

**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.	Julie Kirschbaum	Complete	SFMTA staff agree that there is a long-term benefit to doing historic rail car restoration work in-house. However, we do not currently have the physical space or the capacity to start up this endeavor. The physical space needs are currently being defined and will be added to the next update of our Building Progress campus planning work. We are also continuing to work on Vintage vehicle 162 in-house.
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	Jonathan Rewers Diana Hammons	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.	Julie Kirschbaum	Complete	SFMTA staff appreciates the CAC raising this important issue and agrees that we should not defer maintenance to address capital or operating budget shortfalls.
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.)	Jonathan Rewers Diana Hammons	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.	Response not required as this is in support of an outside agency and they are not obligated to respond.	Complete	No Response.

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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	Complete	Thank you for your recommendation. The SFMTA affinity groups were invited to attend the MTAB quarterly racial equity update to give input on the progress to date.
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	Complete	Transit reliability is an indicator across the Capital Plan Criteria and Indicators, including explicitly under Delivery and Economic Vitality and implied in Livability and Climate Action. Consistent with the Transit-First Policy, it is a top factor in decision-making.
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	Complete	Thank you for your recommendation.
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	Complete	Thank you for your recommendation.
CAC MOTION 210401.05		The SFMTA CAC recommends that the SFMTA: 1) Encourage compliance by design, for example, to implement a text message and physical reminder	Diana Hammons	Complete	1) The SFMTA is exploring both options 2) This recommendation is included in the MTA Board presentation on May 4th.

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		<p>system which reminds vehicle owners of their unpaid citations or expired registration before being towed.</p> <p>2) Explore increasing the 72-hour parking limit.</p> <p>3) Expand low-income parking citation and towing discounts and fee waivers to include people making 30% of the area median income.</p>			3) The SFMTA is exploring this option.
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	Complete	<p>We are committed to providing service that is welcoming and equitable. Equity is in the forefront of everything we do. In order to ensure equitable service, we understand that we must be able to measure our practices and programs.</p> <p>We have taken a close look at how to best collect information so that we are better informed about the efficacy of our fare evasion program. With legal conference, we reviewed state and local law.</p> <p>San Francisco Administrative Code Section 96A required law enforcement officers to collect race or ethnicity, sex and approximate age of any encounter (detention or vehicle stop) by requesting the information from the individual or</p>

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					<p>requesting identification. The Administrative Code was repealed due to state law AB-953 California Racial Profiling and Identity Profiling Act that requires state and local law enforcement agencies as specified to collect detailed data regarding stops of individuals, including perceived demographic information on the person stopped. Although we are not a law enforcement agency and do not have law enforcement powers, it is agreed that we collect the information within the bounds of state law because we are a public agency. Because state law requires perceived identification, challenges lie in the execution of such identification by staff.</p> <p>With proper notice, we will make every attempt to collect demographic information for every citation written.</p>
CAC MOTION 210506.01		The SFMTA CAC recommends the restoration of service on the Powell-Hyde with a champagne christening of newly rebuilt cable car number 8 with Mayor Breed and Senator Scott Wiener at the Hyde-Beach turntable. Symbolically, this lets the world see San Francisco is open for business and civic life returning to normal with shops and dining in full abundance. Further, it is recommended that external side advertising not be placed on the 'heritage' painted cars such as car	Sean Kennedy	Complete	SFMTA communications staff have received the CAC's recommendation regarding Car 8 and will consider it as part of overall Cable Car start up planning. Advertising is an important revenue stream for SFMTA; however, considering the CAC's feedback, we will be looking for alternative methods for installing advertising (e.g., removable decals) on the recently restored cars, such as Car 8.

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		8 to maintain its historic character which is what attracts the world.			
CAC MOTION 210506.02		The SFMTA CAC recommends that stops be made at key/transfer locations during service reroutes, with the exception if such stop compromises passenger safety. Service alerts should be sent out to notify riders of the reroute and bus stops. An example of this is the weekend reroute of the 33-line because of weekend closure of 18th street between Collingwood and Noe. The reroute is Diamond, Market and Sanchez streets. Castro is a transfer and major stop for the 33, and operators are not letting passengers off at Market-Castro and are being held until the bus returns to 18th street. Passenger safety would not be compromised if the 33-line buses were to let passengers off at existing stops at Market-Castro, which are used by the 37 and Twin Peaks Tunnel line buses.	Sean Kennedy	Complete	SFMTA staff appreciates this feedback. We agree that transfer options should be supported and when developing reroutes that minimize travel time and reliability impacts, will also look to take advantage of existing stops when appropriate.
CAC MOTION 210506.03		The SFMTA CAC recommends the SFMTA begin F-Market service at 7 am or earlier.	Julie Kirschbaum	Complete	Thank you for this feedback. The SFMTA expanded the F line hours in June and the service now runs from 7 am to 10 pm.
CAC MOTION 210506.05		The SFMTA CAC requests that the SFMTA commit to a plan and timeline for returning to at least 95% of pre-pandemic service hours and present such a plan to the SFMTA Board of Directors. If the agency determines the plan is not feasible, the	Julie Kirschbaum	Complete	SFMTA staff appreciate this feedback. We plan to do scenario planning and resource estimates for further service restoration. Further restoration would require new on-going funding sources.

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		agency should present with the plan specific funding and/or workforce needs to make that plan happen.			
CAC MOTION 210506.06		Whereas the Ocean View is a historically underserved community of concern, the SFMTA CAC recommends that SFMTA restore rail service for the M-Ocean View streetcar line as soon as possible.	Julie Kirschbaum	Complete	SFMTA staff appreciate this feedback and are working to train new rail operators to continue to restore rail service.
CAC MOTION 210506.07		In order to encourage ridership and minimize potentially unsafe crowding at stations, the SFMTA CAC recommends Muni implement the S-Shuttle service between West Portal and Embarcadero stations as soon as staffing and equipment availability will allow.	Julie Kirschbaum	Complete	SFMTA staff appreciate this feedback and are working to train new rail operators to continue to restore rail service. We will monitor loads in the subway and plan to introduce S shuttles if additional capacity is needed.
CAC MOTION 210506.08		The SFMTA CAC recommends that the SFMTA develop a plan to communicate relevant elements of the service restoration plan to San Francisco school students and parents in order to encourage student use of transit and reduce confusion about the services available to them.	Julie Kirschbaum	Complete	SFMTA staff appreciates this feedback. We are meeting regularly with the school district and have shared our service restoration plans with them. We will also look for additional opportunities to publicize service restoration to SFUSD students and parents.
CAC MOTION 210506.09		The SFMTA CAC recommends the approval of the SFMTA's Title VI analysis as presented at the May 6 SFMTA CAC meeting.	Julie Kirschbaum	Complete	SFMTA staff appreciates the CAC's endorsement of the Title VI equity findings.
CAC MOTION 210603.01		The SFMTA CAC supports staff proposals to implement post-pandemic Slow Streets on Page,	Shannon Hake	Complete	Thank you for the recommendation.



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		Sanchez, and Shotwell streets, and supports post-pandemic implementation of other Slow Streets pending community outreach.			
210701.03		The SFMTA CAC endorses the updated Vision Zero Action Strategy, urges the SFMTA to pursue funding for additional quick build projects, and supports projects to lower the speed of vehicles in order to reduce pedestrian injuries and deaths.	Ryan Reeves	Complete	Thank you for your recommendation and support of the updated Vision Zero Action Strategy. We appreciate your commitment to this critical work.
CAC MOTION 210805.01		The SFMTA CAC recommends that the agency publish a lookback document about the Van Ness Improvement Project to the public. The document should cover what went well and lessons learned. The agency should integrate the lessons learned into processes used for future and other large projects such as Better Market Street and Geary Improvement Project.	Nehama Rogozen Peter Gabancho	Pending	
CAC MOTION 210805.02		The SFMTA CAC recommends that the SFMTA ensure consistent and clear wayfinding signage for temporary stop relocations, including for the J-Church terminal changes and Van Ness construction project. Signage should be visible to transit users from all directions day and night and use a color language similar to existing stops. Signage should be present at both the regular stop and the new stop. Staff should ensure that signage stays up during projects and is removed when no	Julie Kirschbaum Sean Kennedy	Pending	

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		longer needed. Wayfinding signage should be present at 100-foot intervals between old and new stops. For stop relocations that last more than 30 days, the CAC recommends updating the stop locations in route information and in the NextBus data feeds.			
211014.01		<p>WHEREAS, California Government Code Section 54953(e) empowers local policy bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and</p> <p>WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 pandemic (COVID-19 emergency), and that state of emergency remains in effect; and</p> <p>WHEREAS, On February 25, 2020, the Mayor of the City and County of San Francisco (the City) declared a local emergency, and on March 6, 2020 the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and</p> <p>WHEREAS, On March 11 and March 23, 2020, the Mayor issued emergency orders suspending select</p>	n/a	Complete	No response required.

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		<p>provisions of local law, including sections of the City Charter, that restrict teleconferencing by members of policy bodies; those orders remain in effect, so City law currently allows policy bodies to meet remotely if they comply with restrictions in State law regarding teleconference meetings; and</p> <p>WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local policy bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the policy bodies make certain findings at least once every 30 days; and</p> <p>WHEREAS, While federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing to prevent the spread of COVID-19, the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at <a href="http://www.sfdph.org/healthorders">www.sfdph.org/healthorders</a>) and one directive (Health Officer Directive No. 2020-33i, available online at <a href="http://www.sfdph.org/directives">www.sfdph.org/directives</a>) that continue to recommend measures to promote physical distancing and other social distancing measures, such as masking, in certain contexts; and</p>			

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		<p>WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health (“Cal/OSHA”) has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19, including physical distancing and other social distancing measures; and</p> <p>WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City’s Department of Public Health, in coordination with the City’s Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks (as required by Health Officer Order No. C19-07), using physical distancing where the vaccination status of attendees is not known, and considering holding the meeting remotely if feasible, especially for long meetings, with any attendees with unknown vaccination status and</p>			

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		<p>where ventilation may not be optimal; and</p> <p>WHEREAS, On July 31, 2020, the Mayor issued an emergency order that, with limited exceptions, prohibited policy bodies other than the Board of Supervisors and its committees from meeting in person under any circumstances, so as to ensure the safety of policy body members, City staff, and the public; and</p> <p>WHEREAS, the SFMTA Citizens' Advisory Council has met remotely during the COVID-19 pandemic and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; and,</p> <p>WHEREAS, On September 27, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the AB 361 findings described above are not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,</p> <p>WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Citizens' Advisory Council and is incorporated herein by</p>			

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		<p>reference; now, therefore, be it</p> <p>RESOLVED, That the SFMTA Citizens' Advisory Council finds as follows:</p> <ol style="list-style-type: none"> <li>1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, the SFMTA Citizens' Advisory Council has considered the circumstances of the state of emergency.</li> <li>2. As described above, State and City officials continue to recommend measures to promote physical distancing and other social distancing measures, in some settings</li> <li>3. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committees in person would present imminent risks to the safety of attendees, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it</li> </ol> <p>FURTHER RESOLVED, That for at least the next 30 days meetings of the SFMTA Citizens' Advisory Council and its committees will continue to occur exclusively by teleconferencing technology (and not by any in-person meetings or any other</p>			

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		<p>meetings with public access to the places where any policy body member is present for the meeting). Such meetings of the SFMTA Citizens' Advisory Council and its committees occur by teleconferencing technology will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing; and, be it</p> <p>FURTHER RESOLVED, That the Secretary of the SFMTA Citizens' Advisory Council is directed to place a resolution substantially similar to this resolution on the agenda of a future meeting within the next 30 days. If the SFMTA Citizens' Advisory Council does not meet within the next 30 days, the Secretary is directed to place such a resolution on the agenda of the next meeting of the SFMTA Citizens' Advisory Council.</p>			

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