francisco Transportation Authority, and all relevant city officers and agencies shall take all appropriate actions to generate the revenue necessary to finance the Caltrain extension downtown and station construction referred to herein. Funding options to

LEGAL TEXT OF PROPOSITION H (CONTINUED)

be pursued shall include, but shall not be limited to, the following, in the following order of priority:

(a) an application to secure funding through the federal Intermodal Surface Transportation Efficiency Act;

(b) an application to secure a portion of highway funding through the flexible funding provisions of the federal Intermodal Surface Transportation Efficiency Act;

(c) designation of the Caltrain extension as a priority mitigation project for the demolition of the Embarcadero freeway and use of a portion of the proceeds from the sale of excess Embarcadero freeway and Terminal Separator land, pursuant to the California Streets and Highways Code (Chapter 498 of the statutes of 1991);

(d) a portion of rental income and/or the local tax-increment from transit-oriented, mixed-use joint development at the site of the existing Transbay Transit Terminal and/or in the immediate vicinity thereof;

(e) a portion of Bay Bridge toll revenues;

(f) a portion of mitigation funds earmarked for the Bay Bridge retrofit; and/or (g) a portion of any future federal, state, regional, or local revenues which become available for transportation projects.

SECTION 9. 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, pursuing any uses for the present Transbay Terminal site that conflict with Section 2, or undertaking any other land use planning or development efforts that would conflict with the intent of this legislation..

SECTION 10. If any word, phrase, sentence, paragraph or section of this ordinance, or application thereof to any person or circumstance, is held to be invalid, the remaining parts of this ordinance, including their application to other persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, the parts of this ordinance and the applications thereof shall be deemed severable, and to have been enacted separately.



 Central Freeway Right-of-Way Property

Proposition I – Octavia Boulevard Plan

Octavia Boulevard Plan



PROPOSITION I

Shall the City use the proceeds from any sale of excess Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements, support construction of housing and mixed uses on the right-of-way property, and prohibit widening of the existing elevated freeway structure?

YES ➡
NO ➡

Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The City's Central Freeway was damaged in the 1989 earthquake. In November 1998, the voters adopted Proposition E, which authorized the California Department of Transportation to replace the Central Freeway with a new four-lane, two-way, single-deck elevated structure from Mission Street to Market Street and a street-level, four-lane boulevard along Octavia Street from Market Street to Fell Street, with two additional lanes for local traffic (the Octavia Boulevard Plan).

Part of the land that was occupied by the Central Freeway and the freeway ramps (the right-of-way property) will not be needed to construct the Octavia Boulevard Plan. The State Legislature is considering a bill that would give the right-of-way property to the City. The City would have to use any monies raised by sale or lease of the unneeded property first to pay for the Octavia Boulevard Plan and then for transportation improvements along routes leading to or from Octavia Boulevard.

THE PROPOSAL: Proposition I is an ordinance that would call for using any proceeds from the sale or lease of the right-of-way property—if the State gives the property to the City—to fund the design and construction of the Octavia Boulevard Plan and to use any remaining monies for transportation improvements along routes leading to or from Octavia Boulevard. The City's Transportation Authority

would decide which transportation improvements to fund after consulting with the Central Freeway Citizens' Advisory Committee and following guidelines listed in the ordinance.

Proposition I also would call for development of residential and mixed residential/commercial uses, including affordable housing, on the right-of-way property. The ordinance would prohibit widening the existing elevated freeway structure between Market and Fell Streets. City and neighborhood representatives would participate in determining appropriate development of the right-of-way property.

A YES VOTE MEANS: If you vote yes, you want to use the proceeds from any sale of unneeded Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements and you want to support construction of housing and mixed uses on that property.

A NO VOTE MEANS: If you vote no, you do not want to use the proceeds from any sale of unneeded Central Freeway right-of-way property to fund the Octavia Boulevard Plan and related transportation improvements and you do not want to support construction of housing and mixed uses on that property.

Controller's Statement on "I"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition I:

Should the proposed ordinance be adopted and implemented, in my opinion, it may affect the revenues or costs of City government.

The ordinance is contingent upon State approval of legislation that would give excess right-of-way property from the Central Freeway to the City. Should that legislation pass, this ordinance would allow the City to sell the property. It then sets forth processes and priorities for how

funds would be spent and how the property would be used. Should that property be used for purposes other than what they would have been used for without this ordinance, City revenues or costs may increase or decrease accordingly.

How "I" Got on the Ballot

On August 4, 1999 the Department of Elections received a proposed ordinance signed by 4 members of the Board of Supervisors. They included: Ammiano, Bierman, Katz, Leno

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 172
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Octavia Boulevard Plan

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION I

Proposition I is about opportunities: a chance to build 500 - 1,000 units of new housing, including affordable housing, **substantial new funding for transportation improvements**, and the **safest, most efficient transportation option**.

Last February, the Board of Supervisors asked State legislators to give the City surplus land freed up by the Octavia Boulevard replacement for the Central Freeway.

Senator Burton's SB 798, now pending, transfers this surplus land to the City, free of charge. State law requires any revenues from its sale to go toward transportation improvements on corridors leading to the Central Freeway.

According to a recent market estimate, **this surplus land consists of prime residential and mixed-use parcels-almost nine full acres-worth \$33 million**. All but \$3 million of the cost of the Boulevard is already funded from other sources, **leaving \$30 million for other transportation projects of our choosing**.

Prop I establishes:

- A process to determine which transportation projects will be built with the \$30 million, consistent with our Countywide Transportation Plan;
- A neighborhood-driven planning process to oversee housing and mixed-use development, consistent with the 1993 Hayes Valley Development Guidelines.

Unfortunately, Boulevard opponents qualified Prop J, which eliminates the opportunity to build housing on half of the parcels, repeals a ban on constructing new freeway ramps on the other half, and results in an unsafe retrofit.

Prop I gives voters a clear and informed choice: significant new affordable housing construction to alleviate our housing crisis, \$30 million to alleviate traffic congestion, and a safe roadway **OR** the ill-conceived traffic plan contained in Prop J.

Please join us in voting YES on I.

*Board of Supervisors President Tom Ammiano
Supervisor Sue Bierman
Supervisor Leslie Katz
Supervisor Mark Leno*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION I

DON'T BE MISLED BY POLITICAL SPIN

Before the 1989 earthquake destroyed the Central Freeway, the freeway occupied property from Market to Turk Street. Now, this stretch of land has two uses, Market to Fell is where the freeway now stands, and Fell to Turk is where the freeway was destroyed and the land is now unused.

In the argument above, the proponents of Prop I are trying to scare you into believing that all of the land from Market to Turk will be used for non-housing purposes if you do not vote for Prop I. **ABSOLUTELY UNTRUE!!**

Regardless of whether the Octavia Plan (I) or the Central Freeway (J) prevails, both projects will consume the land from Market to Fell. That means both projects equally consume and preserve land for housing. San Francisco will get more housing no matter which you vote for.

Don't be distracted by political spin. The Proponents of Prop I

did not talk about traffic in their argument above because they know that Octavia Boulevard will never handle the 93,000 cars that use the Central Freeway daily. Think traffic is bad now? Think Hayes Valley looks great now? Prop I will tear down the freeway and dump 93,000 MORE cars onto city streets, right in the middle of the city, Hayes Valley.

Don't vote for Prop I's horse and buggy transportation plan. End the gridlock now. **Vote No on I.**

*Scott Zeller, MD
Rolf Mueller
Sharon Bretz*

Octavia Boulevard Plan

OPPONENT'S ARGUMENT AGAINST PROPOSITION I

DON'T BE MISLED VOTE NO ON I

Prop I will put 93,000 more cars a day onto city streets instead of using the Central Freeway. Prop I is misleading and will create **TRAFFIC GRIDLOCK!**

Prop I is misleading because it argues that housing can only be built if voters pass the Octavia Plan instead of fixing the Central Freeway. Simply **UNTRUE!** The land available for housing will be available **REGARDLESS IF WE HAVE A FREEWAY OR OCTAVIA!** That's because most of the land available for housing is located north of the freeway and the Octavia Plan, and is thus unaffected by either project. San Francisco will get more housing regardless of whether or not you vote for Prop I.

Prop I will, however, create more **GRIDLOCK** by building a two-way boulevard where the freeway once stood, along with five stop lights and a left-hand turn in order to reach Fell. Unbelievably, this is supposed to be more efficient than the

freeway! No common-sensed person can believe that! All this will do is turn the center of town into a traffic nightmare, make streets even more dangerous, and worsen the air pollution that we already have.

A 1997 study by CALTRANS and the U.S. Department of Transportation found that the Octavia Plan had a 33% lower vehicle capacity than the freeway alternative, increased travel times, and increased risk to bicycle and pedestrians.

Say NO to deception! Say NO to GRIDLOCK! Say NO to Road Rage!

Vote NO on Prop I.

Scott Zeller, M.D.

Rolf Mueller

Sharon Bretz

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION I

The Octavia Boulevard plan frees up nine acres of land for housing. The Proposition J freeway proposal **eliminates half that housing** because of the wider, elevated structure, and **jeopardizes the transfer** of the other half by repealing the Supervisors' 1992 ban on the northern ramps (Resolution 541-92). If the opponents of Proposition I want housing on the northern parcels, why did they put this provision in their initiative?

Without the land sales, San Francisco throws away \$33 million for transportation improvements all over town. Proposition I establishes a process for spending these funds.

Without the land sales, hundreds of housing units will not be built. Proposition I sets out a community-planning process for these parcels.

Without the boulevard, San Francisco throws away the substantial property tax revenue to come from revitalization of the mid-Market corridor and Hayes Valley.

The Proposition J freeway design cannot handle anything like 93,000 cars. That number comes from the old eight-lane freeway with four off-ramps. Their design is a four-lane freeway with

two off-ramps. Every professional study, including CalTrans' 1998 **final** study, says **travel time** for those going north from the boulevard will be **much better** and for those going west, **the same**. Stoplights for through traffic will be **timed**, like Oak and Fell.

The boulevard will be cheaper, safer, quicker to build, and moves traffic better. Land sales will bring housing and widespread transportation improvements.

Vote yes on I.

Tom Ammiano

Sue Bierman

Leslie Katz

Environmental Organizing Committee



Octavia Boulevard Plan

PAID ARGUMENTS IN FAVOR OF PROPOSITION I

I support the Boulevard plan because it will: create a more livable neighborhood where the freeway touches down; open up land for building affordable housing; and will serve the outer neighborhoods better than they expect.

Jim Reid, Candidate for Mayor

www.SFMayor.com

The true source of funds used for the printing fee of this argument is Jim Reid for Mayor Committee.

Proposition I is an aesthetic and environmentally sound solution to the Central Freeway replacement. It will revitalize the neighborhood and provide the opportunity to build much-needed housing. Vote **YES** on I and **NO** on J.

San Francisco Green Party

The true source of funds used for the printing fee of this argument is San Francisco Green Party.

Octavia Boulevard is the fastest, safest, cheapest way to move freeway traffic west and north in San Francisco. Replaces freeway blight with affordable housing. Raises \$33,000,000 in land sales to improve transportation in neighborhoods.

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is S.F. Tomorrow.

The Octavia Boulevard offers drivers more options to more streets. It, also, beautifies San Francisco by replacing the ugly overpass with housing and open space, while reducing commuter traffic in Golden Gate Park.

Vote Yes in I

Haight Ashbury Neighborhood Council

The true source of funds used for the printing fee of this argument is Haight Ashbury Neighborhood Council.

The American Institute of Architects, San Francisco Chapter, a 2,000 member organization, strongly supports Proposition I.

The Octavia Boulevard Plan, adopted by the citizens of San Francisco in 1998 is a sensible transportation solution that will create a wonderful and efficient boulevard connection to both northern and western neighborhoods and in the process free up acres of land on which 100s of units of housing can be built-- a godsend given our current housing crisis. It represents the type of forward thinking, neighborhood-based planning that makes San Francisco such a great and livable city.

Proposition I is a win win win plan--improved transportation, better neighborhoods and needed housing. **We urge everyone to VOTE YES ON I.**

The American Institute of Architects, San Francisco Chapter

Nora R. Klebow, AIA

President

Robert Jacobvitz

Executive Director

The true source of funds used for the printing fee of this argument is The American Institute of Architects, San Francisco Chapter.

Octavia Boulevard is the answer: A better distribution of traffic. Safer, cheaper and faster to build. Frees nine freeway acres for new housing. Land sales provide \$33,000,000 for transportation improvements in San Francisco. **YES ON I.**

Democratic Women's Forum

The true source of funds used for the printing fee of this argument is Democratic Women's Forum.

The three largest contributors to the true source recipient committee are: 1. Connie M. Perry, 2. Marylouise Lovett, 3. Jane Morrison.

Yes on I. Reclaim a block of wasteland on mid-Market Street and nine blighted acres in Hayes Valley for housing and commercial development.

A beautiful new tree-lined Octavia boulevard, much like Park Presidio Boulevard, will carry cars where they want to go.

Jane Morrison

The true source of funds used for the printing fee of this argument is Jane Morrison.

Octavia Boulevard Plan

PAID ARGUMENTS IN FAVOR OF PROPOSITION I

Take a look at the freeway blight at Market and Octavia. The earthquake downed Embarcadero Freeway to give us a beautiful waterfront. Now we can build a beautiful ground-level Octavia Boulevard to replace the quake-damaged Central Freeway.

Marylouise Lovett

The true source of funds used for the printing fee of this argument is Marylouise A. Lovett.

Let's build affordable housing on vacated freeway land and create a stunning Octavia boulevard that will disperse traffic evenly throughout the City. And thus reclaim and expand the beauty of another uniquely San Francisco neighborhood.

Agar Jaicks

The true source of funds used for the printing fee of this argument is Agar Jaicks.

Vote Yes on Proposition I

Save the Octavia Boulevard Plan! Vote **YES** on Proposition I and **NO** on Proposition J.

The Octavia Boulevard Plan, approved by the voters last year, is an excellent traffic and urban design solution which will give easy freeway access along a beautified and landscaped Octavia Street.

Proposition I will also provide surplus land where the freeway once stood, allowing for development of about 500 units of much-needed housing. This proposition also allocates the money saved by building the boulevard to fund other transit and street improvements, relieving traffic congestion.

Vote **YES** on **PROPOSITION I** for more housing, less traffic, and an improved urban environment.

San Francisco Planning and Urban Research Association (SPUR)

The true source of funds used for the printing fee of this argument is SPUR Urban Issues Committee.

The three largest contributors to the true source recipient committee are: 1. Peter Mezey, 2. Anne Halsted, 3. Doris Bebb.

Vote Yes on I for the lesbian, gay, bisexual, and transgender community.

Let's replace the dark concrete spanning Market Street with a well-designed gateway to the City. Since parts of the freeway came down, we've seen gay-friendly neighborhoods blossom and plan development for our new community center—shadowed by the current highway.

Yes on I will ensure that this drab freeway is replaced with a magnificent sunny boulevard, friendly to bicycles and pedestrians, efficient for cars and buses.

Alice B. Toklas Lesbian & Gay Democratic Club

The true source of funds used for the printing fee of this argument is Peggy Hughes, Victor Marquez, Lester Olmstead-Rose, Alice B. Toklas Lesbian & Gay Democratic Club.

All San Francisco Neighborhoods Benefit from the Boulevard Plan

The Octavia Boulevard plan will replace freeway blight with nine acres of the new housing San Francisco so badly needs. It will bring the City new revenues from the revitalization of mid-Market Street and Hayes Valley, and provide a windfall of \$33 million in transportation improvements to many neighborhoods. It provides much better access for people going north from 101, with no change in the access for those going west.

Proposition I creates a planning process to ensure that the development and transportation planning reflect the best interests of the community.

We urge you to vote **Yes on Proposition I**.

Senator John Burton

Assemblywoman Carole Migden

Bart Director Tom Radulovich

San Francisco Democratic Party

American Institute of Architects, San Francisco Chapter

San Francisco Planning and Urban Research Association (SPUR)

San Francisco Chamber of Commerce

San Francisco Beautiful

SPEAK (Sunset-Parkside Education & Action Committee)

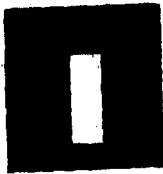
Asian-Americans for Octavia Boulevard

Hayes Valley Neighborhood Association

Castro Area Planning + Action

The true source of funds used for the printing fee of this argument is San Francisco Chamber of Commerce San Francisco Beautiful, Castro Area Planning + Action, SF Environmental Organizing Committee, SPUR Urban Issues Committee, Hayes Valley Neighborhood Assn.

The three largest contributors to the true source recipient committee are: 1. Margaret Johnson, 2. William Newson, 3. Catherine Theuriet.



Octavia Boulevard Plan

PAID ARGUMENTS IN FAVOR OF PROPOSITION I

Proposition I, the Octavia Boulevard plan, frees up land for housing and brings \$33 million for transit improvements, which San Francisco desperately needs.

Vote Yes on Proposition I!

The Harvey Milk Lesbian, Gay, Bisexual, Transgender Democratic Club

The true source of funds used for the printing fee of this argument is The Harvey Milk Lesbian, Gay, Bisexual, Transgender Democratic Club.

The Octavia Boulevard plan respects walking and cycling as legitimate means of transportation, while moving autos efficiently through the four-block stretch of Octavia area north of Market Street. The boulevard plan frees up nine acres of land for housing. Sale of this land will provide a windfall of approximately \$33 million to improve transportation in many neighborhoods of the city—improvements that are urgently needed to help San Francisco reduce the auto use that is the Bay Area's major contribution to global warming.

Proposition I furthers the process of planning for an Octavia Boulevard that is far and away the best design choice for the Central Freeway corridor.

Vote Yes on I—No on J!

*San Francisco Environmental Organizing Committee
San Francisco League of Conservation Voters
San Francisco Tomorrow
San Francisco Bicycle Coalition
Urban Ecology
Walk San Francisco*

The true source of funds used for the printing fee of this argument is San Francisco League of Conservation Voters, San Francisco Tomorrow, San Francisco Bicycle Coalition.

The Central Freeway isn't just a transportation issue. It's also a housing issue. San Francisco needs more housing. Only 4% of us can afford the average purchase price of a house for sale in San Francisco. If the Central Freeway is rebuilt and widened, we will lose the opportunity to provide 500 to 1,000 new housing units. The Octavia Boulevard plan will free up nine acres for housing.

Housing advocates agree: San Francisco neighborhoods are for living in, not driving through.

Vote Yes on I.

Affordable Housing Alliance

*Barry Hermanson, Merchants of Upper Market & Castro**

*Gordon Mar, Director, Chinese Progressive Association**

*Brad Paul, Former Director, Mayor's Office of Housing**

*Doug Shoemaker, Mission Housing Development Corporation**

*Calvin Welch, Council of Community Housing Organizations**

* Organizations for identification purposes only

The true source of funds used for the printing fee of this argument is Barry Hermanson, Gordon Mar, Brad Paul, Doug Shoemaker.

Octavia Boulevard Plan

PAID ARGUMENTS AGAINST PROPOSITION I

NO ON I

How can anybody that cares about the environment believe that a boulevard of gridlock provides any improvement to the Central freeway? 93,000 cars trying to cross Market Street? Let's get serious. Win or lose, this is a transportation question only. **NO ON I, YES ON J**

Ron Dudum, San Francisco Native

The true source of funds used for the printing fee of this argument is Ron Dudum.

Warning: DON'T MAKE THE OCTAVIA PARKING LOT

We're working men and women. We want to go our jobs and back to our families. This Octavia Plan should be called the "Yuppie Parking Lot". It will benefit a few yuppie real estate investors in Hayes Valley, while creating a nightmare, parking lot for us working folks. Do they think we're stupid?

*Greg James
Labor to Labor*

The true source of funds used for the printing fee of this argument is Labor to Labor.

Not all property owners in the Octavia Corridor want the freeway torn down. Many of us understand, that the gridlock caused by the destruction of the freeway will hurt our community.

The supporters of the measure to tear down the freeway want 93,000 more cars on Octavia? More gridlock, more road rage, more pollution, more INSANITY!!

*Jack Han
Carlos Uribe
Hayes Valley Property Owners for the Freeway*

The true source of funds used for the printing fee of this argument is Carlos Uribe and Jade Han.

Warning: THIS BALLOT MEASURE IS A PHONY AND A FRAUD!

DON'T BE FOOLED! This measure has nothing to do with HOUSING or TRANSPORTATION.

1) HOUSING??? The land available for HOUSING WILL BE AVAILABLE REGARDLESS IF THE CENTRAL FREEWAY IS BUILT OR NOT! That's because the extra land that the State will give the City, that is suitable for housing, is ALL located north of Fell Street and will be available with either plan!

The San Francisco Independent newspaper said this in their August 17th edition:

"AMMIANO, KATZ AND THE OTHER SUPPORTERS ACKNOWLEDGE THAT MOST OF THE HOUSING WOULD BE BUILT ON THE LAND THAT WOULD BE HANDED OVER TO THE CITY REGARDLESS OF THE OUTCOME OF THE ELECTION".

2) TRANSPORTATION??? Is the Octavia Plan better for moving traffic? No way! The city's own DEPARTMENT OF PARKING AND TRAFFIC (D.P.T.) study indicated that this Octavia "Road-Rage" Plan will: create major bottlenecks, not only on Octavia, but THROUGHOUT THE ENTIRE SOUTH OF MARKET as cars seek out alternative routes to go north. *South of Market is already gridlocked now!*

The D.P.T study concluded:

"... the Octavia Plan was not designed to handle all the traffic carried by the Central Freeway. The Central Freeway provides more traffic capacity: shorter travel times, less disruption during construction: better traffic safety on city streets: and fewer transit, bicycle and pedestrian impacts."

Say NO to gridlock! Say NO to Road Rage!

Vote a big NO on Proposition I.

San Franciscans for Clean and Ethical Government

The true source of funds used for the printing fee of this argument is San Franciscans for Clean and Ethical Government.

Octavia Boulevard Plan

PAID ARGUMENTS AGAINST OF PROPOSITION I

Proposition I is a fraud against the voters of San Francisco, the people of Hayes Valley, and first-time home buyers and renters seeking affordable housing. It attempts to transform a serious transportation issue into a bogus affordable housing measure.

How much housing can be built on 15 to 25 foot deep parcels of land?

How dense will housing be on the remaining parcels?

Will the new housing be higher than the existing elevated freeway?

Are they talking about Single Occupancy Rooms?

What about parking?

The proponents of the Octavia Boulevard alternative state that the Excess Central Freeway Parcels of the current Caltrans right-of-way will be 380,000 square feet (less than two city blocks) on which developers will be allowed to build 500 units of housing. Unless the authors can work miracles, there will either be much less housing built than promised or much more congestion, and the quality of life in Hayes Valley will be degraded by housing not in character with the neighborhood.

Finally, the proponents' picturesque drawings of the proposed Octavia Boulevard show new housing lining the east side of the Boulevard. What they don't tell the voters is that once the Central Freeway is torn down, and two frontage roads, sidewalks, and a four lane thorough fare with a median are built, the right-of-way on the east side of Octavia will be only 15 to 25 feet deep between Fell and Page Streets.

Vote No on Proposition I.

Donald A. Casper, Chair, San Francisco Republican Party, and
Terence Faulkner Harold Hoogasian Mike Denunzio
Jody Smith Howard Epstein Arthur Bruzzone
Dana Walsh Dr. Jun Hatoyama Robert Evans
Rodney Leong Nick Van Beek Sue Woods

The true source of funds used for the printing fee of this argument is San Francisco Republican Party.

What exactly is Proposition I, a vote to tear down a freeway or to build new housing? Those behind Proposition I will try any trick to get you to vote away the very efficient and necessary Central Freeway.

Over the past few years, they first tried to argue that a boulevard would move traffic more effectively than a freeway. Of course, no one would buy that, or Interstate 5 would have stop-lights every block on the way to LA! So they tried to argue that a boulevard was safer and more environmentally friendly-- but studies showed the boulevard was dangerous for pedestrians and bicyclists, and its idling traffic caused the most pollution!

So, knowing they have flimsy arguments against the freeway, they will now try to convince you to tear down the City's most vital east-west corridor so that 500 units of new housing can be built. Certainly, the City is in need of more housing. But should it be built at this site -- thus savaging a major transportation route for two-thirds of our City's existing housing? What of the people who already live here?

Prop. I proponents try to woo you by saying the housing built there will be "affordable". Yet nowhere does Prop. I outline what "affordable" is! Prop. I's language defines potential development as a mix of commercial and "prime residential" lots. Low income housing? Sounds like expensive shops and \$500,000 condos! Is it a surprise that real estate interests have been a primary driving force behind removing the Central Freeway?

Don't be hoodwinked by greedy developers. While you're stuck in traffic, they will be laughing all the way to the bank. We need an efficient infrastructure which will maintain a sensible commute. Please vote NO on I.

David Heller
President
Greater Geary Blvd. Merchants Association

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Cournale & Co., and Alexander Lee Munson.

Octavia Boulevard Plan



PAID ARGUMENTS AGAINST OF PROPOSITION I

The four supervisors who initiated Proposition I are doing a disservice to the citizens of San Francisco by trying to frame a very important transportation issue as a housing issue.

The debate over the Central Freeway is about moving 90,000-plus vehicles a day safely and efficiently through the City. The consequences of this decision are enormous.

With the Octavia Boulevard plan, there would be an increased danger to pedestrians and bicyclists, more air and noise pollution, and more road rage as freeway and Market Street traffic converge. Landing a freeway at Market Street is a ludicrous idea.

Proposition J, an alternative also on the November 2 ballot, will provide land (SB-798) where the Franklin and Gough Street ramps were located to be used for housing. This is a majority of the land designated for housing, so most of the planned housing units can be built anyway.

The Central Freeway is a vital transportation artery. That's why a broad coalition of diverse groups are opposed to the Octavia Boulevard plan and its housing ruse.

Please vote NO on Proposition I.

Paul Kozakiewicz

Publisher, *Richmond Review* and *Sunset Beacon* newspapers

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Cournale & Co., and Alexander Lee Munson.

This measure has two basic flaws:

1. Its true purpose is to prevent the rebuilding of the Central Freeway, hiding behind the "motherhood" issue of affordable housing.
2. The proposed Octavia Blvd. unnecessarily mixes freeway-bound traffic with local ground-level traffic, aggravating congestion, air pollution and accident potential; and delaying all traffic.

Affordable housing is emphasized, but the actual mix of uses is not specified and is left to citizen groups and government agencies. Only a token amount of "affordable housing" (not defined) might be built, and remaining land might be put to more lucrative uses by developers.

Of the Caltrans right-of-way (R/W) between Market and Turk Streets, approximately 347,000 square feet is open land available for development if the Octavia Blvd. plan is implemented. 67% of that land would still be available for development if the Central Freeway is kept and rebuilt, with Caltrans keeping only the R/W between Market and Fell Streets needed for the freeway. Four eastside parcels on Octavia Blvd. are not wide enough for housing.

Repeal of the ban on freeway ramps north of Fell Street is not a barrier to development of the former Caltrans R/W property between Fell and Turk Streets.

The measure claims "improved north-south access" - but the freeway on/off ramps at Laguna Street are only one block west of the proposed Octavia Boulevard. That's not much improvement.

The Caltrans 1997 environmental assessment and the Sept. 1998 DPT report both clearly state that the proposed Octavia Boulevard has much less traffic-handling capacity than the rebuilt Central Freeway (between 52% and 67%, depending upon conditions).

Vote NO on Proposition I in order to keep our Central Freeway and still allow building two-thirds of the housing units mentioned in this measure.

Winchell Hayward

San Franciscans For Transportation Solutions

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Cournale & Co., and Alexander Lee Munson.



Octavia Boulevard Plan

PAID ARGUMENTS AGAINST PROPOSITION I

BUSINESSES SAY NO TO PROP I

Business in San Francisco is suffering because the City is **GRIDLOCKED**. New housing and entertainment venues downtown and south of Market have furthered an already terrible traffic problem in the City. When people want to work or play, they now chose to do it elsewhere. This hurts business.

For these reasons, businesses in San Francisco oppose Prop I. Prop I will try to do the impossible . . . replace a freeway with a boulevard. Substituting a boulevard for a freeway will only create more congestion on our streets and make it harder for people to work and play in San Francisco. Crowded intersections are bad for business and bad for San Francisco. Let's keep this a world class City.

Vote no on I.

Ken Cleaveland, Dir. Gov't Affairs
Building Owners & Managers Assoc. of San Francisco
Harry Aleo, Past President
San Francisco Council of District Merchants Association
Harry Hsia
Board Member, Outer Sunset Merchant Association
Paul Kozakiewicz
Publisher, *Richmond Review* & *Sunset Beacon* newspapers
David Heller
Greater Geary Boulevard Merchants Association
Onnyx Walker
President, Bayview Merchants Association
Business Owner

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Courmale & Co., and Ben Hom.

LABOR SAYS NO ON I

Prop I is bad for the working person. People with jobs and families have responsibilities that can often times only be met with the assistance of a car. The working person needs to carry their tools to work, their kids to daycare, and their elders to treatment. Try doing that on MUNI! Anything that increases traffic creates another barrier for the working person.

Labor is opposed to Prop I, because Prop I's intent to replace a freeway with a street is ridiculous. Putting the 93,000 cars that used the Central Freeway on the streets of San Francisco will just make it harder for the working person to live up to the responsibilities they already have. We need comprehensive transit planning in San Francisco, not unrealistic idealism. **NO ON I!**

Stanley M. Smith
Building Trades Union Member
Mark Gleason, Representative, Teamsters Local 350
Ray J. Antonio, President
Transport Workers Union of America, AFL-CIO Local 250-A

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Courmale & Co., and Ben Hom.

Octavia Boulevard Plan



PAID ARGUMENTS AGAINST PROPOSITION I

ENGINEERS AND ARCHITECTS SAY "OCTAVIA IS TOO SLOW"

Prop I will tear down the Central Freeway which used to carry 93,000 cars a day. From an engineering and architectural standpoint, the freeway moves traffic better than the Octavia Plan proposed by Prop I.

Simply put, the Octavia Plan cannot handle the traffic capacity the Central Freeway did. The Central Freeway had no stop lights, no intersections, and a speed limit of 55 mph. The Octavia Plan will have multiple intersections, including one at Market Street, multiple stop lights, and have a lower speed limit.

Prop I cannot address our traffic needs. **Vote NO on I!**

Albert Z. Chang

CA Board of Architecture Examiners

George Tsang

Retired Assist. Traffic Engineer

Samuel Kwong

Architect

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Courmale & Co., and Ben Horn.

AFRICAN AMERIANS AIN'T FOOLED

The African American community is mostly concentrated in the Bayview and Western Addition areas. We travel daily between these areas for Church, health care, school, and work. Since the partial destruction of the Central Freeway, it has been very difficult for our community to travel back and forth. There are more residents and visitors in San Francisco than ever before. We know that the only way to move quickly across our City is to have a freeway. Octavia Boulevard simply cannot do the job! We recommend that you vote NO on Prop I.

Further, we're not convinced that voting for prop I is the only way to get housing. The housing that is supposedly gained from passing Prop I will be built whether you vote for Prop I or not.

Our community has been lied to politicians and special interest one too many times. Now we say no to political tricks and to Gridlock. Octavia cannot do the job - **Vote NO on I!**

Rev. George Davis, PhD

Executive Director, Bayview Senior Center

Rev. Arnold G. Townsend

Reverend

Espanola Jackson

Bayview Hunters Point Neighborhood Activist

Marjorie Ann Williams

President, Barbara Jordan Democratic Club

Clara Rogers

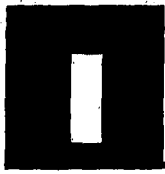
President, Sojourner Truth Democratic Club

Nathaniel Mason

Western Edition Neighborhood Activist

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Ben Horn, and Courmale & Co.



Octavia Boulevard Plan

PAID ARGUMENTS AGAINST PROPOSITION I

GAY, LESBIAN, TRANSGENDER, AND BISEXUAL COMMUNITIES SAY PROTECT THE ENVIRONMENT - NO ON PROP I

The Gay, Lesbian, Transgender, and bisexual communities are strongly opposed to Prop I. Why? Common sense. A street can never do what a freeway does!

Prop I's boulevard concept is bad, bad, bad. Prop I will place the cars coming off the Central Freeway onto two south of Market street lanes, with traffic lights, and a low speed limit starting south of Market. It doesn't take a rocket scientist to figure out that this will just create gridlock. Cars are going to be idling as they exit the freeway with nowhere to go except to wait four more turns of the signal before they can move another block. These 93,000 idling cars are going to kill our air quality even more.

Do we want ten of thousands of idling cars stuck on a four block stretch of Octavia everyday, or do we want them to move quickly to their destination and out of everyone's way?

Please vote NO on I!

Sharon Bretz

Former Parking & Traffic Commissioner

Jon Henry Kouba

Former President, San Francisco Redevelopment Commission

Tamara Ching

Transgender and AIDS Activist

Steve Fong

Past Co-Chair, Gay Lesbian Alliance of City College

The true source of funds used for the printing fee of this argument San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Ben Horn, and Cournale & Co.

NEIGHBORHOODS ARE FED UP!

The neighborhoods of San Francisco say enough is enough. We are tired of the traffic, the gridlock, and the road rage! Prop I is not a traffic solution, its a political joke. Build a street to replace a freeway? Come on! Who's going to believe that?

Real people live in our neighborhoods. They need to get to work, to school, and our leisure activities without unreasonable delay. We need real traffic solutions not political spin like Prop I. Prop I tries to scare voters into believing that they must vote yes on I or the City will lose housing. Everyone knows that the housing sites are not in the path of the Octavia Plan or the Central Freeway, so we'll get more housing regardless of what happens in November.

Don't waste your vote on something that won't deliver real traffic solutions. Let's wait for something real to offer our neighborhoods. **Vote NO on Prop I!**

Scott Zeller, M.D.

Louis Philip Jimenez, PhD

Director, Golden Gate Heights Neighborhood Association

Bud Wilson

West of Twin Peaks Resident and Activist

Rose Tsai

Director, San Francisco Neighbors Association

Ramona Albright, RN

Co-Founder, Twin Peaks Council and Open Space Conservancy

Chooi Eng Grosso

Sunset Heights Association of Responsible People

Ed Murray

Vice President, Cole Valley Improvement Association

The true source of funds used for the printing fee of this argument San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Ben Horn, and Cournale & Co.

Octavia Boulevard Plan

PAID ARGUMENTS AGAINST PROPOSITION I

WEDGING THE CHINESE ONCE AGAIN - NO ON PROP I

Chinese Americans make up almost 20% of San Francisco's population. We work hard, pay taxes and help make San Francisco a more diverse city. Many Chinese Americans have large families, and live all around the City (Chinatown, Richmond, Sunset, and Visitation Valley). The Central Freeway links our community and allows us to work, attend schools, shop, and visit family and friends.

Prop I will tear down the Central Freeway and put a boulevard in its place. However, this boulevard cannot come close to the handling capacity of the freeway. That means even more gridlock than we currently have. This will be yet another wedge placed in the Chinese community.

Vote No on Prop I, it's the wrong way to solve our traffic problems.

Leland Yee, PhD

Finance Committee Chair, Board of Supervisors

Eddie Chin

Commissioner, San Francisco Board of Education

Julie Lee

Commissioner, San Francisco Housing Authority

Cherk Yee

Presiding President, Chinese Six Companies

Roland Quan

Former Airport Commissioner

Lawrence Yee

Director, Chinese American Democratic Club

Daniel Lau

Director, San Francisco Neighbors Association

The true source of funds used for the printing fee of this argument
San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Ben Hom, and Courmale & Co.

ASIAN AMERICANS STAND UP!

Almost one out of every three people in San Francisco is Asian. Asians want to make ourselves clear, we're tired of traffic!

Asians tend to live on the edges of the City. That means Asians have to pass through the middle of the City to work, play, and visit each other.

Prop I will dump 93,000 cars onto City streets located in the center of the City. Think traffic is bad now? Wait until Prop I tears down the freeway and puts the cars currently using the half of the freeway still standing onto Octavia just south of Market.

Asians are not easily fooled. Octavia Boulevard will never handle 93,000 cars as the freeway did. Asians, like all other people, simply want peace. We want to be able to travel to work and play without unnecessary interruption and pollution of the environment.

Please use common sense and Vote NO on I.

Marlene Tran

Member, Democratic County Central Committee

Phuong Lan Thi Do

Chair, Vietnamese Voter Coalition of Northern California

Agaipino R. Cerbatos

Former School Board Commissioner

Rod McLeod

Former School Board Commissioner

Joe Julian, PhD

President, Filipino American Democratic Club

The true source of funds used for the printing fee of this argument
is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Courmale & Co., and Ben Hom.

Octavia Boulevard Plan

PAID ARGUMENTS AGAINST PROPOSITION I

PROP I IS BAD FOR THE ENVIRONMENT, PEDSTRIANS, AND BYCICLISTS

Prop I is not an environmentally sound transportation solution. It will force an additional 93,000 cars a day to cross four intersections including one at Market Street. These idling cars will create tons of smog and permanently damage our environment.

Further, these intersections will be extremely dangerous for crossing pedestrians, disabled individuals, children, the elderly, and bicyclists. Red light runners fed up with bumper to bumper traffic will speed through intersections with no regard for non-vehicular users of the road.

We don't need another Geary or Van Ness, which are impossible to cross. We need a comprehensive transit plan. **Vote No on I.**

John Barry

Former San Francisco Environment Commissioner

Bruce Oka

Disability Democratic Club

Chair, Paratransit Coordinating Council of San Francisco

Bob Planthold

MTC, Elderly & Disabled Advisory Committee

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Cournale & Co., and Ben Hom.

PROP I IS BAD PUBLIC POLICY

Prop I will replace the Central Freeway with a street. However, the vehicle capacity of the street is less than the Central Freeway. That means Prop I will create more traffic, more gridlock, more road rage, and more speeding.

As elected officials in San Francisco, it is our duty to ensure the quality of life for our citizens. That's why we want the people of San Francisco to have easy access to their destinations. Already, few, if any, destinations in San Francisco are easily accessible. Prop I will place the 93,000 cars that used the Central Freeway onto City streets right in the heart of the City. This will only clog our streets more and create more air pollution.

Prop I is bad for San Francisco. It will just make an already bad traffic problem worse.

NO on I!

Leland Yee, PhD

Finance Committee Chair, Board of Supervisors

Barbara Kaufman

Supervisor

Eddie Chin

School Board Member

Marlene Tran

Member, Democratic County Central Committee

Marjorie Ann Williams

Member, Democratic County Central Committee

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Cournale & Co., and Ben Hom.

Octavia Boulevard Plan

PAID ARGUMENTS AGAINST PROPOSITION I

HOUSING SUPPORTERS SAY PROP I IS NOT ABOUT HOUSING

As community leaders, we support affordable housing in San Francisco. However, we want to set the record straight. Prop I has nothing to do with housing. The property available for housing is north of Prop I's Octavia Boulevard path. That means that the property available for housing development is not affected by Prop I and will continue to be available whether you vote for Prop I or not.

So why does Prop I talk about housing? Because the proponents of Prop I know that no common sense person can believe that a boulevard can move as many cars as a freeway. Don't let the proponents of Prop I sneak a boulevard construction project past you by making you think housing will be lost if Prop I is not approved. Wrong!

Vote NO on Prop I!

Leroy King

Labor Leader

Brook Turner

Executive Director, Coalition for Better Housing

A. Lee Munson

Civil Service Commissioner

Stephen Cornell

Small Business Leader

May Louie

Chairman, Chinatown Merchants' Association

Orville Luster

Executive Director, Youth for Service

Anthony Sacco

President, New Mission Terrace Improvement Association

Betty White

Marina District Community Leader

Paul M. Louie

Retired CALTRANS Engineer

Abdalla Megahed

Former Mission Rock Emergency Shelter Client and Homeless Person

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: Winchell Hayward, Cournale & Co., and Ben Hom.

WHAT'S WRONG WITH REAL ESTATE SPECULATION?

Sure, I and other big property owners are the primary supporters of this measure. **Big deal!** So what if we're buying property around the freeway with the plan to tear it down so we can make a few quick bucks. *Hey, do you have a problem with that?* Politicians are bought just like candy. They're with us now!

I don't care if the **traffic experts** say this boulevard will create gridlock and won't work to move traffic. **Not my problem, I DON'T COMMUTE!**

You guys that always complain that you just have to get to work on time really make me sick. You're boring. So to all you Octavia opponents, read my lips, I say **"shove it!"**

Dave Winzer

The true source of funds used for the printing fee of this argument is Dave Winzer.

TEXT OF PROPOSED ORDINANCE

PROPOSITION I

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

(a) On November 3, 1998, the voters of San Francisco demonstrated their support for the Octavia Boulevard Plan for replacement of the Central Freeway by passing Proposition E, the Central Freeway Replacement Project Act of 1998, by more than 10,000 votes.

(b) Proposition E called for the City and County of San Francisco to authorize the California Department of Transportation (CalTrans) to replace the Central Freeway with an elevated structure from Mission Street to Market Street and a ground-level boulevard on Octavia Street, from Market Street to Fell Street (collectively, the "Central Freeway Replacement Project").

(c) In March of 1999, the Board of Supervisors of the City and County of San Francisco established a Central Freeway Project Office to prepare design, engineering and environmental review documents necessary to build the Octavia Boulevard portion of the Central Freeway Replacement Project (the "Octavia Boulevard Plan").

(d) In July of 1999, members of the Board of Supervisors, sitting as the San Francisco County Transportation Authority ("Transportation Authority"), voted to accept the conceptual design and preliminary engineering of the Octavia Boulevard Plan.

(e) The replacement of the last four blocks of the Central Freeway with the Octavia Boulevard Plan will provide the City with significant benefits, including the opportunity to build more than 500 units of new housing, improved north-south access for vehicles traveling to and from the Central Freeway, and substantial revenue for transportation improvements on adjacent corridors.

(f) Construction of the Octavia Boulevard Plan will free up approximately three hundred and eighty thousand (380,000) square feet of land formerly occupied by that portion of Route 101 containing the elevated freeway structure north of Market Street and freeway ramps north of Fell Street (collectively, the "Excess Central Freeway Parcels").

(g) The Excess Central Freeway Parcels include prime residential, commercial and mixed use lots that could be used for housing, including much-needed permanently affordable housing. Proposition E specifically recognized that, in planning for the uses of the Excess Central Freeway Parcels, special consideration should be given to the need for affordable housing.

(h) The California Legislature is currently considering Senate Bill 798, which would require that the State transfer to the City

at no cost the Excess Central Freeway Parcels, with the City to use the proceeds from the sale and/or disposition of those parcels for transportation improvements to Octavia Boulevard and along corridors leading to the Central Freeway, including but not limited to the Oak Street/Fell Street corridor to the Sunset and Richmond neighborhoods, South of Market, the Mission corridor, the Upper Market corridor, and the Franklin/Gough corridor to the Marina. Senate Bill 798 is similar to Senate Bill 181, passed by the California Legislature in the wake of the removal of the Embarcadero Freeway, which transferred the unused Embarcadero Freeway right-of-way to the City and County of San Francisco so that the right-of-way, or proceeds from the sale thereof, could be used to create an alternate system of city streets.

(i) The Excess Central Freeway Parcels are estimated to have a market value of approximately thirty-three million dollars (\$33,000,000), which is well in excess of the amount needed to complete the Octavia Boulevard Plan. The sale and/or disposition of these parcels will provide the City with much needed revenue for other transportation improvements.

(j) The San Francisco Department of City Planning has undertaken studies with the San Francisco Redevelopment Agency and the Hayes Valley neighborhood to determine appropriate land uses, housing types, densities and design standards for the Excess Central Freeway Parcels, as summarized in the Hayes Valley Development Guidelines endorsed by the City Planning Commission in 1993. The San Francisco Department of City Planning is currently in the process of implementing a "Strategic Neighborhood Action Plan" pursuant to funding approved by the Board of Supervisors in the City's fiscal year 1999-2000 budget. The Strategic Neighborhood Action Plan will include the development and implementation of a community-based, public planning process to ensure the involvement and participation of the community in land use and transit planning. The proposed Strategic Neighborhood Action Plan would apply to the Upper Market/Hayes Valley Neighborhood, which includes the Excess Central Freeway Parcels.

(k) If a widened freeway structure is approved and the Board of Supervisors' ban on construction of new freeway ramps north of Fell Street is repealed, the City will not receive all of the substantial benefits of the Excess Central Freeway Parcels. A widened structure will preclude any affordable housing development between Market Street and Fell Street; and re pealing the ban on construction of new ramps north of Fell Street will hold the parcels

between Fell Street and Turk Street in limbo pending the outcome of years of engineering and environmental review. In either case, the City will not be able to construct much-needed housing in this area or sell the land and use the proceeds for other transportation improvements for the foreseeable future.

Section 2. Title.

This ordinance shall be known as and may be referred to as "The Central Freeway Corridor Housing and Transportation Improvement Act."

Section 3. Transportation Improvements Funded by Proceeds from the Disposition of the Excess Central Freeway Parcels.

(a) Consistent with SB 798 and Article XIX of the California Constitution, the City shall first use any proceeds from the sale and/or disposition of Excess Central Freeway Parcels transferred by CalTrans to the City for design, engineering, construction and maintenance of the Octavia Boulevard Plan as finally adopted by the San Francisco Board of Supervisors, sitting as the Transportation Authority.

(b) The City shall utilize any remaining proceeds from the sale and/or disposition of the Excess Central Freeway Parcels for transportation improvements to corridors on or ancillary to Octavia Boulevard, including but not limited to the Oak Street/Fell Street corridor to the Sunset and Richmond neighborhoods, South of Market, the Mission corridor, the Upper Market corridor, and the Franklin/Gough corridor to the Marina.

(c) The Transportation Authority shall allocate remaining revenue from the sale and/or disposition of Excess Central Freeway Parcels for transportation improvements to corridors on or ancillary to Octavia Boulevard, with advice from its Central Freeway Citizens Advisory Committee and its Technical Working Group, which includes the Municipal Railway, the Department of Parking and Traffic, the Department of Public Works, the City Planning Department, the San Francisco Redevelopment Agency and regional transit operators. Such revenue shall be allocated to transportation projects on a competitive basis, according to the following minimum criteria: (1) conformance with the priorities expressed in the San Francisco Long Range Countywide Transportation Plan (as finally approved by the Transportation Authority in April, 2000); (2) improved transit and traffic flow and pedestrian safety along corridors leading to and from the Central Freeway; (3) cost-effectiveness; and (4) project eligibility under SB 798 and Article XIX of the California Constitution.

(Continue on next page)

LEGAL TEXT OF PROPOSITION I (CONTINUED)

Section 4. Construction of Housing on Excess Central Freeway Parcels and Neighborhood Planning Process.

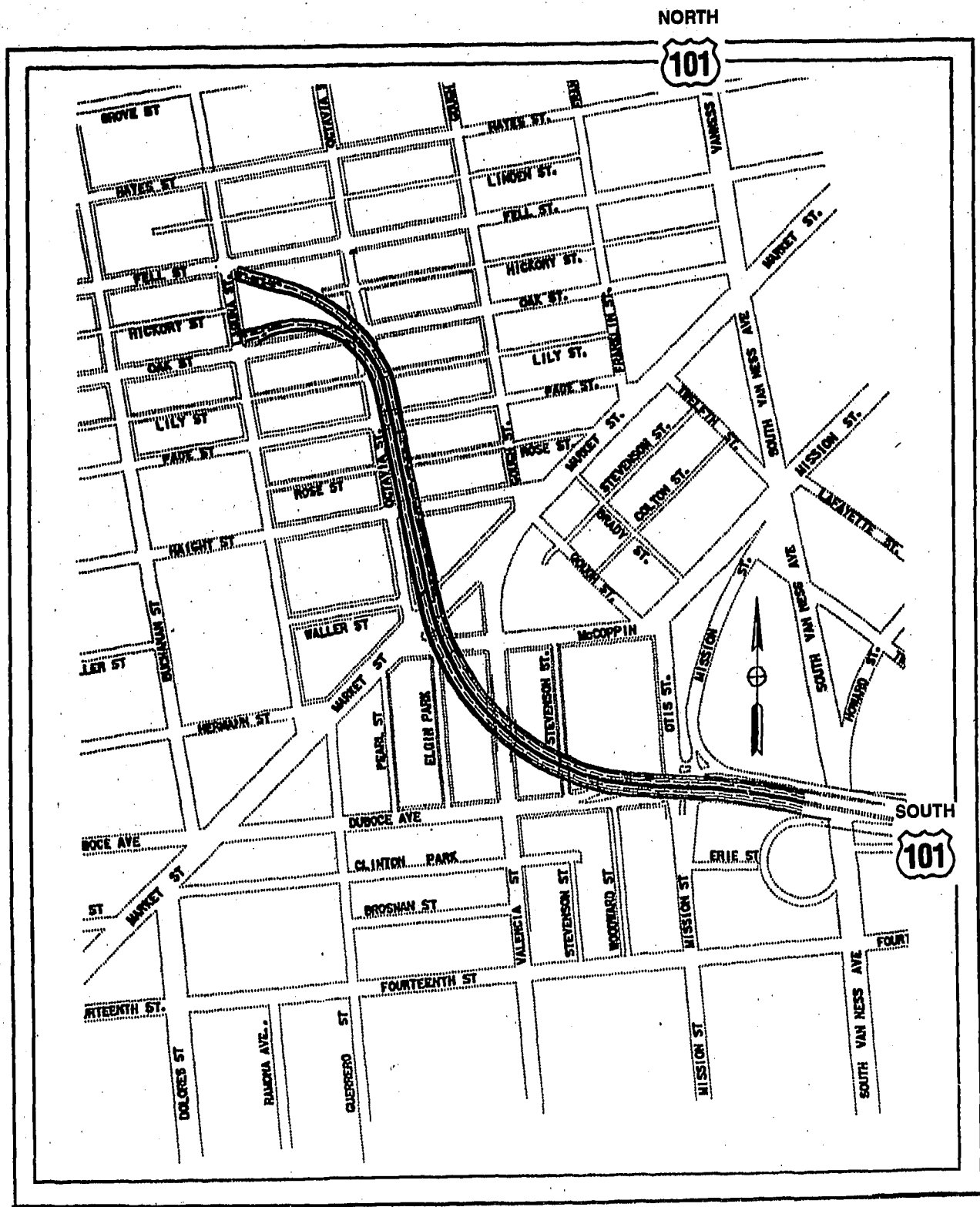
(a) It is the express intent of the voters that housing, mixed use and/or complimentary developments be constructed on the Excess Central Freeway Parcels. To that end, no competing transportation use, such as the widening of the elevated freeway structure between Market Street and Fell Street, shall prevail. Nothing herein shall be construed to prohibit public transit or alternative transportation use consistent with the Hayes Valley Development Guidelines and the Octavia Boulevard Plan.

(b) The City shall utilize a community-based public planning process, involving representatives from the Hayes Valley and Western Addition neighborhoods, the City Planning Department, the Redevelopment Agency, the Mayor's Office of Housing and the Transportation Authority's Technical Working Group, to determine the mix and type of land uses for the Excess Central Freeway Parcels. Such uses shall include the construction of affordable rental and/or ownership housing on such parcels and shall be consistent with the Octavia Boulevard Plan and related transportation improvements.

(c) The recommendations from this community-based planning process shall be presented to the City Planning Commission and the Redevelopment Commission (as appropriate) for incorporation into the Hayes Valley Development Guidelines to ensure that the future development of the Excess Central Freeway Parcels will reflect the outcome of the planning process.

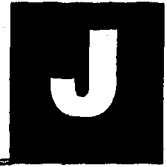
Section 5. Severability.

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this ordinance which can be given effect without the invalid or unconstitutional provision or application. To this end, the provisions of this ordinance shall be deemed severable.



Proposition J – Central Freeway Replacement

Central Freeway Replacement



PROPOSITION J

Shall the City repeal 1998's Proposition E and authorize Caltrans to retrofit and widen the lower deck of the Central Freeway to provide a four-lane, single-deck structure over Market Street from South Van Ness Avenue to Oak and Fell Streets, and prepare an annual transit plan?

YES ➡
NO ➡

Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: The City's Central Freeway was damaged in the 1989 earthquake. The California Department of Transportation (Caltrans) has demolished the unsafe upper deck of the freeway and is currently retrofitting the remaining portions.

Under State law, Caltrans cannot rebuild the Central Freeway without City approval. Although the City can authorize Caltrans to rebuild all or part of the Central Freeway, it cannot require Caltrans to do so.

In November 1997, the voters adopted Proposition H, authorizing Caltrans to retrofit and widen the Central Freeway as a four-lane, single-deck, elevated structure over Market Street from Mission Street to Oak and Fell Streets.

In November 1998, the voters adopted Proposition E, which repealed 1997's Proposition H and authorized Caltrans to replace the Central Freeway with a new four-lane, two-way, single-deck elevated structure from Mission Street to Market Street and a street-level, four-lane boulevard along Octavia Street from Market Street to Fell Street with two additional lanes for local traffic.

THE PROPOSAL: Proposition J is an ordinance that would repeal last year's Proposition E. The ordinance would authorize Caltrans to retrofit and widen the existing lower

deck of the Central Freeway to provide a four-lane, single-deck structure over Market Street from South Van Ness Avenue to Oak and Fell Streets. The portion of the freeway between the intersection of Haight and Octavia Streets and the Fell Street off-ramp would be replaced, and a new on-ramp would be built at Oak Street.

The measure also would direct the City to hold quarterly meetings on improving transportation in San Francisco and to develop an annual comprehensive transit plan.

Proposition J provides that it could be amended or repealed only by a two-thirds vote of the voters.

A "YES" VOTE MEANS: If you vote yes, you want to authorize Caltrans to retrofit and widen the existing lower deck of the Central Freeway to provide a four-lane, single-deck structure over Market Street from South Van Ness Avenue to Oak and Fell Streets.

A "NO" VOTE MEANS: If you vote no, you want to continue to authorize Caltrans to replace the Central Freeway with a new four-lane, two-way, single-deck elevated structure from Mission Street to Market Street and a street-level, four-lane boulevard along Octavia Street from Market Street to Fell Street, with two additional lanes for local traffic.

Controller's Statement on "J"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition J:

Should the proposed ordinance be adopted and implemented, in my opinion, it should not affect operating costs of the City and County of San Francisco as the cost of freeway construction is a capital cost typically borne by the state and federal governments.

How "J" Got on the Ballot

On July 15, 1999 the Department of Elections certified that the initiative petition calling for Proposition J to be placed on the ballot had qualified for the ballot.

10,510 signatures were required to place an ordinance petition on the ballot.

This number is equal to 5% of the total number of people who voted for Mayor in 1995. A random check of the signatures submitted on July 5, 1999 by the proponent of the initiative petition showed that more than the required number of signatures were valid.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 193
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Central Freeway Replacement

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION J

END TRAFFIC GRIDLOCK NOW!!!

VOTE YES ON PROP J

Traffic in San Francisco has never been worse! New hotels, tourist attractions, stores, and sport stadiums are being built without thought on how to deal with the flood of vehicles they will bring. The City is in GRIDLOCK and road rage!

We need comprehensive transit planning like that called for in Prop J.

Prop J requires City agencies to meet regularly and create a comprehensive transit plan for San Francisco each year. This will force our government to stay on top of our traffic and transit problems and update their decisions annually.

Prop J also fixes the Central Freeway which efficiently moves 93,000 cars a day and was damaged in the Loma Prieta Earthquake. The freeway is a vital part of a comprehensive transit plan because it feeds into Fell and Oak's four lanes of timed-light, one-way traffic. It's the vital link between San Francisco and the Bay Bridge, the Peninsula, and Highways 80 and 101.

Prop J will provide the following benefits:

1. Less traffic congestion on city streets;
2. NO cost to San Francisco taxpayers;
3. Less traffic noise on the street level;
4. Less hazard to pedestrians, bicyclists and the disabled because of fewer vehicles on the street;
5. Less air pollution because of fewer idling vehicles; and
6. Settles the Central Freeway issue once and for all by calling for a two-thirds vote to make any future change to the future of the freeway.

Prop J gives us comprehensive transit planning and retains the freeway we've been using for the last forty years. Let's get traffic moving ! Vote YES on J!

Scott Zeller, M.D.

Rolf Mueller

Sharon Bretz

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION J

Traffic gridlock IS a problem in San Francisco, but Prop J is NOT the solution.

Don't fall for a flimsy transportation plan thrown in as a "sweetener" for a flawed freeway proposal.

Proposition J **CLAIMS** to establish a new process that would require City agencies to meet and create a transportation plan:

FACT: City transportation agencies **ALREADY** meet regularly. A comprehensive transportation plan will be completed by April.

Proposition J **CLAIMS** to be about ending gridlock:

FACT: Prop J fails to restore access to Franklin and Gough streets. Instead it **CREATES GRIDLOCK** by funneling all freeway traffic to a single, residential intersection at Fell and Laguna.

Proposition J supporters **CLAIM** that their plan also provides for old freeway land to be used for building housing:

FACT: PROPOSITION J REPEALS A BOARD OF SUPERVISORS' BAN ON REBUILDING ELEVATED FREEWAYS ON THE SAME LAND WHERE THEY NOW SAY HOUSING CAN BE BUILT. Prop J's authors chose to

reserve this vacant land for rebuilding freeways. Freeways AND housing **CANNOT** be built on the same land.

We are now 19 months away from completing a beautiful Boulevard that will pay for itself. Today the Boulevard plan is still far **CHEAPER** and **FASTER TO BUILD**; **SAFER** in an earthquake; provides **BETTER TRAFFIC FLOW** while also allowing for:

- 500-1000 units of new **AFFORDABLE HOUSING**; and
- \$30,000,000 for **REAL TRANSPORTATION IMPROVEMENTS**.

**For more housing, better access and improved transportation:
VOTE NO ON PROPOSITION J.**

Supervisor Tom Ammiano

Supervisor Sue Bierman

Supervisor Leslie Katz

Supervisor Mark Leno

Central Freeway Replacement

J

OPPONENT'S ARGUMENT AGAINST PROPOSITION J

**DON'T TURN BACK THE CLOCK.
SUPPORT THE PROGRESS WE'VE MADE.
VOTE NO ON PROP J.**

Last year San Franciscans rejected this same flawed traffic plan, voting instead to replace the Central Freeway with new ramps and a four-block boulevard along Octavia Street. Sadly, Prop J would block the progress we have made to restore service to the Central Freeway, forcing the City to endure more political and traffic gridlock.

Voters chose the Octavia Plan because it can be built **FASTER** and **CHEAPER**, ensures **GREATER EARTHQUAKE SAFETY**, provides **BETTER TRAFFIC FLOW**, and restores lost freeway connections to Oak, Franklin and Gough streets.

The City has made great progress toward constructing the Octavia Boulevard:

- City agencies have completed conceptual design, nearly finished environmental review and established a Central Freeway Project Office to oversee construction. New estimates indicate that work can be completed in less than two years.
- State legislation is pending to give 8.7 acres of Caltrans' land freed up by the Octavia Plan to San Francisco. Proceeds from this land - worth over \$30,000,000 - will not only pay for the

Boulevard but also for numerous other transportation improvements in the City.

- 500 - 1,000 housing units could be built on this land, producing additional tax revenue for city services.

Now Prop J supporters are asking voters to overturn this progress and go back to a flawed retrofit plan that would take years longer to build at far greater cost to taxpayers. Prop J would also prevent new affordable housing construction in the old Central Freeway right-of-way.

Support the Octavia Plan - a cheaper, faster plan that provides better traffic flow, desperately-needed housing and money for new transportation improvements to benefit all San Franciscans.

VOTE NO on PROP J!

*Senator John Burton
Assemblywoman Carole Migden
San Francisco Democratic Party
Sierra Club - San Francisco Group*

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION J

**END GRIDLOCK, CREATE AFFORDABLE HOUSING,
SAVE THE ENVIRONMENT**

The people of San Francisco are angry because traffic is way out of hand. That's why in 1997, the people voted for the first time in 8 years to do something about the Central Freeway, replace it. Prop J honors the will of the people as they first expressed it in 1997. CALTRANS has also said that Prop J is not more expensive than the Octavia plan and has a shorter road closure time. Further, Prop J was placed on the ballot with over 20,000 signatures of angry San Francisco voters. Prop J's competitor, Prop I (Octavia), was placed on the ballot by four politicians.

The people also know that a cross-town freeway is not the only answer to our traffic problems. That's why Prop J also mandates that City Hall conduct comprehensive transit planning annually. This will hold our leaders accountable as they address our traffic problems in an environmentally safe and effective manner.

Prop J also provides for more affordable housing. By using only what remains of the Central Freeway and NOT extending it further than Fell Street, Prop J allows land formerly occupied by the freeway to be used for things like badly needed affordable housing. In fact, over 500 hundred housing units could be created.

Let's get cars moving again, prevent parking lots on city streets, save the environment, and create more affordable housing.

Vote YES on J!

*Scott Zeller, MD
Rolf Mueller
Sharon Bretz*

J

Central Freeway Replacement

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

**SAVE THE CENTRAL FREEWAY! END GRIDLOCK!
SAVE TIME AND MONEY!**

Faster Commute on the freeway and LESS traffic congestion, LESS pollution, road rage, LESS interference with 5 Muni Routes, LESS INJURY AND DEATHS to both pedestrians and bicyclists on the street. Vote Yes!

The San Francisco Republican Assembly

For more information: (415) 339-1290

The true source of funds used for the printing fee of this argument is San Francisco Republican Assembly.

Not all property owners in the Octavia Corridor want the freeway torn down. Many of us understand, that the gridlock caused by the destruction of the freeway will hurt our community.

The supporters of the measure to tear down the freeway want 93,000 more cars on Octavia? More gridlock, more road rage, more pollution, more INSANITY!!

Jack Han

Carlos Uribe

Hayes Valley Property Owners for the Freeway

The true source of funds used for the printing fee of this argument is Jack Han, Carlos Uribe

Vote YES on proposition J. This will ensure that traffic on the Central Freeway will cross Market Street without competing with traffic at street level.

Traffic snarls caused by the partial demolition of the Central Freeway structure is painfully obvious to any motorist attempting to access the remaining portion of the freeway.

Freeway opponents (under Proposition I) want to complete the carnage by removing what is left of the structure and replacing it with a so-called "Grand Octavia Boulevard" intersecting Market Street.

Tearing down a working freeway (80,000 vehicles per day) and dumping the massive traffic load on city streets South of Market flies in the face of common sense.

The plan involving the demolition of the freeway has another fatal flaw; Market Street traffic flow would be seriously impacted.

Traffic along Market under current conditions is interrupted by seven major thoroughfares between Castro and Hyde, including the busy Van Ness corridor.

Freeway opponents plan to add another obstacle to the Market Street traffic, an obstacle that would rival, if not exceed, the traffic volume on Van Ness.

I refer to the "Grand Octavia Boulevard."

If this happens, a grand parking lot would result along Market Street.

We need less traffic at street level, not more!

Save the Central Freeway and Vote YES on Proposition J.

Wayne Person

Registered Civil Engineer

The true source of funds used for the printing fee of this argument is Wayne Person.

Warning: DON'T MAKE THE OCTAVIA PARKING LOT

We're working men and women. We want to get to our jobs and back to our families. This Octavia Plan should be called the "Yuppie Parking Lot". It will benefit a few yuppie real estate investors in Hayes Valley, while creating a nightmare, parking lot for us working folks. Do they think we're stupid?

Greg James

Labor to Labor

The true source of funds used for the printing fee of this argument is Labor to Labor.

Central Freeway Replacement

J

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

The Central Freeway is a vital link for motorists going into and out of all parts of the City. Today, with an increasing number of people commuting from the City to work, the Central Freeway is more essential than ever.

For over three years now, the Oak Street on-ramp to the Central Freeway has been closed. Traffic which used to take the Oak Street on-ramp at Laguna, now has to travel on City streets down Gough Street to 13th Street, or down Oak and then 10th Street to Bryant to reach Highway 101.

Before you decide how to vote on Proposition J, consider the findings of the City's Director of Parking and Traffic in a letter dated September 23, 1998.

The Director stated: 1) Since Octavia Boulevard had only 52% of the capacity of the Central Freeway, the Boulevard proposal would result in back-ups of traffic during peak travel periods; 2) Due to the difficulty of timing traffic signals for both directions on a two-way street, motorists on Octavia Boulevard are expected to be further delayed; and 3) The Central Freeway proposal would provide for "more traffic capacity; shorter travel times; less disruption during construction; better traffic safety on city streets; and fewer transit, bicycle and pedestrian impacts" than the Octavia Boulevard alternative.

For all these reasons, San Francisco Republican Party urges you to vote Yes on Proposition J to Save the Central Freeway.

Donald A. Casper, Chair, San Francisco Republican Party, and
Terence Faulkner Stephen Brewer Arthur Bruzzone
G. Michael German Howard Epstein Robert Evans
Jody Smith Dr. Jun Hatoyama Stephen Fong
Dana Walsh Rodney Leong Nick Van Beek
Jody Stevens Sue Woods

The true source of funds used for the printing fee of this argument is San Francisco Republican Party.

The transportation system in San Francisco has never been worse. Meanwhile, new hotels, tourist attractions, stores and stadiums are being built without a thought of the resultant flood of people. The City is on the brink of becoming a huge morass of gridlock and road rage.

And in the middle of this, some self-serving people want to tear down the most efficient east-west traffic corridor in the City!

The Central Freeway serves over 90,000 cars a day. Feeding into four lanes of timed-light, one-way traffic, it capably connects the Bay Bridge, the Peninsula, Highways 101 and 80 to the middle and western parts of San Francisco. It is the best way to get to Golden Gate Park, Ocean Beach, UCSF and St. Mary's Medical Centers, Haight-Ashbury, the Sunset and Richmond. It is a vital artery for the Bay Area's workforce.

But opponents of the Central Freeway, backed by greedy real estate interests, want to tear it down - dumping those 90,000 cars onto already-overcrowded Market Street or narrow neighborhood streets. They want to build a two-way boulevard where the freeway now stands, with five stoplights and a left-hand turn to reach Fell Street. Unbelievably, they call this more efficient! Who can believe that! That area of town will be as congested, noisy and full of fumes as downtown Bangkok. Instead of "beautifying" the area, removing the Central Freeway will create traffic hell, making City streets dangerous and ruining neighborhoods.

San Francisco needs a sensible infrastructure to meet our future traffic needs. No one is suggesting building new highways -- let's just keep and maintain the very effective ones that we already have. The Central Freeway has served the City well for forty years. Let's keep it, and keep our commute workable!

Vote YES on J!

David Heller, STFS

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Alexander Lee Munson.



Central Freeway Replacement

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

This initiative qualified for ballot by signatures of over 22,000 San Francisco voters, and enables Caltrans to finish the job that Caltrans began two years ago (and has already spent \$10 million). 1997 Proposition H, and this measure, authorize rebuilding the western portion of the Central Freeway to on/off ramps at Oak and Fell Streets. Retention of these terminal points and the existing Market Street overpass is critically important because freeway-bound traffic is kept above ground-level streets.

Advantages:

1. Less traffic congestion on City streets.
2. Less air pollution, because both freeway and ground-level traffic streams move faster.
3. Less ground-level traffic noise.
4. Less hazard to pedestrians, bicyclists and drivers.
5. Less cost to taxpayers (\$50 million to complete freeway work already started, vs. \$60 million for the shortened freeway plus Octavia Blvd. plan).
6. No cost to San Francisco taxpayers.
7. Estimated completion in 2003 (two years earlier than the Octavia Blvd. plan).

The Octavia Blvd. plan (void if this proposition is approved) has the following disadvantages:

1. Only 52% of the traffic-handling capacity of the rebuilt freeway, because of available "green time" at Market Street.
2. Dumping freeway traffic onto two-way neighborhood streets.
3. Delaying freeway-bound traffic from 4 to 7 minutes.
4. Increasing ground-level traffic congestion, noise, air pollution and accident potential.
5. \$11.5 million cost to San Francisco taxpayers, plus continuing operating and maintenance expenses.

Proposition J requires 2/3 majority vote of the electorate to amend or repeal it, so another re-visit of this old issue is very unlikely. Vote YES on J in order to reaffirm the will of the voters expressed in passing 1997 Proposition H, and to avoid spending many millions on a functionally-inferior and congestion-aggravating project.

Winchell Hayward

San Franciscans for Transportation Solutions

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Courmale & Co., 3. Alexander Lee Munson.

LINKING THE CHINESE COMMUNITY TOGETHER AGAIN

Chinese Americans make up almost 20% of San Francisco's population. We work hard, pay taxes and help make San Francisco a more diverse city. Many Chinese Americans have large families, and live all around San Francisco (Chinatown, Richmond, Sunset, and Visitation Valley). The Central Freeway links our community and allows us to work, go to school, shop, and visit family and friends.

Prop J will fix the Central Freeway while also providing long term comprehensive transit planning. Prop J is what the Chinese community needs to link it back together again.

Join us and vote Yes on Prop J!

Leland Yee, PhD

Finance Committee Chair, Board of Supervisors

Eddie Chin

Commissioner, San Francisco Board of Education

Julie Lee

Commissioner, San Francisco Housing Authority

Cherk Yee

Presiding President, Chinese Six Companies

Roland Quan

Former Airport Commissioner

Lawrence Yee, Director

Chinese American Democratic Club

Daniel Lau

Director, San Francisco Neighbors Association

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Courmale & Co., 3. Ben Horn.

Central Freeway Replacement



PAID ARGUMENTS IN FAVOR OF PROPOSITION J

ASIAN AMERICANS - GET CONNECTED

Although many Asians work and shop in their respective communities such as Japantown for the Japanese, the Tenderloin for the Vietnamese and downtown for the Filipinos, they do not necessarily live in those communities. Asians need to travel across the City and are tired of having to fight traffic and pollution.

This is why sound transit planning like that called for in Prop J is needed. In addition to calling for comprehensive transit planning, it fixes the Central Freeway and connects the Asian community.

Asians are a growing part of San Francisco and our needs have been ignored for too long. The Asian community strongly supports Proposition J because it improves the quality of life for Asians, as well as, all San Franciscans.

Marlene Tran

Member, Democratic County Central Committee

Phuong Lan Thi Do

Chair, Vietnamese Voter Coalition of Northern California

Agaipino R. Cerbatos

Former School Board Commissioner

Rod McLeod

Former School Board Commissioner

Joe Julian, PhD

President, Filipino American Democratic Club

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Ben Horn.

KEEPING IT TOGETHER - YES ON J

The African American community is mostly concentrated in the Bayview and Western Addition areas. We travel daily between these areas of the City for Church, health care, school and work. After numerous testimonials, it is clear that the damaged Central Freeway has made it very difficult for our community to travel back and forth. Once an older woman experienced such a long traffic delay while going to a Western Addition hospital it almost cost her life.

Help us to bring our community back together again. **Vote YES on J!**

Rev. George Davis, PhD

Executive Director, Bayview Senior Center

Rev. Arnold G. Towsend

Reverend

Espanola Jackson

Bayview Hunters Point Neighborhood Activist

Marjorie Ann Williams

President, Barbara Jordan Democratic Club

Clara Rogers

President, Sojourner Truth Democratic Club

Nathaniel Mason

Western Edition Neighborhood Activist

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

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J

Central Freeway Replacement

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

IDLING CARS MAKE SAN FRANCISCO A POLLUTED CITY

The Gay, Lesbian, Bisexual, and Transgender communities care about the environment in this world-class city. As more people move into our city each day, idling cars worsen the air pollution. We have so many people in San Francisco now that there will always be cars driving across town. The fastest way to get them there and which is least harmful to the environment is to fix the Central Freeway. Without the freeway, the 93,000 cars that use the freeway daily will simply be poured onto City streets, stuck at intersections, idling and polluting our air. And don't be fooled. NO street can replace a 93,000 car freeway.

Prop J is the answer.

Sharon Bretz

Former Parking & Traffic Commissioner

Jon Henry Kouba

Former President San Francisco Redevelopment Commission

Tamara Ching

Transgender and AIDS Activist

Steve Fong

Past Co-Chair, Gay Lesbian Alliance of City College

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Courmale & Co., 3. Ben Horn.

SAVE JOBS! VOTE YES ON J

In 1997, the citizens of San Francisco voted to fix the Central Freeway. Contracts were awarded to construction companies which then hired and promised many people construction-related jobs. Now people are trying to take those jobs away by saying we don't need a freeway. The way to save those jobs is to vote Yes on Prop J. By making sure the freeway gets built, Prop J will save those construction jobs originally promised. Vote YES on Prop J!

Stanley M. Smith, Building Trades Union Member

Mark Gleason

Representative, Teamsters Local 350

Ray J. Antonio

President

Transport Workers Union of America, AFL-CIO Local 250-A

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Courmale & Co., 3. Ben Horn.

NEIGHBORHOODS NEED EACH OTHER - YES ON J

Our neighborhoods symbolize the greatness of San Francisco: diverse, dynamic, small neighborhoods. We are a City of neighborhoods, each with its unique contribution to the San Francisco experience. All neighborhoods depend on one another and, accordingly, need accessible transportation links to other neighborhoods. That's why we should vote for Prop J. With its comprehensive transit planning and repair of the Central Freeway, the people of San Francisco can once again visit each other without having to be at each other throats along the way.

Scott Zeller, MD

Louis Philip Jimenez, PhD

Director, Golden Gate Heights Neighborhood Association

Bud Wilson

West of Twin Peaks Resident and Activist

Rose Tsai

Director, San Francisco Neighbors Association

Ramona Albright, RN

Co-Founder, Twin Peaks Council and Open Space Conservancy

Chooi Eng Grosso

Sunset Heights Association of Responsible People

Ed Murray

Vice President, Cole Valley Improvement Association

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Courmale & Co., 3. Ben Horn.

Central Freeway Replacement



PAID ARGUMENTS IN FAVOR OF PROPOSITION J

LET'S GET TRAFFIC AND BUSINESS MOVING AGAIN

Numerous businesses call San Francisco home. It is these businesses that make San Francisco a renowned Mecca for dining, entertainment and doing business. These businesses also pay taxes.

Business in San Francisco is suffering because the City is **GRIDLOCKED**. New housing and entertainment venues in downtown and South of Market have furthered an already terrible traffic problem in the City. This hurts business.

We can fix the traffic problem by voting for Prop J. Prop J provides a long term, comprehensive solution to our traffic problems. Let's make San Francisco workable for businesses again.

Vote Yes on Prop J!

Ken Cleaveland

Director of Government Affairs, Building Owners and Managers Association of San Francisco

Harry Aleo

Past President, San Francisco Council of District Merchants Association

Harry Hsia

Board Member, Outer Sunset Merchant Association

Paul Kozakiewicz

Publisher, The *Richmond Review* and *Sunset Beacon* Newspapers

David Heller

Greater Geary Boulevard Merchants Association

Onnyx Walker

President, Bayview Merchants Association and Business Owner

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Ben Horn.

SAVE THE ENVIRONMENT AND MOVE THOSE CARS!

As every citizen already knows, crossing city streets can be a hazardous experience, with all the vehicles on the road. Prop J would take vehicles from city streets and place them on the Central Freeway, thereby preventing pedestrian accidents.

Prop J is also the most environmentally friendly transportation solution for moving people across town. It will prevent 93,000 cars a day from sitting at intersections, idling, contributing to smog, and damaging our environment.

Citizens from all walks of life deserve and depend on efficient transportation as they travel to fulfill life responsibilities. We've all heard promises of a better traffic solution . . . well it's here. Eliminate the gridlock and **Vote Yes on J!**

John Barry

Former San Francisco Environment Commissioner

Bruce Oka

Disability Democratic Club

Chair, Paratransit Coordinating Council of San Francisco

Bob Planthold

MTC, Elderly & Disabled Advisory Committee

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Ben Horn.

STRAIGHT FACTS ABOUT TRAFFIC

Prop J will bring back our Central Freeway which carried 93,000 cars a day. From an engineering and architectural standpoint, the freeway is a better transportation solution than the Octavia Plan.

Simply put, the Octavia boulevard plan cannot handle the traffic capacity the Central Freeway did. The Central Freeway had no stop lights, no intersections, and a speed limit of 55 mph. The Octavia Plan will have multiple intersections, including one at Market Street, multiple stop lights, and have a lower speed limit.

Prop J will move more cars faster. Period. **Vote YES on J!**

Albert Chang

CA Board of Architecture Examiners

George Tsang

Retired Assist. Traffic Engineer

Samuel Kwong

Architect

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Ben Horn.



Central Freeway Replacement

PAID ARGUMENTS IN FAVOR OF PROPOSITION J

PROP J WILL MOVE TRAFFIC AND PRESERVE HOUSING

As community leaders who support affordable housing, we want to set the record straight. Prop J does not destroy nor prevent housing!! The destruction of the Franklin and Gough Street on/off ramps after the 1989 earthquake, opened up a number of parcels of land for housing. People will tell you that if you vote for Prop J all that potential housing will be lost. **ABSOLUTELY UNTRUE!** Prop J replaces the Central Freeway, but does not replace the Gough and Franklin Street ramps. This means that the housing will be available whether you vote for Prop J or not.

What Prop J does do is make City Hall approach transit comprehensively so we can all get to and from our homes faster and safer. Don't be fooled by hype and scare tactics. We need housing and traffic solutions as provided for in Prop J.

Vote Yes on J!!

Leroy King

Labor Leader

Brook Turner

Executive Director, Coalition for Better Housing

A. Lee Munson

Civil Service Commissioner

Stephen Cornell

Small Business Leader

May Louie

Chairman, Chinatown Merchants' Association

Orville Luster

Executive Director, Youth for Service

Anthony Sacco

President, New Mission Terrace Improvement Association

Betty White

Marina District Community Leader

Paul M. Louie

Retired CALTRANS Engineer

Abdalla Megahed

Former Mission Rock Emergency Shelter Client and Homeless Person

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Ben Horn.

PROP J IS GOOD PUBLIC POLICY

How can San Francisco be a meaningful part of a regional economy if movement of goods and services are stalled by traffic gridlock. How can our citizens expect to get to work and pick up their kids from school if we have to cross through a labyrinth of congested, polluted, and angry streets?

Prop J is a solution to these transit problems. It provides for an annual comprehensive transit plan while also restoring one of San Francisco's main arteries, the Central Freeway. As elected officials, public policy dictates that easing traffic congestion is priority one. Prop J will go a long way in improving the quality of life in San Francisco by ending gridlock and getting people to their jobs and family.

We urge you to vote YES on J!

Leland Yee

Finance Committee Chair, Board of Supervisors

Barbara Kaufman

Supervisor

Mabel Teng

Member, Board of Supervisors

Eddie Chin

School Board Member

Marlene Tran

Member, Democratic County Central Committee

Marjorie Ann Williams

Member, Democratic County Central Committee

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournale & Co., 3. Ben Horn.

Central Freeway Replacement



PAID ARGUMENTS IN FAVOR OF PROPOSITION J

The City is growing. We need an infrastructure that can move people and goods in an efficient and environment-friendly manner.

The 1989 Loma Prieta earthquake knocked the Central Freeway out of commission. After 10 long years, it is time to finish the job once and for all and rebuild the vital traffic artery that connects Highway 101 and the Bay Bridge with the west side of the City and the Golden Gate Bridge.

Proposition J:

1. Calls for an annual transportation study, including pedestrians and bicycles, to be conducted in consultation with Caltrans so that City officials will have information to create a blueprint for future planning.
2. Rebuilds the Central Freeway to its pre-Loma Prieta earthquake locations at Fell and Oak Streets, which improves pedestrian and bicycle safety and reduces commute times and air and noise pollution.
3. Will have the freeway open at capacity by the year 2003, according to Caltrans. The alternative "Octavia Boulevard" plan would not be completed until 2005.
4. Settles the Central Freeway issue once and for all by calling for a two-thirds vote to make any future changes to the freeway.

Opponents of this measure would have you believe that housing is what is important in the debate over the fate of the Central Freeway. This deceptive tactic is intended to cloud the issue and confuse the electorate.

Proposition J is a transportation measure that has the support of a wide cross-section of the electorate in San Francisco. It deserves our support.

Please vote YES on Proposition J.

Paul Kozakiewicz

Publisher of Richmond Review
and Sunset Beacon newspapers

The true source of funds used for the printing fee of this argument is San Franciscans for Transportation Solutions.

The three largest contributors to the true source recipient committee are: 1. Winchell T. Hayward, 2. Cournaie & Co., 3. Alexander Lee Munson.



Central Freeway Replacement

PAID ARGUMENTS AGAINST PROPOSITION J

San Francisco Beautiful Opposes Proposition J.

The citizens of San Francisco voted overwhelmingly just one year ago to tear down the Central Freeway and create a beautiful, efficient Octavia Boulevard. The "Octavia Boulevard Plan" improves our city's livability by revitalizing an entire community, liberating the neighborhood from an oppressive hulk, opening the streets to light and air, and creating opportunities for economic development and desperately needed housing. Hayes Valley and the Embarcadero are excellent examples of neighborhoods transformed by removal of urban freeways.

Prop. J would toss out the Octavia Boulevard Plan, and instead, double the width of the existing raised freeway, further blighting the neighborhood without producing any real traffic solutions. Furthermore, Prop. J repeals the current ban on new freeway construction north of Fell Street, leading to the possibility of a rebuilt freeway through Hayes Valley.

By improving the quality of life in one of the City's most urban areas, the Octavia Boulevard Plan advances San Francisco's efforts to be a lovely and livable world-class city.

Vote NO on Proposition J.

Robert C. Friese, President
San Francisco Beautiful

The true source of funds used for the printing fee of this argument is San Francisco Beautiful.

Rebuilding the Central Freeway will be more expensive, disruptive to neighborhoods and worsen traffic congestion. San Franciscans have the opportunity to commit to a more attractive solution. Vote YES on I and NO on J.

San Francisco Green Party

The true source of funds used for the printing fee of this argument is San Francisco Green Party.

Proposition J would revive an outdated proposal to double the size of a north-of-Market freeway extension. It would cost more than the Octavia Boulevard plan, take longer to build and be less safe in an earthquake. Voters rejected it by a large majority last year. Let's say a final NO this year!

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is San Francisco Tomorrow.

The ugly overpass degrades San Francisco's quality of life by funneling commuter traffic congestion into neighborhoods and Golden Gate Park.

Tear it down! Build the Boulevard!

Vote No on J

Haight Ashbury Neighborhood Council

The true source of funds used for the printing fee of this argument is Haight Ashbury Neighborhood Council.

The **League of Women Voters of San Francisco** believes strongly that all propositions should require only a simple majority vote. Proposition J needs only a simple majority to pass, but would then require a two-thirds majority to amend or repeal.

It is grossly unfair to let 51% of the voters in this election mandate that it will take 66% of the voters in every election hereafter to change this proposition.

The **League of Women Voters of San Francisco** urges you to vote **no** on **Proposition J**.

Martha Benioff
Co-President

The true source of funds used for the printing fee of this argument is The League of Women Voters of San Francisco.

San Francisco won when the Embarcadero Freeway was torn down. Our City was reunited with its waterfront. Despite dire predictions, business and traffic have not suffered. The Octavia Blvd. plan will reunite the City's central neighborhoods and move traffic as efficiently as before. All of San Francisco wins. Vote Yes on I and No on J.

Telegraph Hill Dwellers
North Beach Neighbors

The true source of funds used for the printing fee of this argument is Telegraph Hill Dwellers / North Beach Neighbors.

Central Freeway Replacement

J

PAID ARGUMENTS AGAINST PROPOSITION J

Today's Central Freeway is the vestige of an ill-conceived freeway plan that would have put neighborhoods from the Marina to the Richmond in the shadow of elevated freeways. Wisely, San Francisco's voters have spoken out for neighborhood revitalization and *against* out-dated freeway plans. Just last year, San Franciscans voted in force to liberate the eighteen-square-block Hayes Valley Historic District and six National Register-eligible buildings (including the Fallon Building, a San Francisco Landmark) from the noise, dirt, shadows, and crime resulting from the Central Freeway.

Unfortunately, diehard opponents of the Octavia Boulevard plan are once again seeking to sacrifice San Francisco's historic neighborhoods in favor of a land-hogging, sunshine-blocking freeway that offers no transportation benefits. By voting 'NO on J', San Franciscans can help build a speedy, attractive Octavia Boulevard that will address our transportation and housing needs while repairing past damage to our historic neighborhoods.

*The National Trust for Historic Preservation
San Francisco Architectural Heritage
Friends of 1800 Market Street*

The true source of funds used for the printing fee of this argument is the National Trust for Historic Preservation.

The American Institute of Architects, San Francisco Chapter, a 2,000 member organization, opposes Proposition J, which would authorize CALTRANS to retrofit and widen the Central Freeway structure.

Rebuilding the Central Freeway is not the solution to moving traffic to western and northern San Francisco neighborhoods. The Octavia Boulevard Plan which was adopted by the citizens of San Francisco in 1998 is safer, cheaper to build, and will move traffic both west and north far more efficiently than the freeway.

The Central Freeway is a blight on San Francisco, obscuring Market Street views to the historic Ferry Building and Twin Peaks, creating a massive, shadow-casting scar through a rejuvenating neighborhood, and dumping tens of thousands of cars at a single intersection in the middle of a residential area.

As part of our efforts to promote more livable communities, the AIASF has consistently supported the Octavia Boulevard Plan, a sensible solution for efficient traffic movement. **We urge everyone to VOTE NO ON J.**

The American Institute of Architects, San Francisco Chapter
Nora R. Klebow, AIA
President
Robert Jacobyitz
Executive Director

The true source of funds used for the printing fee of this argument is the American Institute of Architects, San Francisco Chapter.

VOTE NO ON J.

Octavia Boulevard is a better traffic solution than the quake-damaged Central Freeway. The Boulevard is safer, faster and cheaper to build.

Sale of unneeded freeway land makes room for much-needed housing and provides \$33,000,000 for transportation improvements in San Francisco neighborhoods.

Democratic Women's Forum

The true source of funds used for the printing fee of this argument is Democratic Women's Forum.

The San Francisco Environmental Organizing Committee (SFEOC) is Against Proposition J

The Central Freeway is a dinosaur--a symbol of what was built before we understood what makes San Francisco a great place to live.

At the Embarcadero, instead of a freeway, there is a real urban revitalization. We could see that same positive change in the mid-Market corridor.

San Francisco voters have already approved a brilliant new plan for managing the traffic from the Central Freeway: the efficient, beautiful Octavia Boulevard Plan. Study after study has shown that the traffic will move better with the boulevard than with a retrofitted freeway.

The boulevard would be a credit to the city. Support the plan by voting NO on Proposition J.

The Environmental Organizing Committee

The true source of funds used for the printing fee of this argument is the Environmental Organizing Committee.

NO on J!

In the 60's, San Franciscans stopped construction of the Panhandle Freeway through Golden Gate Park. Prop J will force commuter traffic into the Park.

The Park deserves the Boulevard. **Save Golden Gate Park.**

Alliance for Golden Gate Park

The true source of funds used for the printing fee of this argument is the Alliance for Golden Gate Park.

J

Central Freeway Replacement

PAID ARGUMENTS AGAINST PROPOSITION J

Vote No on Proposition J

Save the Octavia Boulevard Plan! Vote **NO** on **Proposition J** and **YES** on **Proposition I**.

Last year, the voters approved the Octavia Boulevard Plan, a replacement for the Central Freeway which offers better traffic flow, superior urban design, a faster construction schedule and a lower construction cost than the rebuild alternative. Proposition J would scuttle this plan, which is already being implemented, and substitute a new elevated freeway which would take longer to build, cost more, and result in gridlock at Fell and Laguna Streets.

Vote NO on Proposition J to keep the Octavia Boulevard Plan on track.

San Francisco Planning and Urban Research Association (SPUR)

The true source of funds used for the printing fee of this argument is SPUR Urban Issues Committee.

Asians Against Proposition J

Two years ago San Francisco's Asian community mobilized to end Central Freeway gridlock. Last year voters forwarded that process by approving a boulevard that will move traffic safely and efficiently while bringing prosperity to the community. Octavia Boulevard will free up land for 900 housing units, reconnect the Central Freeway with west AND north side neighborhoods, cost less than the Proposition J plan and get traffic moving two years sooner. Let's not turn back the progress we've made. Vote **NO** on J, **YES** on I.

Lawrence Wong

President, SF Community College Board

Rebecca Delgado-Rottman

Democratic Central Committee

Eric Mar

Northern California Coalition for Immigrant Rights*

Howard Wong, Chairman

Asian-Americans for Octavia Boulevard

Gordon Mar

Chinese Progressive Association*

* Titles or organizations for identification purposes only.

The true source of funds used for the printing fee of this argument is Lawrence Wong, Rebecca Delgado-Rottman, Eric Mar, Howard Wong, Gordon Mar and Committee to Build the Boulevard.

City Planners Against Proposition J

Octavia Boulevard is the result of residents, designers, engineers and planners working imaginatively and constructively together. There were numerous meetings with the Citizens Advisory Committee and people from all over San Francisco. This is a textbook case of good planning.

Proposition J talks of a "Transportation Plan." The Transportation Authority is already developing San Francisco's Comprehensive Transportation Plan for adoption next April. It will address and coordinate automobiles, transit, pedestrians, bicycles and freight. **Proposition J brings nothing new or useful to the table. Instead, it would add years of delay and congestion.**

It has already been documented how well the Boulevard will work: how traffic flow will improve, how much money and time it will save to build, how pleasant it will be for all local and non-local travelers. **It comes down to an easy choice: a dark overhead ramp, worse than the one now, or a world-class, beautiful boulevard.**

END THE DELAY. VOTE NO ON "J"

Allan Jacobs, Professor of City & Regional Planning, UC Berkeley

Alec Bash, American Institute of Certified Planners

Peter Albert, city planner

The true source of funds used for the printing fee of this argument is Allan Jacobs, Alec Bash and Peter Albert.

Prop J is smoke and mirrors. It calls for transportation planning San Francisco already does. Its 2/3 vote provision is illegal. Its plan doesn't work.

For more housing and better transportation **VOTE AYE on "I"; NAY ON "J"**.

Mary Austern, AIA

Robin Levitt, Architect

The true source of funds used for the printing fee of this argument is Mary Austern and Robin Levitt.

Central Freeway Replacement

J

PAID ARGUMENTS AGAINST PROPOSITION J

Lesbians & Gays Against Proposition J

Adjacent to our new Gay & Lesbian Community Center, Octavia Boulevard, the plan we approved last year, holds great promise. It would end the blight, crime and darkness beneath the freeway, contribute to the revitalization of Upper Market with new housing and serve as a beautiful gateway to our community.

Sadly Proposition J now threatens that promise and the progress we've made with an ill-conceived plan to rebuild and widen the overpass. Studies show the retrofit plan will **cost more** and **take longer to build** than the boulevard and **NOT improve traffic flow**.

FOR OUR COMMUNITY AND OUR COMMUNITY CENTER, VOTE NO ON J AND YES ON I.

Supervisor Tom Ammiano

Supervisor Leslie Katz

Supervisor Mark Leno

Juanita Owens, President SF School Board

Tom Radulovich, BART Board

Alice B. Toklas Democratic Club

Harvey Milk Democratic Club

The true source of funds used for the printing fee of this argument is Supervisor Tom Ammiano, Supervisor Leslie Katz, Supervisor Mark Leno, Juanita Owens, Tom Radulovich, Alice B. Toklas Democratic Club, Harvey Milk Democratic Club and Committee to Build the Boulevard.

Pedestrians, Seniors Bicyclists and Muni Riders Against Prop J

Octavia Boulevard approved last year balances the needs of pedestrians, bicyclists, MUNI riders and drivers. It's designed with landscaped medians for easy pedestrian crossing and side local streets for safe pedestrian and bicycle movement. It will disperse traffic reducing congestion in the Oak/Fell corridor that now interferes with Fillmore and Divisadero MUNI lines. On the other hand, Prop J would force all the traffic onto residential streets endangering neighborhood residents and would enlarge a structure that's already a crime magnet. **VOTE NO ON J!**

FDR Democratic Club for Seniors and Persons with Disabilities

Betsy Thagard, Walk SF

Andrew Sullivan

Larry Chinn, SF Bicycle Advisory Committee

The true source of funds used for the printing fee of this argument is FDR Democratic Club for Seniors and Persons with Disabilities, Betsy Thagard, Andrew Sullivan, Larry Chinn and Committee to Build the Boulevard.

Planners Urge NO on Prop J

Prop. J proponents claim their plan will provide pre-earthquake freeway capacity. But that would be eight lanes with ramps in four directions. Their plan has only four lanes, two east and west. None north or south.

The six-lane Octavia Boulevard offers direct north, south, east and west access AND it will be completed by 2001, two years sooner than Prop J. Why drag out construction for an inferior plan that we rejected last year? We should reject it again, once and for all.

Jeffrey Tumlin, transportation planner

Peter Albert, city planner

The true source of funds used for the printing fee of this argument is Jerry Tumlin and Peter Albert.

SUPPORT THE BEAUTIFUL OCTAVIA BOULEVARD PLAN THAT SAN FRANCISCANS PASSED BY A WIDE MARGIN LAST YEAR. VOTE NO ON "J".

Octavia Boulevard offers opportunities to turn off in more directions and will facilitate traffic dispersion and flow. Additionally, it rejuvenates a neighborhood, frees up land for badly needed residential dwellings and generates money from the sale of unused land for transportation improvements. All of these good objectives can be achieved in exchange for **ONLY FOUR BLOCKS** of derelict freeway stump. **VOTE NO ON "J" AND YES ON "I". LET'S CONTINUE ON THE PATH MANDATED BY THE VOTERS.**

Pacific Heights Residents Association

Russian Hill Neighbors

Sunset Parkside Education and Action Committee

Castro Area Planning + Action

North of Panhandle Neighborhood Association

Alamo Square Neighborhood Association

Duboce Triangle Neighborhood Association

Mint Hill Neighborhood Association

Haight/Divisadero Neighborhood Association

Panhandle Residents Organization

Hayes Valley Neighborhood Association

Western Addition Political Action Coalition

The true source of funds used for the printing fee of this argument is Pacific Heights Residents Association, Russian Hill Neighbors, Sunset Parkside Education and Action Committee, Castro Area Planning + Action, North of Panhandle Neighborhood Association, Alamo Square Neighborhood Association, Duboce Triangle Neighborhood Association, Mint Hill Neighborhood Association, Haight/Divisadero Neighborhood Association, Panhandle Residents Organization, Hayes Valley Neighborhood Association, and Western Addition Political Action Coalition.

J

Central Freeway Replacement

PAID ARGUMENTS AGAINST PROPOSITION J

Most of the time voters are asked to consider proposals that would make the entire City a winner. But sometimes voters are asked to approve measures that only benefit one group at the expense of everyone else without regard to the City's betterment.

That's the difference between Prop I and Prop J.

Prop I makes the entire city a winner. As with the new waterfront, it creates a beautiful boulevard in place of an outdated, ugly and unsafe freeway created by highway planners who saw city neighborhoods as obstacles for cars and trucks.

Prop I also makes the City a winner with new land freed for affordable housing and neighborhood stores. As a result, city revenues will increase from a stronger tax base.

City officials indicate that a new ground-level boulevard can be completed in 19 months at a cost of \$11 million.

We know what Prop J would bring...more of what is already an overbearing mass of concrete, supported by huge cement columns plastered by flyers and graffiti.

You can see it right now at Market Street and Octavia because Caltrans highway engineers have finished some of the enlarged reinforcement called for in Prop J.

Then ask yourselves...do we want more of **this** plus the former freeway ramps replaced all the way through the Hayes Valley neighborhood?

Please vote "Aye for I" and "Nay for J" so that we can end the century with the center of San Francisco better than we found it...with another new beautiful boulevard and new affordable housing instead of new freeway ramps.

Art Agnos, Former Mayor

The true source of funds used for the printing fee of this argument is Art Agnos, John Phillips and Committee to Build the Boulevard.

Transportation Authority's Citizens' Advisory Committee Says "NO"

Following the Boulevard plan's win last November, a tremendous amount of work has been done to implement it. All progress reports confirm that this is by far the best plan for all San Francisco. Don't waste time and money on retrofitting a mistake from the past. Reaffirm the safest, fastest, and financially most prudent solution by voting an emphatic NO on J.

*Ephraim Hirsch, Structural Engineer
Chair, Central Freeway Citizens' Advisory Committee*

The true source of funds used for the printing fee of this argument is Members of the Citizens' Advisory Committee.

If you wish to volunteer for the "NO on J" campaign or would like more information about the **Octavia Boulevard plan**:

Call our **VOICEMAIL** number: 263-6898

Or visit our **WEBSITE** at www.GoBoulevard.org

Committee To Build The Boulevard

The true source of funds used for the printing fee of this argument is Committee to Build the Boulevard.

AFFORDABLE HOUSING ADVOCATES NO ON J

Staying with last year's voter-approved Octavia Boulevard plan will allow us to build up to 900 units of desperately-needed affordable housing on land in the old freeway right-of-way.

This year's Proposition J would:

- Rebuild a freeway over half of these land parcels eliminating any possibility of building housing there.
- Repeal a ban on constructing new freeway ramps over the other half of the land parcels, leaving the use of the land in limbo.

Vote to maximize the building of affordable housing.

Keep the Octavia Boulevard plan moving forward.

VOTE NO on PROP J.

Ted Guillicksen, San Francisco Tenants' Union

Affordable Housing Alliance

Housing Rights Committee

Robert Pender, San Francisco Tenants' Network

Calvin Welch, Council of Community Housing Organizations

The true source of funds used for the printing fee of this argument is Committee to Build the Boulevard.

Central Freeway Replacement

J

PAID ARGUMENTS AGAINST PROPOSITION J

Hayes Valley 1990: Derelict freeway, boarded up storefronts, prostitution and drug dealing on most corners, rampant crime.

Hayes Valley 1999: Partial freeway, gaping parking lots, but an exciting emerging neighborhood of independent shops and restaurants, still prostitution and drug dealing, but far less crime.

Hayes Valley 2001: No freeway, Octavia Boulevard, new housing and shops, complete Hayes Valley as a revitalized community. The redevelopment along the old tract of the Central Freeway to Golden Gate includes a walkway from Hayes Street to the refurbished "grand" City Hall. At Market Street there is no longer a mass of concrete towering over the street. The Lesbian and Gay Community Center is completed. A new breath of life, gone for decades, now exists.

OR-Hayes Valley 2001: A retrofitted and rebuilt freeway has again cut a swath through a neighborhood. Shops are boarded up. The prostitutes and drug dealers are back. Northern Police Station has declared Hayes Valley a "War Zone".

IT'S YOUR CHOICE. VOTE NO ON PROP J.

Hayes Valley Merchants' Association

The true source of funds used for the printing fee of this argument is Committee to Build the Boulevard.

WOMEN UNITED FOR THE OCTAVIA BOULEVARD

We urge you to vote **NO on Proposition J**, the old proposal to double the width of the outmoded, unsafe elevated freeway north of Market Street. The Octavia Boulevard plan, approved by 110,000 voters last year, is a safer, more efficient and beautiful alternative that also frees up vacant freeway land for affordable housing. The Octavia Boulevard plan is truly beneficial to ALL San Franciscans and makes our city more livable. Join us in voting **NO on Proposition J**.

Supervisor Sue Bierman

Commissioner Jane Morrison

Commissioner Connie Perry

Democratic Women's Forum

San Francisco National Organization for Women PAC

The true source of funds used for the printing fee of this argument is Committee to Build the Boulevard.

AFRICAN-AMERICANS NO ON J

As leaders in the African-American community, we urge you to **Vote NO on Proposition J**. The Western Addition is seeing the signs of a major renaissance that was facilitated in part by tearing down portions of the Central Freeway over Hayes Valley. The Octavia Boulevard plan offers an even greater chance for our community to rebound from years of economic neglect and crime and build desperately-needed affordable housing. The Boulevard plan also has easier north/south access which will make it easier for us to get to our neighborhood, churches and businesses and a speedier access to the historic Jazz District along Fillmore Street. We must stand up as a community and not allow the freeway to keep crime and blight in our neighborhoods.

Vote NO on Proposition J.

Supervisor Amos Brown

Leonard "Lefty" Gordon, Ella Hill Hutch Community Center

Andrea Shorter, former Community College Board member

Leroy Looper, Reality House West

Charles Amerson, V.P. Hayes Valley Resident Management Corp.

Rev. Timothy Dupre

Erroll Hall, Lower Fillmore Chamber of Commerce

Emmit Powell, Powell's Place

The true source of funds used for the printing fee of this argument is Committee to Build the Boulevard.

The choice is simple:

A beautiful boulevard that looks like the Embarcadero and moves traffic like the Park Presidio or a rundown 1950s era freeway like what we have now?

A seismically safe, more efficient traffic flow or a seismically suspect, traffic log jam?

The choice is clear:

Vote NO on J,

Vote YES on I!

San Francisco League of Conservation Voters

The true source of funds used for the printing fee of this argument is San Francisco League Of Conservation Voters.



Central Freeway Replacement

PAID ARGUMENTS AGAINST PROPOSITION J

Prop J is brought to you by the same Rolf Mueller who organized Car Critical Mass; it is equally shortsighted and hopeless. It calls for a double-wide "free" way instead of housing and a revitalized neighborhood with a free-flowing boulevard. Vote No on J.

San Francisco Bicycle Coalition

The true source of funds used for the printing fee of this argument is San Francisco Bicycle Coalition.

I support the Boulevard plan because it will: create a more livable neighborhood where the freeway touches down; open up land for building affordable housing; and will serve the outer neighborhoods better than they expect.

Jim Reid,

Candidate for Mayor

www.SFMayor.com

The true source of funds used for the printing fee of this argument is Jim Reid for Mayor Committee.

Labor Leaders Say No on J.

We voted last year to replace the blighted stretch of the Central Freeway with a ground-level Octavia Blvd. Studies show that the Boulevard would:

- disperse and distribute traffic better;
- be finished sooner and cost less than the retrofit plan;
- and provide the City with over 380,000 square feet of land for construction of housing, much of which would be affordable.

Better traffic flow, more jobs and much needed housing.

Vote No on J and ... Yes on I – for more affordable housing in our neighborhoods.

Kent Mitchell, President United Educators of San Francisco, Local 61

Kathy Lipscomb, Union Representative Health Care Workers, Local 250

Phillip Babcock, Co-chair Pride-at-Work, AFL-CIO

Ed Sanford, Association of Flight Attendants, AFL-CIO

Elizabeth Skrandal, Association of Flight Attendants, AFL-CIO

Conny Ford, Union Representative OPEIU Local 3

Jackie Durley, OPEIU Local 3

Denis Mosgofian, President SF Web Pressmen & Prepress Workers' Union, Local 4

Howard Wong, Executive Vice President, IFPTE Local 21

Cory Menotti, President AFSCME, Local 829, San Francisco Chapter

Carolyn J.B. Chris, OPEIU, Local 3

Linda "Spike" Kahn, AFSCME, Local 829

Claire Zvanski, IFPTE, Local 21

Beverly Graffis, AFT, Local 2121

George Wedemeyer, AFGE, Local 2391

The true source of funds used for the printing fee of this argument is Kent Mitchell, Kathy Lipscomb, Phillip Babcock, Ed Sanford, Elizabeth Skrandal, Conny Ford, Jackie Durley, Denis Mosgofian, Howard Wong, Cory Menotti, Carolyn J.B. Chris, Linda "Spike" Kahn, Claire Zvanski, Beverly Graffis, and George Wedemeyer.

TEXT OF PROPOSED ORDINANCE

PROPOSITION J

Be it Ordained by the People of the City and County of San Francisco:

COMPREHENSIVE TRANSPORTATION PLANNING AND CENTRAL FREEWAY REPLACEMENT ACT OF 1999

SECTION 1. Title

This Ordinance shall be known and may be cited as the Comprehensive Transportation Planning and Central Freeway Replacement Act of 1999.

SECTION 2. Findings and Declarations

The people of the City and County of San Francisco hereby find and declare all of the following:

(a) Since the closure of the Central Freeway in 1989 as a result of the Loma Prieta Earthquake, there has been a dramatic negative effect on San Francisco neighborhood residents and businesses due to traffic disruptions.

(b) The closure of the Central Freeway has caused the South of Market and Civic Center neighborhoods to suffer from excess traffic congestion and pollution.

(c) Many businesses have suffered as a result of the traffic congestion, lack of convenient access and loss of on-street parking resulting from the closure of the Central Freeway.

(d) In November of 1997, the voters approved the San Francisco Central Freeway Replacement Project of 1997. In November, 1998, a confusing and misleading ballot measure was approved which undid the will of the people.

(e) As a result of the vote of the people in November, 1997, the California Department of Transportation has already spent approximately twenty million dollars to begin work on the San Francisco Central Freeway Replacement Project. As a result of the people's vote in 1997, FEMA approved ten million dollars for the project. If this ordinance is approved, all of that money would be available for the project.

(f) The project proposed in this ordinance is significantly less expensive to the City than the misleading measure which appeared on the ballot in 1998.

(g) This measure will guarantee public safety with respect to transportation and prevent a dangerous situation where thousands of trucks and cars are thrown onto our neighborhood streets.

(h) This measure will reduce MUNI bus lines from being disrupted, and thereby prevent any further inconvenience to MUNI riders.

SECTION 3. Purpose and Intent

The people of the City and County of San Francisco hereby declare their purpose and intent in enacting the Ordinance to be as follows:

(a) To allow neighborhood residents the ability to enjoy the quality of life they experienced prior to the Loma Prieta Earthquake of 1989.

(b) To allow the South of Market and Civic Center neighborhoods to be free from excess traffic congestion and pollution.

(c) To allow businesses and merchants the opportunity to serve the public without disruption.

(d) To once again approve the will of the voters who previously approved the Central Freeway Replacement Project Act of 1997.

(e) To not waste the approximately twenty million dollars that has already been spent by the California Department of Transportation to fix the Central Freeway, and to utilize the ten million dollars already approved by FEMA, and finish the work on the Central Freeway Replacement Project.

(f) To approve a Central Freeway project that is significantly less expensive than the misleading measure which appeared on the ballot in 1998.

(g) To guarantee public safety with respect to transportation and prevent thousands of trucks and cars from being thrown onto neighborhood streets.

(h) To prevent MUNI bus lines from being disrupted.

SECTION 4.

Repeal of the Central Freeway Replacement Act of 1998 and Board of Supervisors' Resolution Nos. 541-92, 1065-98, 115-99, and 116-99 Reinstatement of Board of Supervisors' Resolution No. 1073-97

(a) The Central Freeway Replacement Project Act of 1998, which was approved by the voters as Proposition E in November 1998, is hereby repealed.

(b) Resolution No. 541-92, approved by the Board of Supervisors of the City and County of San Francisco, is hereby repealed.

(c) Resolution No. 1065-98, approved by the Board of Supervisors of the City and County of San Francisco, is hereby repealed.

(d) Resolution No. 115-99, approved by the Board of Supervisors of the City and County of San Francisco, is hereby repealed.

(e) Resolution No. 116-99, approved by the Board of Supervisors of the City and County of San Francisco, is hereby repealed.

(f) Resolution No. 1073-97, approved by the Board of Supervisors of the City and County of San Francisco, is hereby reinstated.

SECTION 5.

Central Freeway Replacement Project

(a) The people of the City and County of San Francisco hereby approve the Central Freeway Replacement Project alternative as described

in this section.

(b) The existing lower deck of the Central Freeway shall be retrofitted and widened, providing a four-lane single deck structure from South Van Ness Avenue to Oak and Fell Streets.

(c) The portion of the Central Freeway structure from the intersection of Haight and Octavia Streets to the Fell Street ramp shall be replaced rather than retrofitted.

(d) A new on-ramp from Oak Street to Market Street shall be built to replace the demolished Oak Street on-ramp.

(e) The existing Central Freeway shall remain open and shall only be closed as necessary for the shortest duration possible for construction of the replacement project as described in this subsection.

SECTION 6. Transportation Planning

(a) The Department of Parking and Traffic, the San Francisco Transportation Authority, and the Public Transportation Department, working in consultation with the California Department of Transportation, shall convene quarterly a public meeting to discuss current and proposed plans for improving transportation in San Francisco for buses, light rail, ferries, cars and bicycles.

(b) The Department of Parking and Traffic, the San Francisco Transportation Authority, and the Public Transportation Department shall prepare a comprehensive transit plan for the City and County of San Francisco on an annual basis. The transit plan developed by the Department of Parking and Traffic, the San Francisco Transportation Authority, and the Public Transportation Department shall take into consideration the City and County of San Francisco's "transit first policy" and develop programs and policies to improve the flow of buses, trolleys, and light rail vehicles on city and county streets.

(c) Bicycles are a crucial mode of transportation for many San Franciscans and shall be included in all transportation planning.

SECTION 7. Amendment or Repeal

This Ordinance may be amended or repealed only if approved by a two-thirds vote of the voters of the City and County of San Francisco

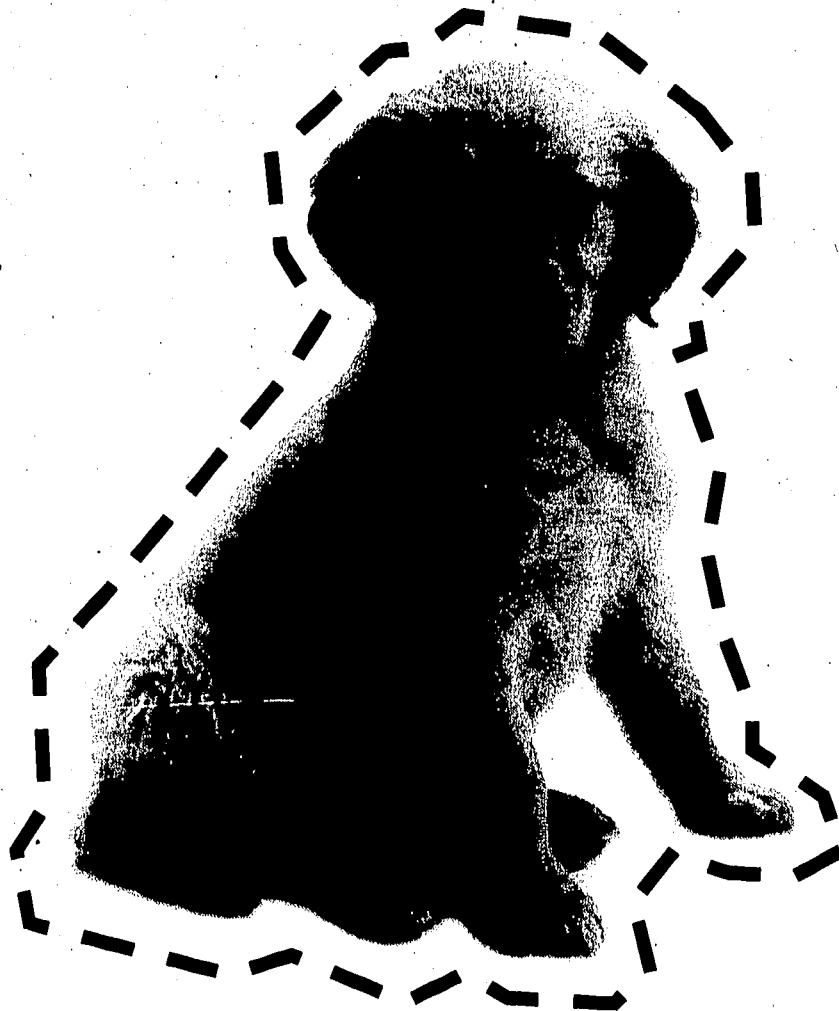
SECTION 8. Severability

If any provision of this Act or the application thereof to any person or circumstance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this initiative which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this initiative are severable.



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Campaign Expenditure Limit



PROPOSITION K

Shall the City set voluntary spending limits for candidates running for the Board of Supervisors by district at \$75,000 for the general election and \$20,000 for a run-off election?

YES



NO



Digest

by Ballot Simplification Committee

THE WAY IT IS NOW: Members of the Board of Supervisors are now elected by the voters of the City at large. There are no run-off elections for supervisors.

Beginning in 2000, members of the Board will be elected by district. If no candidate from a district receives a majority of the vote, the two candidates who received the highest numbers of votes will compete in a run-off election.

The San Francisco Campaign Finance Reform Ordinance includes a system of voluntary spending caps for candidates for City office. Candidates who agree not to spend more than the amount of the spending caps on their campaigns are allowed to accept larger donations than candidates who do not agree. The spending cap for Board candidates elected at large is \$250,000 for the general election.

THE PROPOSAL: Proposition K is an ordinance that would lower the voluntary spending caps for district supervisors. A candidate for supervisor who agreed to the spending cap in a general election could not spend more than \$75,000 on his or her campaign. A candidate for supervisor who agreed to the spending cap in a run-off election could not spend more than \$20,000 on his or her campaign.

A "YES" VOTE MEANS: If you vote yes, you want to change the voluntary spending caps for district supervisor candidates to \$75,000 for the general election and \$20,000 for a run-off election.

A "NO" VOTE MEANS: If you vote no, you want to keep the voluntary spending caps for district supervisor candidates at \$250,000 for the general election.

Controller's Statement on "K"

City Controller Edward Harrington has issued the following statement on the fiscal impact of Proposition K:

Should the proposed amendment be adopted, in my opinion, it should not affect the cost of government.

How "K" Got on the Ballot

On May 10, 1999 the Ethics Commission voted 4 to 1 to place Proposition K on the ballot pursuant to Charter section 15.102.

THIS MEASURE REQUIRES 50%+1 AFFIRMATIVE VOTES TO PASS.

ARGUMENTS FOR AND AGAINST THIS MEASURE IMMEDIATELY FOLLOW THIS PAGE. THE FULL TEXT BEGINS ON PAGE 200
SOME OF THE WORDS USED IN THE BALLOT DIGEST ARE EXPLAINED ON PAGE 31



Campaign Expenditure Limit

PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION K

In anticipation of the change from City-wide to district elections for Supervisors, the San Francisco Ethics Commission proposes reducing the current voluntary spending limit for candidates for the Board of Supervisors from \$250,000 to \$75,000 beginning in the year 2000. The Commission also proposes establishing a voluntary spending limit of \$20,000 for district run-off elections for the Board.

Under San Francisco's existing campaign law, candidates for the Board of Supervisors who voluntarily limit their spending to \$250,000 may accept contributions of up to \$500 per contributor. Candidates who do not agree to comply with the spending cap may accept contributions of up to \$150 per contributor.

Until recently, candidates for the Board of Supervisors were selected in City-wide general elections. The candidates who received the highest number of votes in the general election were elected. There were no run-off elections. Starting in November 2000, Supervisors will be elected by district. If no candidate receives a majority of the votes cast within the district in the general election, a run-off election will be required. Each district is approximately one-eleventh the size of the City.

The Ethics Commission conducted public hearings to

determine whether the \$250,000 spending cap established for City-wide elections should be changed. The Commission gathered extensive information regarding the cost of conducting election campaigns in San Francisco and determined that candidates would need significantly less money to communicate with voters in a single district than they would need in a City-wide election.

The Ethics Commission proposes these changes based on its determination that \$75,000 and \$20,000 enable a candidate, in a district that is one-eleventh the size of the City, to communicate with voters about the range of issues within the Board of Supervisors' jurisdiction.

*San Francisco Ethics Commission
of the City and County of San Francisco*

REBUTTAL TO PROPONENT'S ARGUMENT IN FAVOR OF PROPOSITION K

WITHOUT HALTING "INDEPENDENT" COMMITTEES, PROPOSITION K IS A FRAUD:

While the Mayor-appointed "Ethics Commission" argued for Proposition K, the 8/18/99 *San Francisco Chronicle* published "A Strategic Plan to Enhance the Re-election of Mayor Willie L. Brown, Jr."

The "Strategic Plan" called for the massive use of "independent" organizations - including churches - to reelect the Mayor.

Claimed Fred Hamdun, Brown's campaign manager: "It's an independent effort, and anyone doing this is doing it on their own."

"[T]he list of people behind the effort...", reported the *Chronicle*, "is larded with Brown's supporters. The man coordinating the drive, Ron Jackson, was an organizer for the union-backed Labor/Neighbor effort that pulled votes for Brown in 1995."

According to the *Chronicle*, the jails are an important Willie Brown target under the "Strategic Plan":

"Workers should go to jails to register nonfelons, who remain eligible to vote, the document states, and then make sure they

apply for absentee ballots and turn them in... "Contact halfway houses, transitional housing and residential drug treatment programs regarding voter registration....Every African American church will be asked to designate a voter registration captain to work within the church," the document said."

The document didn't mention that the Christian Crusade lost its non-profit IRS status for engaging in partisan politics. The authors of the U.S. Constitution's First Amendment also prudently insisted that churches stay out of government - for their own protection.

Proposition K, by failing to control "independent" spending, is a fraud.

Dr. Terence Faulkner; J.D.

Campaign Expenditure Limit



OPPONENT'S ARGUMENT AGAINST PROPOSITION K

PROPOSITION K (SO-CALLED "CAMPAIGN EXPENDITURE LIMITS") FAILS TO LIMIT SO-CALLED "INDEPENDENT COMMITTEES":

Without limiting the spending of so-called "independent committees", the voluntary "caps" set forth in Proposition K are a sham that will only help incumbents and hurt the fund raising and spending of those running against Supervisorial district incumbents.

EXAMPLE: THE LITIGATION-TROUBLED SO-CALLED "INDEPENDENT" SAN FRANCISCO DEMOCRATIC COUNTY CENTRAL COMMITTEE RAISED \$409,391 IN THE FIRST SIX MONTHS OF 1999:

Opposing the 1991 Gulf War and the United States Government's attempts to halt Iraq's unjustified military occupation of Kuwait, the San Francisco Democratic County Central Committee is a far-leftist group that has had a court-disputed Chairmanship election and further on-going litigation over the allegedly illegal removal from office of duly-elected Central Committee members. The group has lost an estimated \$ 50,000 or so in continuing litigation costs over its questionable election tactics, Judge Ray Williamson at one point even ordering Chairwoman Natalie Berg out of office and requiring new elections after she had been removed from her post for several weeks

in 1998.

In any event, this Willie Brown-backed so-called "independent committee" raised \$ 409,391 in the first six months of 1999. Donors included Atlantic Richfield (\$5,000), Bechtel Infrastructure Corporation (\$5,000), Catellus [Mission Bay] Development (\$2,000), Embarcadero Center/Boston Properties (\$2,000), Emerald Fund (\$10,000), Red and White Fleet's Thomas Escher (\$10,000), wine's Ernest Gallo (\$10,000), Norcal Waste Systems Inc. PAC (\$15,000), Operating Engineers Local No. 3 Statewide PAC (\$15,000), Pacific Gas and Electric (\$5,000), Pacific Telesis Group (\$5,000), Residential Builders of San Francisco PAC (\$5,000), San Francisco Fire Firefighters PAC (\$5,000), and many more.

These donors are clearly trying to influence local politics, Mayor Brown's reelection, the reelection of Brown's six appointed Supervisors, etc.

VOTE "NO"!

Golden Gate Taxpayers' Association
Terence Faulkner
Chairman
Golden Gate Taxpayers' Association

REBUTTAL TO OPPONENT'S ARGUMENT AGAINST PROPOSITION K

The Opponent's Argument does not address the issues set forth in the proposed ballot measure, Proposition K.

The Opponent's Argument suggests that the proposed measure fails to address spending by "independent committees." The limited purpose of Proposition K is to adjust the voluntary spending limits for supervisorial candidates, in light of the impending change to district elections. The Ethics Commission heard extensive public testimony and carefully researched the cost of conducting elections in San Francisco. The Commission determined that the proposed voluntary spending limits set forth in Proposition K are sufficient for a candidate for the Board of Supervisors to communicate his or her message to the voters at the district level.

The Opponent's Argument also appears to suggest that the measure is sponsored by a political party, candidate or corporate donor. Proposition K was proposed solely by the San Francisco Ethics Commission, not by any political party, candidate or corporate donor.

San Francisco Ethics Commission
of the City and County of San Francisco



Campaign Expenditure Limit

PAID ARGUMENTS IN FAVOR OF PROPOSITION K

I support campaign spending limits and public financing of political campaigns. These level the political playing field and make our elected officials more accountable to voters and taxpayers and less indebted to financial special interests. We need this in Washington.

Jim Reid
Candidate for Mayor
www.SFMayor.com

The true source of funds used for the printing fee of this argument is Jim Reid for Mayor Committee.

Proposition K is a small step in the right direction. But without public financing to give honest candidates the chance to win public office, private money will continue to corrupt the political system. For now, Vote Yes on K.

San Francisco Green Party

The true source of funds used for the printing fee of this argument is San Francisco Green Party.

No way should district candidates for Supervisor spend as much as citywide candidates did. The point of District Elections is to meet voters face to face and to win without big donors who demand favors from public officials.

San Francisco Tomorrow

The true source of funds used for the printing fee of this argument is S F Tomorrow.

This is a step in the right direction.

Joel Ventresca
Mayoral Candidate

The true source of funds used for the printing fee of this argument is Ventresca for Mayor 1999.

The three largest contributors to the true source recipient committee are: 1. Joel Ventresca, 2. Brian Ventresca, 3. Marc Vraciu.

The San Francisco Republican Party supports common sense, good government reforms.

That is why we are supporting Proposition K.

A candidate for Supervisor doesn't need to spend as much money in a district race with 65,000 people as he or she needs to spend Citywide with 724,000 people under the current at-large system.

If Proposition K fails, candidates for District Supervisor will be able to spend \$250,000 in the general election, and an unlimited amount of money in the runoff because of a loophole in the current Charter.

Vote Yes on Proposition K.

Donald A. Casper, Chair, San Francisco Republican Party, and
Mike Denunzio
Rose Chung
Harold Hoogasian
Arthur Bruzzone
Howard Epstein
Robert Evans
Mike Fitzgerald
Dr. Jun Hatoyama
Les Payne
Jody Smith

The true source of funds used for the printing fee of this argument is San Francisco Republican Party.

The League of Women Voters of San Francisco strongly supports campaign finance reform.

District elections will reduce the cost necessary for candidates to run for office.

Join the League of Women Voters of San Francisco in enabling more candidates to compete more equitably for public office. Reducing the cost of running for office reduces the influence of money in politics.

Vote YES on Proposition K!

Holli P. Thier, J.D.
Co-President

Martha Benioff
Co-President

The true source of funds used for the printing fee of this argument is the League of Women Voters of San Francisco.

Campaign Expenditure Limit



PAID ARGUMENTS IN FAVOR OF PROPOSITION K

Some outsiders might stand a chance to be elected.
Vote Yes on K.

Martin Lee Eng

1999 Candidate for Mayor

Campaign site: [HTTP://www.GlobalForum.com](http://www.GlobalForum.com)

(415) 680-1699

The true source of funds used for the printing fee of this argument is Martin Lee Eng.

San Francisco needs new campaign spending limits for district elections. Prop. K's spending limits will allow good candidates to run for office without having to rely on BIG MONEY.

Common Cause urges your *support* for the reasonable limits proposed by the San Francisco Ethics Commission.

San Francisco Common Cause

The true source of funds used for the printing fee of this argument is California Common Cause.

Pressures to raise BIG MONEY discourages quality candidates from running for office. Proposition K's reasonable spending limits *encourages* good people to run. Join us in supporting the Ethics Commission by voting to curb the excessive influence of money in politics.

Vote YES on Prop. K.

Dan Kalb

Former Ethics Commissioner

Charles Marsteller

Common Cause Coordinator

The true source of funds used for the printing fee of this argument is Dan Kalb.

The Elections Task Force in 1995 recommended in its Final Report to the Board of Supervisors that "if a district election system is implemented, the current voluntary limit on spending be substantially reduced."

The proposal of the San Francisco Ethics Commission appearing as Proposition K, conforms with that recommendation.

Among advocates of campaign finance reform there are legitimate concerns about the ability of Independent Expenditure Committees to influence the outcome of elections. However, I would posit that the influence of such city-wide committees will diminish with the arrival of District Election of Supervisors. I don't care how much the San Francisco Democratic Party spends in District VII (West of Twin Peaks), it's not going to elect a left-wing Democrat in that District. Likewise, even if the San Francisco Apartment Association spent hundreds of thousands of dollars in District IX (The Mission and Bernal Heights), it's not going to elect a pro-landlord candidate in that District. That's one of the key benefits of District Elections, versus city-wide election of Supervisors, because each Supervisor elected will reflect the ideological cast of the majority of voters of his or her district.

Vote Yes on Proposition K.

Christopher L. Bowman

Member, Elections Task Force, 1995

The true source of funds used for the printing fee of this argument is Christopher L. Bowman.

No Paid Arguments Were Submitted Against Proposition K

TEXT OF PROPOSED ORDINANCE

PROPOSITION K

[District Election Expenditure limits]
AMENDING THE CAMPAIGN FINANCE REFORM ORDINANCE, SAN FRANCISCO ADMINISTRATIVE CODE, ARTICLE XII, SECTIONS 16.503, 16.510-4 AND 16.510-5, TO ESTABLISH VOLUNTARY SPENDING CAPS FOR CANDIDATES FOR THE BOARD OF SUPERVISORS. THE SPENDING CAP FOR THE GENERAL ELECTION WOULD BE \$75,000, AND THE SPENDING CAP FOR THE RUN-OFF ELECTION WOULD BE \$20,000.

Note: Additions are underlined; deletions are indicated by ~~strike through~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1, Article XII of the San Francisco Administrative Code is hereby amended by amending Sections 16.503, 16.510-4 and 16.510-5 to read as follows:

SEC. 16.503. DEFINITIONS. Whenever in this Article the following words or phrases are used, they shall mean:

(a) "Candidate" shall mean any individual listed on the ballot for election to any City and County elective office or who otherwise has taken affirmative action to seek nomination or election to such office.

(b) "Charitable organization" shall mean an entity exempt from taxation pursuant to Title 26, Section 501 of the United State Code.

(c) "Committee" shall mean any person acting, or any combination of two or more persons acting jointly, in behalf of or in opposition to a candidate or to the qualification for the ballot or adoption of one or more measures.

(d) "Contribution" shall be defined as set forth in Government Code of the State of California (commencing at Section 81000); provided, however, that "contribution" shall include loans of any kind or nature.

(e) "Election" shall mean any primary, general or runoff municipal election held in the City and County of San Francisco for City elective office. With respect to the offices of Public Defender and Assessor, primary and general elections are separate elections for purposes of this ordinance. The primary election period for these offices shall extend from January 1 of the first year of an election cycle up to and including the date of the primary election, and the general election period for these offices shall extend from the day following the primary election up to and including December 31 of the fourth year of the election cycle. With respect to the offices of Mayor, City Attorney, District Attorney, Sheriff, ~~and~~ Treasurer ~~and Supervisor~~, general and runoff elections are separate elections for the purposes of this ordinance. The general election peri-

od shall extend from January 1 of the first year of an election cycle up to and including the date of the general election, and the runoff election period shall extend from the date of the general election up to and including December 31 of the fourth year of the election cycle.

(f) "Enforcement authority" shall mean the District Attorney of the City and County of San Francisco for criminal enforcement and the City Attorney for civil enforcement. Nothing in this Article shall be construed as limiting the authority of any law enforcement agency or prosecuting attorney to enforce the provisions of this Article under any circumstances where such law enforcement agency or prosecuting attorney otherwise has lawful authority to do so.

(g) "Measure" shall mean any City and County Charter amendment or other election, whether by initiative, referendum or recall procedure or otherwise, or circulated for purposes of submission to a popular vote at any election, whether or not the proposition qualifies for the ballot.

(h) "Person" shall mean any individual, partnership, corporation, association, firm, committee, club or other organization or group of persons, however organized.

(i) "City elective office" shall include and be limited to the offices of Mayor, Member of the Board of Supervisors, City Attorney, District Attorney, Treasurer, Sheriff, Assessor, Public Defender, Member of the Board of Education of the San Francisco Unified School District and Member of the Governing Board of the San Francisco Community College District.

(j) "Election cycle" shall mean a four-year period preceding a term of office as defined by the San Francisco Charter, beginning on January 1, and ending on December 31 of the fourth year thereafter.

(k) "Qualified campaign expenditure" for candidates includes all of the following:

(1) Any expenditure made by a candidate, officeholder or committee controlled by the candidate or officeholder, for the purpose of influencing or attempting to influence the actions of the voters for or against the election of any candidate for City elective office;

(2) A nonmonetary contribution provided to the candidate, officeholder or committee controlled by the candidate or officeholder;

(3) That portion of the total cost of a slate mailing or mailing of other campaign literature produced or authorized by more than one candidate which is the cost actually paid or incurred by the committee or controlled committee of the candidate.

SEC. 16.510-4. AMOUNT OF EXPENDITURE CEILINGS (a) In primary elec-

tions, any candidate for Assessor or Public Defender who agrees to expenditure ceilings shall not make total qualified campaign expenditures exceeding \$175,000. In general elections, any candidate for Assessor or Public Defender who agrees to expenditure limits shall not make total qualified campaign expenditures exceeding \$100,000.

(b) In general elections, any candidate for Mayor who agrees to expenditure ceilings shall not make total qualified campaign expenditures exceeding \$600,000. In run-off elections, any candidate for Mayor who agrees to expenditure limits shall not make total qualified campaign expenditures exceeding \$400,000.

(c) In general elections, any candidate for City Attorney, District Attorney, Treasurer or Sheriff who agrees to expenditure ceilings shall not make total qualified campaign expenditures exceeding \$175,000. In run-off elections, any candidate for City Attorney, District Attorney, Treasurer or Sheriff who agrees to expenditure limits shall not make total qualified campaign expenditures exceeding \$100,000.

(d) In general elections, any candidate for the Board of Supervisors who agrees to expenditure ceilings shall not make total qualified campaign expenditures exceeding \$75,000. In run-off elections, any candidate for the Board of Supervisors who agrees to expenditure limits shall not make total qualified campaign expenditures exceeding \$20,000. Any candidate for the Board of Supervisors who agrees to expenditure ceilings shall not make total qualified campaign expenditures exceeding \$250,000.

(e) Any candidate for the Board of Education of the San Francisco Unified School District or the Governing Board of the San Francisco Community College District who agrees to expenditure ceilings shall not make total qualified campaign expenditures exceeding \$75,000.

(f) The Ethics Commission is authorized to adjust annually the expenditure ceilings imposed by this Section to reflect the change in the California Consumer Price Index for that year.

SEC. 16.510-5. TIME PERIODS FOR EXPENDITURES. (a) For purposes of the expenditure ceilings for the offices of Assessor and Public Defender, qualified campaign expenditures made at any time on or before the date of the primary shall be considered primary election expenditures, and qualified expenditures made after date of the primary election shall be considered general election expenditures. However, in the event that payments are

(Continued on next page)

LEGAL TEXT OF PROPOSITION K (CONTINUED)

made but the goods or services are not used during the period purchased, the payments shall be considered qualified campaign expenditures for the time period in which they are used. Payments for goods or services used during both time periods shall be prorated.

(b) For purposes of the expenditure ceilings for the offices of City Attorney, District Attorney, Treasurer, ~~and~~ Sheriff ~~and~~ Supervisor, qualified campaign expenditures made at any time before the general election shall be considered general election expenditures, and qualified expenditures made after the general election shall be considered run-off election expenditures. However, in the event that payments are made but the goods or services are not used during the period purchased, the payments shall be considered qualified campaign expenditures for the time period in which they are used. Payments for goods or services used during both time periods shall be prorated.


REMEMBER TO VOTE ON TUESDAY NOVEMBER 2, 1999

Polls open at 7 a.m. and close at 8 p.m.


**The location of your polling place is shown
on the back cover of this pamphlet.**

Permanent Absentee Voter Qualifications

(Permanent Vote-by-Mail Qualifications)

 If you are physically disabled, you may apply to be a permanent absentee voter. Once you are on our permanent absentee voter mailing lists, we will mail you an absentee ballot automatically for every election until you move, re-register, or do not vote. If you do not vote in a statewide election, you will no longer be a permanent absentee voter; however, you will remain on the voter roll, unless this office has been informed that you no longer live at the address at which you are registered.

To qualify as a "Permanent Absentee Voter," you must meet at least one of the following conditions:

 Lost use of one or more limbs;

Lost use of both hands;

- Unable to move about without the aid of an assistance device (e.g. cane, crutches, walker, wheelchair);
- Suffering from lung disease, blindness, or cardiovascular disease;
- Significant limitation in the use of the lower extremities; or
- Suffering from a diagnosed disease or disorder which substantially impairs or interferes with mobility;

OR

- Is a spouse or family member who resides with and is the primary caregiver to a voter with any of the conditions described above.

To receive an application for permanent absentee voting status complete the Absentee Ballot application on the back cover and return it to the Department of Elections or call for an application at (415) 554-5665. **Be sure to check the box that says, "Please send me a Permanent Absentee Voter Application" and sign your name where it says, "Sign Here".**

If you move, re-register, or do not vote, you will need to re-apply for permanent absentee voter status. In all other cases, you do not need to re-apply.

IMPORTANT NOTICE TO PERMANENT ABSENTEE VOTERS

If you have already registered as a permanent absentee voter, your ballot will be mailed by October 4. To find out if you are registered as a permanent absentee voter, please call the Department of Elections at 554-4411. If you have not received your absentee ballot by October 15, please call 554-4411.


How to Locate Your Polling Place

Back cover of this pamphlet (lower left corner):


NOTE:

Your polling place address is located in the lower left-hand corner of the back cover of this pamphlet. Please make a note of it. Even if you send in for an absentee ballot, you may still wish to turn in your ballot at your polling place on Election Day.

Your precinct number



I certify under penalty of perjury that this information is true and correct.


Sign Here 

We must have your signature - Do Not Print

Your Polling Place Address Is:

100 Collingwood Street
Eureka Valley Playground
P12345678 NP 9702
PCT-3623

Polling Place Handicapped Accessible.





Telephoning the Department of Elections

The Department of Elections has special telephone lines for specific purposes:

- To register to vote, call 554-4398;
- To request an Absentee Ballot application, call 554-4399;
- For information about becoming a Poll Worker, call 554-4385;
- For election results on Election Night, call 554-4375;
- For election information, including Election Night results, visit the Department of Elections web site at:
<http://www.ci.sf.ca.us/election>
- For all other information, call 554-4375

For your convenience and because of the huge number of calls during the weeks leading up to the election, the Department of Elections uses automated information lines in addition to regular operators. If all operators are busy, callers may hear recorded messages which will direct them to leave their name, address and telephone number. Callers with touch tone phones may be asked to press numbers to direct their calls to the right desk. Callers with rotary phones may wait on the line for an operator or to leave a message.



Avoid Long Lines — Vote by Mail

It's as easy as 1-2-3.

1. Complete the application on the back cover of this pamphlet.
2. Put sufficient postage where indicated.
3. Drop your completed application into a mailbox.

Within two weeks, you will receive your Absentee Ballot.

Check the bottom left corner of the back cover of your voter pamphlet for the location of your Polling Place.



Your Polling Place Has Probably Changed

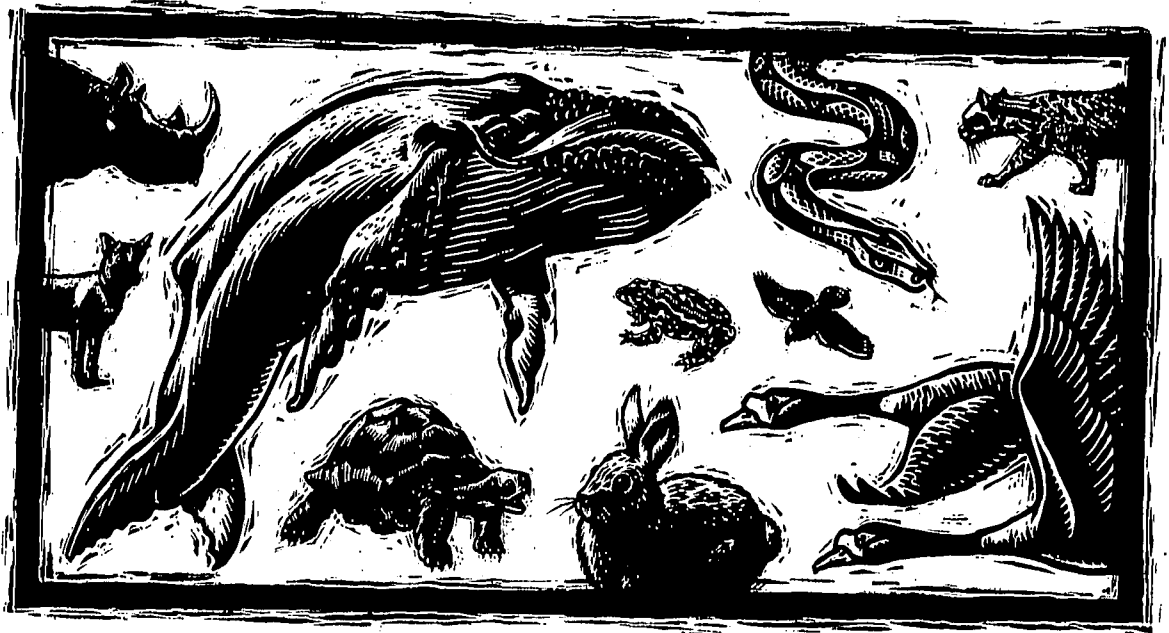
We urge you to double-check the location of your polling place printed on the back page of this pamphlet.

DON'T LET THE WIND BLOW YOUR RECYCLABLE PAPER AWAY!

*Put paper in paper bags or
tie it with string.*

Help keep our
streets clean
while you recycle!





WOULD NEVER

steal your parking place, play their stereo too loud, serve you a cold cup of coffee, talk behind your back, forget to pay the rent, mock you, make fun of the way you're dressed, make you feel unloved, or pressured, or sad, overcharge you, say their opinion is the only one that's right, smother you, tell you you're trespassing on their property, say "you break it you bought it," criticize anything, ignore a person in need. So respect them all. And the world will be a much better place.

Find yourself a best friend.
We're open 7 days a week,
12:00 to 5:30.

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CITY AND COUNTY OF SAN FRANCISCO



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THANK YOU - MUCHAS GRACIAS - 謝謝

On behalf of the San Francisco Department of Elections, it is our pleasure to extend our appreciation to the sponsors listed below for their support and generous contribution to the High School Volunteer Program.

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Vinga

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The Marine World Theme Park
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OUR SPECIAL POLL WORKERS

A special thanks to those citizens listed below for at least ten years of dedication and service as poll workers. An asterisk* next to a name denotes 41 or more years of service!

Richard Abrahams	Evelyn M. Kirby	Selina Poong
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Victoria Armen	Chan Koo	Othello A. Quartaroli
Blossie M. Armour	Charles R. Kruger	Carmen Quintas
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Barbara T. Clancy	Alexander L. Martinez	Elaine M. Steinmetz
Candelaria Claros	Clydine C. Matheson	Ronald C. Swenson
Jane W. Cogswell	Margot Matheson	Olga Tavasieff
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Charlie Flewellen	Lucille Mendoza	Frederick L. Thompkins
Opal M. Fowler	Vilma A. Mendoza	Maurice Trad
Amelia P. Frank	Robert F. Merlo	Alta M. Tsiliacos
Baron. Herwitz	James E. Morse	Teofilo R. Ugerio
Fannie M. Harris	Marion J. Mutry	Louis Urrea
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Thelma Kavanaugh	Miriam V. Peterson	Richard S. Woodward
Olive M. Keller	Bessie M. Petite	Frances T. Ye
Clara B. Kelly	Marvis J. Phillips	Charlotte E. Yee
Elisa M. Kennedy *	Carmela M. Podesta	Stella A. Zrodowski
Margaret M. Kennedy	Walter M. Podesta	Jean J. Zenger

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Clint Reilly	20
Lucrecia Bermúdez	21
Willie Lewis Brown, Jr.	21
Max Woods	22
Cesar Ascarrunz	22
Mark "Superbooty" O'Hara	23
J. R. Manuel	23
David J. Martz	24
William Felzer	24

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District Attorney	
Steve Castleman.	25
Matt Gonzalez.	25
Terence Hallinan.	26
Mike Schaefer	26
Bill Fazio.	27

Sheriff

Michael Hennessey 28

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Quick Voter Reference Card

To save time and reduce lines at your polling place,
please fill out this card before you go to vote.

1. After reading this pamphlet, write down the names and numbers of the candidates you want to vote for (See Sample Ballot page 9).
2. Fill in the number corresponding to "Yes" or "No" for each Local Proposition.
3. Look at the backside of this page and write down your polling place location.

Office	Your Choice	Number
Mayor		
District Attorney		
Sheriff		

PROPOSITIONS

Prop	Yes	No
A		
B		
C		
D		
E		
F		
G		
H		
I		
J		
K		

Return Address:



Sufficient
Postage
Required

Did you sign the other side?

9901



NAOMI NISHIOKA
ACTING DIRECTOR OF ELECTIONS
DEPARTMENT OF ELECTIONS
1 DR CARLTON B GOODLETT PLACE ROOM 48
SAN FRANCISCO CA 94102-4634



DEPARTMENT OF ELECTIONS
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 48
San Francisco, CA 94102-4634

9901



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Ballot type 9901	Precincts Applicable 2000's
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Check Your Polling Place Address Below

Attention: Any Voter May Vote by Mail

- Complete all information that applies to you and tear off application below.
- Remember to sign the absentee ballot application at the bottom of the page.

This Absentee Ballot Application must be in the Department of Elections Office by 5 PM, October 26, 1999.

I apply for an absentee ballot for the November 2, 1999
Consolidated Municipal Election and the (potential)
December 14, 1999 Municipal Run-off Election
(unless indicated to the right)

I do **NOT** apply for an absentee ballot for the (potential)
December 14, 1999 Municipal Run-off Election ☐

Print Name _____

Print **Residential** Street Address _____

San Francisco, CA **941** _____

() _____

Daytime Phone

() _____

Evening Phone

I certify under penalty of perjury that this information is true and correct.

Sign Here

We must have your signature - Do Not Print

Your Polling Place Address Is:



Polling Place
Handicapped
Accessible:

☐

001

Complete only if you want your absentee ballot mailed to a
different address than the **Mailing Address** pre-printed below.

Mailing Address _____

City _____

State _____

Zip _____

• Please send me a **Permanent Absentee Voter Application**. ☐

• In future Elections, I would also like to receive a
Voter Information Pamphlet printed in:

Chinese ☐

Spanish ☐

/ / 99
Date

Mailing Address