

From: [REDACTED]
To: [commissionstreamlining](mailto:commissionstreamlining@sfgov.org)
Cc: [Dorsey, Matt \(BOS\)](#); [Tam, Madison \(BOS\)](#); [Bruce Agid](#); [Sarah Bertram](#)
Subject: 9/17 Streamlining Task Force Meeting--Agenda Item 9, MB TIF AC--Please do NOT eliminate
Date: Tuesday, September 16, 2025 1:01:37 PM

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[This is a resend of message sent yesterday to commission.streamlining@sfgov.org, the email listed on the task force weekly mailer. It is bouncing back for some.]

15 September 2025

Dear Chair Harrington and Task Force Members Bruss, Hayward, Kittler, and Mihal,

I am writing as President of the South Beach|Rincon|Mission Bay NA and as Chair of the Quality of Life/Events Impacts Sub-committee of the 2013–2015 Piers 30/32 CAC, the community advisory group formed to create a public forum to discuss the Golden State Warriors’ proposal to build a new events arena in our neighborhood, initially at Piers 30/32 and ultimately at its current location in Mission Bay. In these roles, I served as a conduit for channeling public input into the final development agreement enabling the Chase Center, with a **KEY element of that agreement being the formation of the Mission Bay Transportation Investment Fund Advisory Committee (MB TIF AC) to monitor and manage—over time—the crowd and congestion impacts** resulting from the events staged at the arena. This **on-going oversight function was fundamental to the neighborhood’s acceptance of the project**, given the years of insufficiently managed impacts on the area’s residents by the baseball stadium.

The MB TIF AC’s mission from its inception has been to manage the impacts of the Chase Center events AFTER the venue-opening honeymoon was over. As with the Giants’ stadium, the City rallied to bolster the new Chase venue with as many support resources as could be mustered to ensure a successful launch. But over time, again mirroring the experience with the Giants, support resources became more constrained even as events grow. **For 5, 10, 15, 25+ years into the Giants’ tenure—as beloved as they are—area residents complain regularly about the negative effects of the crowds and congestion; this is what informed the understanding of what the MB TIF AC was meant to manage.**

The MB TIF AC members will address the functional details of their in-progress work, but as one of the negotiators of the group’s founding charter and a conduit of years of neighborhood input and guidance, **I implore you to KEEP this committee to fulfill its function as intended by the development agreement terms—NOT the limited assessment of the SFMTA.** Especially with transit funding uncertainty/possible regional service cuts, we need this advisory group more than ever. Our Eastern Neighborhood interests cannot be adequately safeguarded without this interdepartmental forum.

Given your streamlining filter, I would also ask that **you consider recommending that this group be shifted to oversight by the Controller’s department**—a neutral agency already managing inter-departmental working conflicts and efficiencies—and that a **5-year review**

cadence be instituted, with advisory group metrics performance metrics developed jointly between the committee members and the Controller's staff. **Doing so would add the relevance checks you seek, the neutral departmental brokering that's needed, and the on-the-ground community input we thought we had been guaranteed as we accepted this dynamic project.**

Sincerely,
Alice Rogers

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Alice Rogers
President, South Beach|Rincon|Mission Bay NA

