

**S. F. Municipal Transportation Agency Citizens' Advisory Council
City & County of San Francisco
RECOMMENDATIONS / MOTIONS – 2021**

REFERENCE NUMBER	COMMITTEE NAME	MOTION / RECOMMENDATION	STAFF RESPONSIBLE	STATUS	RESPONSE
CAC MOTION 210204.01	AOCSC	The SFMTA CAC recommends the restoration of service of the Powell-Hyde cable car line beginning service in the fourth quarter 2021. Utilizing a pre-pandemic schedule of 10 cars at an 8-minute headway would be sufficient service for locals and the limited number of tourists. Carloads should be limited to 10 to 12 passengers to maintain safe distancing and permitted in the outdoor sections only. Suggested hours of operation can be 8am to 10pm. The great numbers of people asking about service and taking pictures of displayed cable cars during the past three months at Powell-Market and Beach-Hyde indicates there is a call for the iconic cars to return to service. As more of the population gets inoculated, as more businesses reopen as the health restrictions are lifted, the return of the cable cars can be the symbol of the City's return to normalcy.	Sean Kennedy	Complete	Noted.
CAC MOTION 210204.02	AOCSC	The SFMTA CAC recommends the restoration of service of the E Embarcadero line beginning service in the fourth quarter 2021. The route recommended is a short route from the Ferry Building to Pier 39/Jones Beach as it is the most populated part of the line, the most visible to visitors and locals alike, and is a link to many businesses on the northern waterfront that are in need of visitors. Three or 4 open-air cars on a 15	Sean Kennedy	Complete	Noted.

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		to 20-minute headway should be sufficient to accommodate up to 12 passengers per car. To ensure maximum safety for the passengers and operators, only open-air cars such as the two 'boats', or open-air sections of the historic cars such as 1, 130, 496, 578 should be used.			
CAC MOTION 210204.03	AOCSC	The SFMTA CAC recommends that all restoration of historic rail cars be done in-house utilizing the willing and skilled craftsmen at SFMTA. Over the years, skilled craftsmen have turned out completely restored cable cars from the wheels up. The same process can be applied to the historic rails. By restoring cars in-house, it will allow for funds to stay in-house thus saving jobs should the need to trim at the crafts level arise.	Cecilia Martinez-Rios	Pending	
CAC MOTION 210204.04	AOCSC	Whereas the COVID-19 pandemic has caused an unprecedented civic funding crisis, therefore be it resolved the SFMTA CAC recommends that the SFMTA seek critical financial operating support from the federal government of the United States to ensure the restoration and augmentation of transit service, to avert job losses, to ensure San Francisco's economic recovery, and help avert climate catastrophe by offering San Franciscans a robust and healthy transit system, and be it further resolved that the CAC authorizes Chair	Cecilia Martinez-Rios	Pending	

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		Ballard to send a letter stating this position to President Biden, Transportation Secretary Buttigieg and Congressional leaders Pelosi and Schumer.			
CAC MOTION 210204.05	AOCSC	The SFMTA CAC recommends that the SFMTA prioritize the front-line delivery of revenue service and not pursue deferred maintenance as a strategy to address capital or operating shortfalls.	Cecilia Martinez-Rios	Pending	
CAC MOTION 200204.06	AOCSC	The SFMTA CAC recommends that SFMTA explore all available avenues to maximize existing revenue streams (e.g., fines, Sunday meters, merchandise, developing real estate, etc.)	Cecilia Martinez-Rios	Pending	
CAC MOTION 210204.07		In an effort to prevent conflicts between pedestrians and scooters, the SFMTA CAC recommends physically protected bike/scooter lanes along every feasible street in San Francisco, and in particular recommends that these lanes be prioritized above car parking.	Jamie Parks Sarah Hellman	Pending	
CAC MOTION 210304.01		The SFMTA CAC recommends that the SFMTA adopt recommendations 1, 2, 3, 5, 6 and 7 (that is, those recommendations unrelated to fares) presented by the Youth Commission to the CAC at the March 2021 meeting of the SFMTA CAC, with the addition of the word "eligible" before "students" in item 3.		Pending	

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CAC MOTION 210401.01		The SFMTA CAC recommends that employee affinity groups be invited to provide input at SFMTA Board meetings during quarterly updates on the Agency's progress toward the goals outlined in the Racial Equity Action Plan.	Josephine Ayankoya	Pending	
CAC MOTION 210401.02		The SFMTA CAC recommends that the SFMTA make transit service reliability a top-level value in its Capital Plan Criteria and Indicators, recognizing that the charter amendment creating the agency specifies this as a key criterion for evaluating the agency's performance.	Darryl Yip	Pending	
CAC MOTION 210401.03		The SFMTA CAC urges the SFMTA to adopt transparent policies in compliance with local, state, and federal law during the during the adoption of the 20-year Capital Plan	Darryl Yip	Pending	
CAC MOTION 210401.04		The SFMTA CAC supports SFMTA staff proposals on shared spaces, provided such proposals continue to prohibit shared spaces alongside transit stops.	Monica Munowitch	Pending	
CAC MOTION 210401.05		The SFMTA CAC recommends that the SFMTA: <ul style="list-style-type: none"> • Encourage compliance by design, for example, to implement a text 	Shawn McCormick Ted Graff	Pending	

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		<p>message and physical reminder system which reminds vehicle owners of their unpaid citations or expired registration before being towed.</p> <ul style="list-style-type: none"> • Explore increasing the 72-hour parking limit. • Expand low-income parking citation and towing discounts and fee waivers to include people making 30% of the area median income. 			
CAC MOTION 210401.06		The SFMTA CAC recommends that the SFMTA collect demographic information about the recipients of fare enforcement citations in order to analyze potential racial impacts of fare enforcement.	Kimberly Burrus	Pending	

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