

a report by the Retirement System, in my opinion, the cost of government of the City and County of San Francisco would be increased by approximately \$47,053 annually. Based on the 1971-1972 assessment roll, this estimated annual increase is equivalent to twenty hundredths (.20) of one cent in the tax rate.

NATHAN B. COOPER, Controller  
City and County of San Francisco

## PROPOSITION Q

**Amends Section 119.3: Provides for minimum schedules and maximum fares on cable car lines.**

## CHARTER AMENDMENT

### PROPOSITION Q

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 119.3 thereof, relating to operation of cable cars.

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, 1971, a proposal to amend the charter of said city and county by amending Section 119.3 thereof, so that the same shall read as follows:

NOTE: Additions or substitutions are indicated by **bold-face type**; deletions are indicated by ((double parentheses)).

#### OPERATION OF CABLE CARS

Section 119.3. In the conduct of the municipal railway there shall be maintained and operated cable car lines as follows:

1. A line commencing at Powell and Market Streets; thence along Powell Street to Jackson Street; thence along Jackson Street to Mason Street; thence along Mason Street to Columbus Avenue; thence along Columbus Avenue to Taylor Street; thence along Taylor Street to a terminal at Bay Street; returning from Bay and Taylor Streets along Taylor Street to Columbus Avenue; thence along Columbus Avenue to Mason Street; thence along Mason Street to Washington Street; thence along Washington Street to Powell Street; and thence along Powell Street to Market Street, the point of commencement.

2. A line commencing at Powell and Market Streets; thence along Powell Street to Jackson Street; thence along Jackson Street to Hyde Street; thence along Hyde Street to a terminal at Beach, returning from Beach and Hyde Streets along Hyde Street to Washington Street; thence along Washington Street to Powell Street; thence along Powell Street to Market Street, the point of commencement.

3. A line commencing at Market and California; thence along California Street to a terminal at Van Ness Avenue, returning from Van Ness Avenue along California Street to Market Street, the point of commencement.

((Notwithstanding the provisions of section 74 of the charter the board of supervisors shall have power, and it shall be its duty, to provide \$855,820 from any funds certified by the controller to be legally available for capital costs to accomplish the purpose of this section and it shall, for the fiscal year 1955-1956, levy a tax to provide any portion thereof not theretofore provided.))

((The amounts realized from the sale or disposition of that certain parcel of real property situated at the southwest corner of California and Hyde Streets shall be made available for capital costs for the purpose of this section, and shall be in addition to the amount specified in the preceding paragraph.))

((Proposed expenditures for capital costs in excess of the amounts hereinabove specifically provided for shall be subject to the provisions of section 74 of the charter.))

To fully effectuate the intent of this section respecting the cable car lines designated in 1, 2 and 3 above, the public utilities commission shall maintain and operate said lines at the normal levels of scheduling and service in effect on July 1, 1971; provided, however, that nothing herein contained shall prevent the commission from increasing at any time the said levels of scheduling and service.

The fare on any cable car line shall not exceed the local fare established under the provisions of section 130 of this charter for other types of carrier equipment employed in the operation of the San Francisco municipal railway.

Ordered submitted: Board of Supervisors, San Francisco, August 3, 1971.

Ayes: Supervisors Boas, Driscoll, Feinstein, Francois, Gonzales, Mendelsohn, Pelosi, von Beroldingen.

No: Supervisor Mailliard.

I hereby certify that the foregoing Charter amendment was ordered submitted by the Board of Supervisors of the City and County of San Francisco.

ROBERT J. DOLAN, Clerk.

### **ARGUMENT FOR PROPOSITION "Q"**

Five times in the past the people of San Francisco have voted to retain their cable cars. In 1954 they voted in the present system, believing that the remaining cable cars would thereafter be "saved."

Recently an attempt was made to cut service drastically, which led to strong disapproval throughout the city and across the country. This proved emphatically the urgent need to plug a loophole left in the 1954 charter amendment by requiring adequate service to be maintained. This is the primary purpose of the present charter amendment, which will guarantee that service on the cable car lines will be maintained at least at the level in effect on July 1, 1971. This date was chosen because service has been maintained at that level for more than 2 years through all seasons, and it is felt that this is the minimum service which can be considered adequate.

It also insures that a premium fare will not be charged on the cable cars. From time to time a higher fare has been considered, but this would be unfair to the many San Franciscans who use them as normal transportation.

Cable cars are the symbol and trademark of San Francisco. They

have been designated a National Landmark—the only one of its kind. A cable car stamp is being issued this year.

As a San Francisco newspaper once said, "San Francisco could not buy an asset like the cable cars if it had all the money in the world, and it could not think up a better one if it had all the brains in the world."

Cable cars are the outstanding tourist attraction of San Francisco—and tourism and conventions are the number one source of income to our city. Last year the amount was some \$267,500,000. Cable cars generate more jobs than any other fixed asset. Hotels, restaurants, stores, services, and many businesses all benefit.

So vote Yes on this amendment. It guarantees good service at regular fares. Keep the cable the San Francisco label.

Endorsed by:

Hon. Joseph L. Alioto, Mayor

Janet Aitken

Harold B. Brooks, Jr.

The Buena Vista Neighborhood Association

Citizens Committee to Save the Cable Cars

Citizens' Planning Committee

Marion Hinman

Mrs. Hans Klussmann

Gordon Lau

Market Street Development Project

The Mexican-American Political Association

Nob Hill Association

Nob Hill Properties, Inc.

Potrero Hill Residents and Homeowners Council

San Francisco Labor Council

George W. Johns, Secretary-Treasurer, San Francisco Labor Council

San Francisco Tomorrow

Anna H. Thayer

Beverly A. Willis

I hereby certify that the Board of Supervisors endorsed the foregoing argument, and authorized its inclusion in the ballot pamphlet for the November 2, 1971, election by the following vote:

Ayes: Supervisors Barbagelata, Boas, Driscoll, Feinstein, Francois, Gonzales, Mendelsohn, Pelosi, Tamaras, von Beroldingen.

ROBERT J. DOLAN, Clerk

### **ARGUMENT AGAINST PROPOSITION "Q"**

The Cable Cars have long been a part of the history and tradition of San Francisco, and comprise the City's most unique and well-known tourist attraction. I am not against the Cable Cars. I am against Proposition "Q," which would be a vote for political domination of the Cable Cars. One reason Cable Cars lose so much money yearly, (9.04% of the annual MUNI deficit or two million dollars), is that they have been controlled by pressure groups and politicians. Proposition "Q" would lock-in Cable Car fares and schedules as a permanent part of the Charter, thereby making them a political pawn. I don't want this to happen. I am a native San Franciscan, and know and appreciate the Cable Cars, but they must be controlled and operated by transportation experts.

Few people realize the cost of the Cable Cars to the taxpayers of San Francisco. In lawsuits of the last five years, the City has paid out over \$1.3 million; currently, there is over \$14 million in pending litigation against the City from accidents directly related

to the operation of Cable Cars. The Cable Cars travel less than 2% of the total MUNI mileage, carry less than 6% of the total passengers, and yet they experience over 11% of the MUNI accidents, over 13% of the fatalities, and over 18% of the costs of settling claims. Cable Cars also experience over three times as many accidents per 100,000 miles as other MUNI-operated equipment. Add to these costs a proposal by Supervisor Dianne Feinstein which would extend a new Cable Car line from California Street to Ghirardelli Square on Polk Street. The MUNI cost projections for this new service run over six million dollars, (not including interest, sewer, gas and electric hookups, etc.). The experts say "No"—the politicians say "Yes."

The Cable Cars are currently run by the MUNI Railway under the direction of the Public Utilities Commission (PUC). The PUC sets fares and regulates schedules for the Cable Cars, adjusting these schedules to meet peak hours during the tourist season and slack hours during the winter. By making these adjustments, the City saves over \$600,000 annually. These savings will be Lost if Proposition "Q" is passed and the cost passed on to the taxpayer who already pays for the huge \$20 million MUNI deficit.

The PUC and the MUNI are Not trying to eliminate the Cable Cars. They are only cutting back on Cable Car service when there are few passengers and increasing service when it is needed. Vote "No" on Proposition "Q." Control of the Cable Cars must remain with the transportation experts on the Public Utilities Commission, not with the politicians.

I am not against the Cable Cars. I believe they truly reflect the charm and grace of San Francisco. But Cable Cars must be controlled by transportation experts, not politicians, so that their beauty and grace can best be utilized. The Cable Cars must have constant control and supervision to achieve their maximum efficiency. The Board of Supervisors, currently, has neither the time nor the experience to effectively manage the Cable Car system. The Public Utilities Commission does.

For these reasons, I urge a "No" vote on Proposition "Q."

JOHN J. BARBAGELATA, Supervisor  
City and County of San Francisco

**ARGUMENT AGAINST PROPOSITION "Q"**  
**Vote No on "Q" Don't Tie the Hands of Municipal Railway Management!**

Prop. "Q" would freeze cable car service at not less than that prevailing on July 1 this year. This does not belong in the charter.

Management must have discretion to adapt services to meet demand.

The Utilities Commission is attempting to improve the cable car system—this measure would hamstring the Commission. Vote No on "Q."

This argument sponsored by the following members of The San Francisco Municipal Conference:

Apartment House Assns. Consolidated, Inc.      Down Town Assn., S.F.  
Building Owners and Managers Assn.      S.F. Real Estate Board

Lloyd E. Graybiel, Chairman

## **ARGUMENT AGAINST PROPOSITION "Q"**

Vote No on this ill-conceived Charter amendment. It would deny San Francisco taxpayers the benefits of prudent cable car scheduling.

This proposition would open the door to higher taxes by prohibiting reduced winter schedules when cable car riding falls off because of rain and cold weather or other reasons. The Muni, an essential public service, will require \$20,000,000 in tax support this year. That does not mean that we should spend money needlessly. This amendment would lock management into an inflexible situation.

Vote No on this proposition! It is based on misleading propaganda that our internationally famous cable car system is endangered.

GEORGE F. HANSEN

JOHN A. SUTRO

ARCH MONSON JR.

BRUCE A. BLINN

RICHARD N. GOLDMAN

THOMAS O. CAYLOR

DONALD MAGNIN

## **CONTROLLER'S STATEMENT PURSUANT TO CHARTER SECTION 183 PROPOSITION "Q"**

**Amends Section 119.3: Provides for minimum schedules and maximum fares on cable car lines.**

Should the proposed charter amendment be adopted, based on operating schedules of cable cars in effect during the fiscal year 1970-1971 compared with such schedules in effect July 1, 1971, in my opinion, the cost of government of the City and County of San Francisco would not be affected. The proposed amendment forbids any reduction in cable car operating schedules which reduction, if adopted, could decrease the cost of government of the City and County of San Francisco with a resultant decrease in the tax rate, the amount of which, being dependent on future administrative action, cannot be estimated at this time.

NATHAN B. COOPER, Controller  
City and County of San Francisco

## **PROPOSITION R**

**Shall the Proposed Recodified Charter for the City and County of San Francisco Be Adopted?**

## **PROPOSITION R**

Describing and setting forth a proposal for charter recodification for the City and County of San Francisco.

Pursuant to Resolution No. 493-71, set forth in full hereinbelow, and in accordance with the provisions of Section 34461.5 of the Government Code of the State of California, the Board of Supervisors of the City and County of San Francisco hereby submits to