

From: BRCAC (ECN) <brcac@sfgov.org>
Sent: Monday, June 1, 2020 9:36 AM
To: ECN, BalboaReservoirCompliance (ECN) <balboareservoircompliance.ecn@sfgov.org>
Subject: FW: BART shuttle Community Benefit
Attach: presentation differences.pdf

From: Christine Hanson <chrissibhanson@gmail.com>
Sent: Monday, May 18, 2020 4:05 PM
To: BRCAC (ECN) <brcac@sfgov.org>; sunnyside.balboa.reservoir <sunnyside.balboa.reservoir@gmail.com>; Brigitte Davila <bdavila@ccsf.edu>; mikeahrens5 <mikeahrens5@gmail.com>; jonathan winston <jwinstonsf@gmail.com>
Cc: Jennifer Heggie <jdheggie@gmail.com>; Jean Barish <jeanbbarish@hotmail.com>; Alvin Ja <ajahjah@att.net>; Madeline Mueller <madelinemueller@gmail.com>; Harry Bernstein <riquerique@yahoo.com>; Wynd Kaufmyn <wendypalestine@gmail.com>
Subject: Re: BART shuttle Community Benefit

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

Hello CAC Members,
Attached is a pdf of the image that I pasted into the previous email for hopefully easier reading.
Chris Hanson

On Mon, May 18, 2020 at 9:36 AM Christine Hanson <chrissibhanson@gmail.com> wrote:

Dear CAC Members,

At the last CAC meeting I noted in public comment that when members of the City Team describe an improved relationship with City College Facilities staff they are not speaking about a dialogue with City College's Community or especially its Facilities Committee which is made up of representatives from the College.

This results in a message to you and the people weighing the worthiness of this project that leaves out City College itself.

Below is an example of this showing how two presentations on the same subject interpreted. The presentation of the Fehr and Peers report given to you was sculpted by the former head of the City College Facilities staff. It is compared to a presentation given to the City College Board of Trustees a month earlier at the College's Chinatown Campus and the original page in the Fehr and Peers report.

The differences are subtle, but they are different and the message they convey is slightly different.

We have been at this for years now, with the view of the College being seen through this lens starting at the ramp up to build on the Reservoir during the State takeover and regularly held private meetings between City Agencies (SFPUC, SFMTA, OEWD, SF Planning) and City College upper management began. The Facilities Master Plan for the school itself had the unprecedented attendance of Jeremy Shaw of SF Planning attend the interviews at the invitation of Fred Sturner who was brought in under the State's imposed Trustee Bob Agrella.

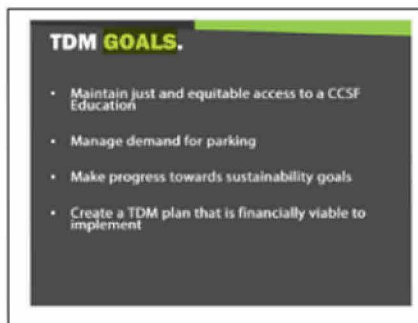
This has continued with the regularly held meetings between the City Agencies and upper management of City College and their hired consultants.

At least the consultants, Fehr and Peers, made a few points that the former head of Facilities didn't share, the recommendation of a shuttle as part of CCSF TDM and the identified need for at least 980 replacement parking spots

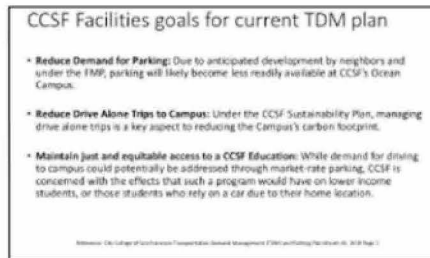
to serve staff and students while instituting TDM measures.

Sincerely,
Chris Hanson

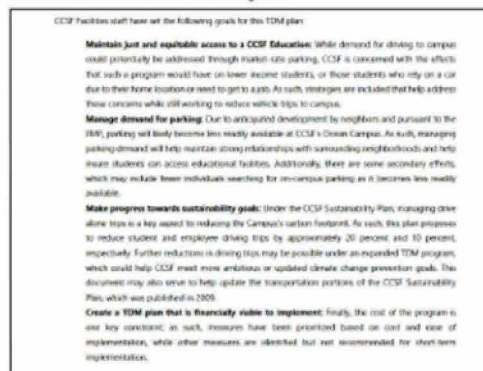
City College Presentation



CAC Presentation



CCSF Goals from Fehr and Peers Report



On Sun, May 17, 2020 at 11:20 PM Christine Hanson <chrissibhanson@gmail.com> wrote:

Dear CAC Members,

Attached is the BART shuttle study portion of Kittleson's August 2019 report. Its conclusion was that in order to be competitive with existing bus and walking opportunities, and retain ridership, a certain level of service and expense for a shuttle needed to be met. The existing area transit was considered to be optimal with no mention of delay times or congestion.

The study missed a few key points.

- There was no mention of potential riders who currently avoid using BART because the walk up the hill is too strenuous. The Fehr and Peers TDM noted this multiple times in teachers survey responses.
- The study chose to study a shuttle route through the middle of the most congested street in the area, Ocean Avenue. It did not study routes to the South of the BART station with stops on the South side of Ocean Campus.
- It did not evaluate the existing transit honestly, or take into consideration the effects on transit and congestion predicted in the SEIR.
- It fails to take into account a shuttle's potential role in the TDM efforts around City College and the reservoir.

For those reasons this small study can't be regarded as the end of the discussion of a BART shuttle. Skyline College and SMMTA have partnered on a shuttle that provided over 70,000 one-way trips to riders during the 2017-18 school year at a cost of under \$300K per year.

In the Berkson report, the Reservoir Partners projected \$1.9M in annual parking revenue. This money needs to be dedicated toward a shuttle service. A page from that report showing that projection is included below.

A BART shuttle would truly be something that adds community benefit. But this is something that must be put back into the conversation now. It's not likely that once the developers have their permits and zoning changes that they will volunteer to fund a shuttle.

Sincerely,
Christine Hanson

**Table A-9
Parking Tax
Balboa Reservoir**

Item	Assumption	Total
Garage Revenue (2)		\$1,900,000
Spaces (shared garage) (1)		500
<u>Parking Revenues</u>		
Annual Total (2)	\$3,800 per year/space	\$1,900,000
<u>San Francisco Parking Tax (3)</u>	25% of revenue	\$475,000
Parking Tax Allocation to General Fund/Special Programs	20% of tax proceeds	\$95,000
Parking Tax Allocation to Municipal Transp. Fund	80% of tax proceeds	\$380,000

(1) Shared spaces will be a mix of residents and City College parking.

(2) Based on estimated revenue from parking garage; actual hourly and daily revenue will vary depending on occupancy rates, turnover during the day, and long-term parking rates vs. hourly rates.

(3) 80 percent is transferred to the San Francisco Municipal Transportation Agency for public transit as mandated by Charter Section 16.110.

Source: Berkson Associates

2/9/18