**Shuttles’ bus zone violations not cited**

By Brian Rinker

Tech buses have illegally shared the city’s Muni stops for years, but starting this summer the city plans to crack down and charge the tech titans about $1.06 for every stop they use, a fraction of the take if the city were to enforce the law the same for everybody.

Not only is it against the law for any vehicle to park in a red-curbed bus zone, it is illegal for all company buses and shuttles to use city-owned bus stops for private use. A citation costs $271 yet tech buses, infamously known collectively as “Google buses,” have taken advantage of Muni zones with relative impunity dating back to 2004.

Today, transports for 17 major tech companies dominate San Francisco’s streets, shutting uncounted thousands of workers from San Francisco to Silicon Valley and back.

The supervisors’ budget analyst, in a recent report, estimated the shuttles use 200 red-curbed bus zones around the city as pickup and drop-off locations 4,121 times every weekday. If the shuttles were cited each time they illegally pulled into a bus stop, the city would rake in fines totaling $1,116,791 daily.

Of course, enforcing the law would be akin to entrapment. So the S.F. Municipal Transportation Agency, which issues parking tickets, says it has a complaint-based policy for citing bus-zone violations.

Over the past three years, police and parking control officers have issued 13,395 bus zone citations. Of those, only 6,134 were issued to commuter shuttles or buses, according to the budget analyst’s report.

Another way of looking at that is that the city collected $12,195 in bus-zone fines from commuter buses cited over the city collected $12,195 in bus-zone enforcement.

The supervisors’ budget analyst, in a recent report, estimated the shuttles use 200 red-curbed bus zones around the city as pickup and drop-off locations 4,121 times every weekday. If the shuttles were cited each time they illegally pulled into a bus stop, the city would rake in fines totaling $1,116,791 daily.

That is shockingly few citations even under the city’s lenient shuttle enforcement policy, which SFMTA spokeswoman Kristen Holland explained: “The practice (of parking control officers) has therefore been to issue citations to commuter shuttle buses that are using Muni stops when doing so, obtaining the safety of bicyclists, pedestrians, or other drivers, or when doing so impedes Muni from entering or departing a zone or otherwise creates a hazard for Muni operations.”

That policy apparently is largely ignored by meter minders if the observations of a Metropolitan Transportation Commission consultant cited in the budget analyst’s study are accurate. The consultant noted that tech shuttles blocked traffic or a Muni bus an average of once every two hours.

One example the consultant noted was near the Glen Park BART station when tech buses were unloading passengers in traffic, holding up other vehicles and endangering passengers 5½ times an hour because the buses, which can carry up to 80 passengers, didn’t fully pull into the bus lane.

At Fillmore and Lombard streets, consultants spotted the private buses doing the same thing more than six times an hour. All are violations that result in citations for an average of about a dozen ordinary drivers daily.

Holland didn’t explain the discrepancy in bus-zone enforcement.

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**Making Sense of $1 fee**

Why the charge for Muni stops is ridiculously low

By Marjorie Briggs

Here’s the math: According to the S.F. Municipal Transportation Agency, $75 shuttle buses — behemoths like Google’s double-deckers for Silicon Valley employees and modest transports like Academy of Art University’s 20-seaters for staff and students — make an estimated 4,121 stops each weekday day, largely in Muni bus zones. When the rest of us are caught idling in those red zones, we cough up $271.

The shuttle providers not only pay zip, they don’t have to divulge how many shuttles they operate, stops they make or passengers they carry.

The city is hoping to change that. It’s poised to launch an 18-month, $1.7 million pilot program July 1 to determine the extent of the burgeoning private transportation sector. MTA says the pilot data will enable it to figure out what the shuttles actually cost the city: their effect on traffic, streets, the environment, pedestrians and bicycle safety, housing prices.

The caveat: The numbers MTA used to design the pilot program are best guesses, based on years-old information handed over voluntarily from some shuttle providers. Pilot proponents insist the program will turn the guesses into facts, giving the city justification — or not — for charging providers to use our streets.

A coalition of tenant activists and labor leaders wanted a full EIR that would have produced the same data and, perhaps, had more legal teeth. The Board of Supervisors shot that down in April. May 1 the coalition filed a lawsuit to block the pilot.

But if the pilot flies, program costs will be entirely offset by a $1.06 fee collected from buses using red zones.

At the suggestion of the County Transportation Authority, MTA in late 2011 began surveying shuttle providers about routes and stops in the city, primarily to quantify the benefits of taking private vehicles off the road.

The collection continued through the summer of 2012. MTA identified 17 commuter shuttles and 20 intracity van and buses and at least 200 red zones where many were stopping illegally.

Those 200 Muni stops form the basis for the backplus fee, yet no one in city government will say where they are.
Tech shuttles make streets even meaner

Oversize vehicles bludgeon asphalt, causing millions in damage each year

By Mark Hedin

TALK ABOUT A DAILY GRIND! Each motor coach that ferries tech workers to Silicon Valley and back damages San Francisco streets 7,774 times more than the average SUV according to road maintenance experts. Every mile that they drive on city streets eventually will cost $1.08 on road repairs according to calculations by the Department of Public Works cited in a March 51 report to the Board of Supervisors on the shuttles’ impacts.

The tech shuttles weigh 10-15 times more than the average SUV and do disproportionate damage to the streets—perhaps millions of dollars worth every year.

The thing with buses is a lot of the weight is just on one axle. The heavier the vehicle, the more the potential damage. There are forces that multiply many times over,” Russell Snyder executive director of the California Asphalt and Pavement Association, told The Extra. “Pavement that might last 100 years might fall apart in five if it’s not designed right.

“Heavy buses and trucks lead to faster roadway deterioration,” Rachel Gordon, DPW spokesperson, wrote in an email to The Extra.

Muni and the double-decker buses that ply Van Ness street, Lombard and Van Ness and other routes through the city weigh between 27 and 51 tons, depending on whether they are empty or full, according to a Pavement Engineering Inc. report cited in the March 51 memo to Supervisor Eric Mar by budget analyst Harvey Rose. Only garbage trucks, stresses the report to determine the extent of shuttle travel on city streets to ascertain the cost of the damage inflicted and was met with a lack of data at every turn. Fred Broussard, who drafted the policy analysis report for the Harvey Rose memo, suggested taking available data and estimating how many miles each bus might travel through the city on the average run. He suggested 6 miles per trip and immediately acknowledged that was low, since buses just travel from their parking spots to begin their routes. The Extra decided on 10 miles per trip. On city streets, the ride from outer Lombard Street to the 101 onramp on Cesar Chavez is 6 miles. And certainly some of those buses wind through many streets as they make their rounds. Once the GPS is absent, the bus will be beaming all sorts of data. So 10 miles per trip may well prove an underestimate.

Of the 17 firms known to be running shuttles from San Francisco to Silicon Valley, the budget analyst cited a 2012 ICF International survey, conducted for the Metropolitan Transportation Commission, that obtained specifics on seven shuttle providers — Google, Apple, Genentech, Facebook, Yahoo, Netflix and Electronic Arts. ICF came up with 275 daily shuttle runs for a total of 8,030 passengers — an average of 29.49 per run. The report further suggests that there are about 35,000 passenger boardings daily when both regional and intracity shuttles are counted. Assuming the same 29 passengers per trip, that’s another 940 shuttle trips per day. Multiply 1,023 trips by the 10-mile-per-trip average, by 260 for the number of workdays in the year and the $1.08 per mile in road repair costs, and the damage comes to $5,778,024 per year.

The intracity shuttles that typically weigh 7-10 tons would, of course, contribute less damage.

San Francisco is in the midst of a 10-year program to rehabilitate its 12,884 blocks, and the Department of Public Works claims to be repaving roads at an unprecedented pace — upward of 900 per year since 2011 when voters approved a $24.8 million Road Paving and Street Safety bond.

San Francisco’s Transportation Code Section 501.1b has restrictions on large vehicles traveling on 170 particular stretches of road. For instance, vehicles weighing 5 tons or more are barred from the curvy sections of Lombard and Vermont streets, the steep sections of Taylor and Jones, Gough between Jackson and California, and Fillmore between Broadway and Union.

Similarly excluded are narrow streets such as Grant Avenue between Green and Broadway, or Albion between 17th and 19th and the hilly stretch of Guerrero between 18th and Cesar Chavez in the Mission Without providing specifics, a San Francisco County Transportation Authority report from 2011 stated that it had ‘identified six roadway segments where large shuttle motorcoaches weighing over 14 tons may be traversing these weight-restricted streets.’

Despite the extent of damage from the shuttles, San Francisco taxpayers have little recourse. As the budget analyst noted, California Vehicle Code Section 9400.8 bars local jurisdictions from imposing ‘a tax, permit or fee’ for the use of its streets, no matter how destruc tive a vehicle may be.

Eva LaSanga
yolka.palka@gmail.com or 415-666-5072

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The double-decker shuttle buses, like this one rolling north on Valencia past 24th Street, cost $750,000 and can weigh more than 30 tons when loaded.
W I T H I N THE BOUNDARIES of the Tenderloin, drag performer, community activist and Vietnam vet Felicia Elzondo, who lived and worked in the neighborhood in the 1960s, is helping with plans for a Marlane mural by local artist Laura Campos, to go along with the street name change. Elzondo frequently has done speaking gigs and media interviews since appearing in “Screaming Queens,” the Emmy-winning 2005 documentary about the 1966 Compton’s Cafeteria riot, when trans people fought back against transphobes in the crowd. Now in her 60s, “I’m tired of fighting for my community,” Elzondo says, “I think it’s time for them to stand up for themselves.”

Elzondo met with campaigners last year and in February introduced a Board of Supervisors resolution to get things moving with the street sign change. “It’s a teachable moment,” says Kim, “an opportunity to educate and share information about the history of the transgender community in the Tenderloin so that it becomes a larger community history.”

Supervisor David Campos agrees. “She was a legendary performer and was certainly an institution within the LGBTQ community,” he says. “Marlane worked very hard to empower the transgender community, and I think that it makes sense to honor her.”

Kim’s resolution passed unanimously at the April 22 full board meeting. Kim and Elzondo hope to announce the renaming by this year’s Trans March in June. We can no longer have the ‘T’ in LGBTQ be silent,” Elzondo says, and the renaming is one way to challenge the cultural erasure — as a result of Kim’s resolution, a shout-out to the public as well as the trans community.

Elzondo is an HIV positive AIDS activist who, throughout the 1980s and 90s, cared for gay men with AIDS in hospice, but has mixed feelings because theLESBIAN and GAY MUSEUM IN THE CASTRO

A group of fellow Marlane fans and friends banded together to get the plan for the Turk Street renaming after she died. Elzondo gave some gowns to the local trans Latina organization eLLe for an upcoming benefit pageant. Others she donated to the GLBT Historical Society, which recently wrapped an exhibit on Marlane that Elzondo helped curate.

“Vicki Marlane’s life is emblematic of so many transgender and queer people, who discover their fullest selves in San Francisco and, in the process, become iconic inspirations for the rest of us,” says Don Roneshaw, curator of the society’s museum in the Castro.

The hell would I go into a board if there’s gays and lesbians that, no matter what I say, will always bring me down? Now in her 60s, “I’m tired of fighting for my community.” Elzondo says ‘I think it’s time for them to stand up for themselves.’ Many of her friends have moved out of San Francisco, and sometimes she thinks of leaving, too. ‘I’m tired of living in a mismatched apartment’.

Elzondo frequently has done speaking gigs and media interviews since appearing in ‘Screaming Queens,’ the Emmy-winning 2005 documentary about the 1966 Compton’s Cafeteria riot, when trans people fought back against police abuse in the Tenderloin.

Some regrets in life? She’s asked, ‘Waiting until I was old before I got famous?’

TOSHIO MERONEK is a freelance writer in San Francisco.

FELICIA ELIZONDO. one of the noted Hot Boxx Girls who is still performing, relaxes at home with companions Gypsy and Diamond and remembers her friendship with Vicki Marlane.

Vicki Marlane’s friend led campaign to rename key block of Turk Street

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Vicki Marlane’s friend led campaign to rename key block of Turk Street
In Memoriam 15-Year Anniversary
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TDD: (415) 345-4470
City can only recover actual costs of administering pilot

At the end of 2013, protestors began blocking the big buses at designated route stops, equating the shuttles with a host of social ills from gentrification of neighborhoods to greed — billion-dollar tech companies contributing nothing to the cost of maintaining streets their buses traveled ponderously.

Within weeks, the MTA board voted unanimously for a Commuter Shuttle Policy and Pilot Program. Its costs, estimated at $1.7 million, will be paid for by shuttle providers who will ante up $1.06 for each red zone stop each weekday for 12 months. For the final six months of the pilot, their fee will rise to $1.10.

The calculation looks like this: $1.06 x 4,121 stops per weekday x 260 days for the first 12 months, then $1.10 x 4,121 x 150 days for the next six months.

Shuttle providers will be required to apply to MTA for a permit, display placards that identify their buses as part of the pilot, give Muni buses priority in the red zone, pay penalties for permit violations and agree to carry a GPS device on board that tracks routes, stops and distances traveled.

Protestors see the bus fee as scant repayment for the damage to the city’s fabric. It is, however, a legal tit for tat. A 1996 state law, Proposition 218, restricts local governments from collecting fees totaling more than the cost of administering that service or program. MTA says it created the program, then calculated the maximum fee.

The budget is divided into labor — $762,445 for existing MTA personnel, no new hires — and about $1 million for onboard GPS devices, $60 a month for each of what the GPs devices will do: “Provide feeds to MTA, allowing for audit follow-up on complaints, focusing enforcement, and understanding operational activities (e.g., hot spots for delay). All commuter shuttles will be required to share data, regardless of whether they’re operating within the city or regionally.”

She did give us a brief explanation of what the GPS devices will do: Provide feeds to MTA, allowing for auditing, follow-up on complaints, focusing enforcement, and understanding operational activities (e.g., hot spots for delay). All commuter shuttles will be required to share data, regardless of whether they’re operating within the city or regionally.

A double-decker behemoth, above, cruises up Frederick Street in the Upper Haight. Left: A worker gets out on Valencia Street with freshly cleaned laundry.

1st ‘Google bus’ protest — egged in ‘08

Private shuttles on San Francisco streets were a subtle presence 30 years ago when vans started carrying employees and students from one business or institution site to another. The vehicles didn’t use red zones, just the white zones in front of their buildings, which most still do today.

In 2004, a white Google bus ushered in the era of intercity commuter shuttles. It made two stops in the city and carried 135 employees down to Silicon Valley daily. Yahoo buses came a year later, then Genentech, Apple, Facebook, Netflix, Electronic Arts, eBay and LinkedIn added buses.

By 2012, MTA said it knew of 20 employers offering intracity shuttles and 17 sponsoring regional bus services for tens of thousands of employees daily.

In the Haight in 2008, frustrated resident Richard Beggs, in the first known protest, “told that Google had no transportation office or coordinator, “he says. “I was told that Google had no transportation office or coordinator: "They" said, without explaining what that entailed."

The staff positions total only 3.41 FTE. Holland wouldn’t comment on whether the low FTE was unusual for the budget and legislative analyst, Harvey M. Rose Associates, produced an independent report on the private shuttles and released it at the end of March. (Rose Associates works with 22 other California cities besides San Francisco.)

The budget analyst’s report summarizes five years worth of various agencies’ shuttle studies, then lays out eight actions the supervisors might take, if they wish, to mitigate the shuttles’ impacts.

Several recommendations to MTA are stated as “inputs,” for example defining what rate of shuttle-Muni bus conflict is acceptable. Other options are “requests” — such as that during the pilot program shared red zones be allowed only on streets without bicycle lanes. Some requests are more dramatic: MTA require shuttle providers to sign community benefit agreements with the city to lessen any negative effects the pilot identified. Another is that voters be given the chance to impose a special tax on some or all shuttle providers.

One appealing suggestion is that shuttle providers find a central location in the city for loading and unloading their employees, rather than indulging them in a few minutes’ walk to a red or white zone near their home.

“It’s up to MTA as to the extent to which they incorporate the (supervisors’) input,” said Fred Brousseau, principal at Harvey M. Rose Associates and author of the report.

Sometime in May, the Land Use Committee is going to consider the report, Brousseau says. “The supervisors will look at the options for action we suggested, not the details of the pilot program. It will be a forum to discuss impacts, and they will take public testimony.”

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Jack Snook
Community activist

With live guitar music playing, all most imperceptibly in the background, more than two dozen people, including Supervisor Jane Kim, gathered in the Jefferson Hotel’s community room to remember resident Jack Snook. He was, said a friend, “a cool, interesting, sweet, genuine guy,” and many of the mourners were openly emotional during the April 7 memorial.

Mr. Snook had lived at the Jefferson for six years before his March 40th birthday at age 52, and he was an integral part of the hotel community. But his friendships extended throughout the neighborhood because of his activism.

“I was introduced to Jack when I started my campaign for supervisor in 2010,” Kim said. “He asked a lot of really good questions about why I thought I could be a good supervisor for the Tenderloin, and he worked with our office for the last four years.” Issues included bedbugs, rent and legislation to make landlords accountable, tenants’ rights and Safe Passage, the program to help Tenderloin kids navigate their neighborhood safely.

Kim added that when someone passes, we learn to cherish those who are still with us. We remember once more “how precious life is,” she said.

Mr. Snook was a part of the successful 2012 campaign to pass Proposition C, which established a city-financed trust fund to increase affordable housing. He also participated in the community coalition organized to force California Pacific Medical Center to be more responsive to citywide and neighborhood needs in its bid to construct a new hospital and medical center on the edge of the Tenderloin at Van Ness and Geary.

Jack had a deep intellect and political activism, always asking about the best systems, the best laws for getting things accomplished,” said James Tracy, Community Housing Partnership organizer. “He also did everything with grace and humor. He fought for housing for everyone, not just for himself and he always worked to get people off the street.

Zen Buddhist priestess Janna Drakka, who officiated at Mr. Snook’s memorial, began the service by inviting mourners, one at a time, to approach a table serving as an altar at the front of the room. It held a candle, a bottle of spring flowers, a candle and two small, shallow bowls. Mourners, she said, could remember Mr. Snook by taking a tiny pinch of incense and two small, shallow bowls. It was one of four children and his family still lives there. His parents were by his side when he died, said Marla Smoot, Jefferson case manager. She had few other details of his life but knew that he had attended San Francisco State University and worked in the city’s public school classrooms in a music program.

His art was a source of joy. Smoot wrote in an email after the memorial. He made collages of pictures, wallpaper clippings and pictures and made them on anything he could find, back of posters, wood surfaces, anywhere. It was so beautiful.

Drakka concluded the memorial, reminding everyone to remember Mr. Snook and “his joyous, beautiful smile that was like a light, shining.

— Marjorie Beggs

**RICHARD PEREZ**
**Died in his room**

Nob some knew Richard Perez very well. He had been at Arlington Residence a year and to keep to himself. That’s exactly what his sketchy obituary was going to say, until near the end of his memorial when it all changed and Mr. Perez for or for worse, for life. He was very anxious about it, but I told him — it’s where I learned to be a part of the community.

A new path developed, gently putting the incense on the charcoal. A dozen mourners, including Supervisor Kim, solemnly followed her.

Afterward, guitarist Nathaniel Tukao led the group in three choruses of “Amazing Grace” and sang solo “Because He Lives.” Drakka then asked people to share their memories of Mr. Snook.

“We were both from Chicago, so we had that in common,” said one neighbor. “He’d had a tough life, a lot of struggles, but he was still a fun guy and he did that organizing work, especially for Prop C. One of his jobs was to knock on doors of everyone here at the Jefferson and make sure they voted.”

Another said Mr. Snook was “a funny, perky, most humble guy and such a gentle man. He was always happy and kept his room clean and neat and he’d be asleep in his chair with the door open.” Golden said, “But better shut your door or people will take things. He said, ‘They’re welcome to it.’”

Mr. Perez had terrible back pain, both men said, and he used a cane.

“But he didn’t want to talk about his personal life,” Golden said, or much of anything. Golden known that he had girlfriends, but they didn’t visit. Mr. Perez was planning to go to San Jose, but when Golden hadn’t heard from him for several days he got worried and notified Clarke Martin, who then went to Mr. Perez’s room and found him dead.

“I miss him for not checking in with me,” Golden concluded. “It was (our) ritual.

It was nearing time for Rev. Paul Trueblood, who conducted the memorial, to say final prayers when Brett Mosseller arrived late. In no time, Mosseller was on his feet giving depth to Mr. Perez’s life, telling how he had been a neighborhood activist all his life, fighting the good fight against injustice, getting arrested at demonstrations, spending a lifetime in and out of jail since he was 16, and suffering from post-traumatic stress disorder (“everybody in prison got it”).

“He just kept getting arrested,” Mosseller continued, speaking fast and sometimes waving his arms emotionally. “But Jan. 21st, he was notified he’d get his certificate of discharge from the government in 90 days and he’d no longer be on parole. Man, you can say there’s no worse news than that, but there is. He was really happy, man.”

Another said Mr. Perez came down to his second-floor room five days a week to watch movies with him. He liked Mosseller’s cat, never complained about anything, was “caring and giving,” and “walked with an air of ‘you’re not going to push me around, man’ — and he was a very good guy who did a lot of good for a lot of people,” Mosseller said, and sat down, having bestowed the last credits when they were due.

— Tom Carter

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Serving as a Board of Director member is a rewarding volunteer opportunity allowing individuals to help navigate and oversee the organization’s mission and goals for the North of Market / Tenderloin Neighborhood and community. Qualified applicants must be a North of Market / Tenderloin property or business owner, or resident. Applications are accepted up until the Annual Board of Director’s meeting and elections, June 16, 2014. 4 PM at 134 Golden Gate Ave, Suite A, San Francisco, CA 94102. All NOM/TLCD meetings are open to the public.

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**The North of Market / Tenderloin Community Benefit District (NOM/TLCD) exists to facilitate the transformation of the Tenderloin into a cleaner, safer, more vibrant neighborhood.**

nom-tlcbd.org

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COMMUNITY CALENDAR

ARTS EVENTS


Free Family Concert. S.F. Girls Choir, Main Library, Koret Auditorium, May 10, 2-3 p.m. ensemble of 60 girls, ages 8-13, directed by Larry Armstrong.

Children’s Art Workshop. Mother’s Day, May 11, 2-4 p.m. Main Library, Children’s Center Children 5 and up bring a photo or poem of mom to add to the miniature book that you’ll make for her. Free workshop by Children’s Multicultural Museum artist Androm Glave. Info: Librarian Jan Averse, 557-4544 or sfsf.org.


REGULAR SCHEDULED HOUSING
Tenant Associations Coalition of San Francisco, 1st Wednesday of each month, noon, 201 Turk St., Community Room. Contact Michael Nulty, 339-8327. Resident unity, leadership training.

HEALTH AND MENTAL HEALTH
CBHS Client Council. 3rd Tuesday of month, 3-5 p.m., 1120 Howard, Room 515. Consumer advisers from self-help groups and mental health consumer advocates. Public welcome. Info: 255-3869. Call ahead as meeting location may change.

Healthcare Action Team. 2nd Wednesday of month, 1040 Mission St., Bayanihan Community Center, 1st floor auditorium or 5th floor gym. Public meetings to discuss legislation that encourages corner stores to sell fresh food and reduce tobacco and alcohol sales.

Pas de Quatre. part of DIVAfest, at EXIT Studio through May 24.

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Be A Voter

June 3, 2014
Statewide Primary Election

Vote at City Hall May 5—June 3
Vote by Mail new requests due by May 27
Vote at Your Polling Place on Election Day

Register to Vote by May 19!

sfelections.org (415) 554-4375

3:30 p.m., Un Catedro, 305 Jones St. Info: Betty Traynor, 931-1126.

Gene Friend Recreation Center Advisory Board. 3rd Thursday of month, 5 p.m. Work to protect SARS resources for all residents. Gene Friend Rec Center, 270 Sixth St. Info: Tim Figueiras, 554-9532.

North of Market/Tenderloin Community Benefit District. Full board meets 3rd Monday at 4 p.m.. Call 202-4612 for location or check nom-ctbd.org.

Safe Haven Project. 4th Tuesday of each month, 3 p.m., 516 8th St. (Saratoga Hotel). Contact: 468-3305, x115, or centralcitysafehaven@gmail.com.

SoMa Community Stabilization Fund Advisory Committee. 3rd Wednesday of the month, 5:30 p.m., 7 South Van Ness, 2nd floor. Info: Claudia del Rosario, 701-9540.

Tenderloin Futures Collaborative, 3rd Wednesday of the month, 11 a.m. noon. Tenderloin Police Community Room, 301 Eddy. Presentations on issues of interest to neighborhood residents, nonprofits and businesses. Info: 820-1413.

SENIORS AND DISABLED
Mayor’s Disability Council, 3rd Friday of month, 1-3 p.m., City Hall, room 400. Call 554-6789. Open to the public.

Senior & Disability Action (formerly Planning for Elders/Senior Action Network), general meeting, 2nd Thursday of month, 9 a.m.-noon, Universal Unitarian Church, 1187 Franklin St. SARS Housing Collaborative meeting, 3rd Wednesday, 1 p.m. HealthCareAide Team meeting, 2nd Wednesday, 1010 Mission St., Bayanihan Community Center. For info about SARS Survival School, University and computer class schedules: 954-1533, www.sadaction.org.

DISTRICT 6 SUPERVISOR
Jane Kim, member, Land Use Committee, School District, Transportation Authority; chair, Transbay Joint Powers Authority Board of Directors, vice-chair Transportation Authority Plans & Programs Committee Legislative aides: Sunny Ampurol, Ivy Lee and April Arenas

Jane Kim@sfgov.org 554-7970

Patrick Moreno

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