

S. F. Municipal Transportation Agency Citizens' Advisory Council
City & County of San Francisco
RECOMMENDATIONS / MOTIONS – 2020

REFERENCE NUMBER	COMMITTEE NAME	MOTION/ RECOMMENDATION	STAFF RESPONSIBLE	STATUS	RESPONSE
CAC MOTION 200206.01	EMSC Motion 200122.01	The SFMTA CAC encourages the SFMTA Board to adopt the Bayview Community Based Transportation Plan.	Christopher Kidd	Complete	Thank you to the SFMTA CAC, and especially to the members of the EMSC, for their support of the Bayview Community Based Transportation Plan
CAC MOTION 200305.02	FAC Motion 200220.01	The SFMTA CAC recommends that the SFMTA leverage the MuniMobile platform to address interim fare flexibility shortcomings in the Clipper platform. Specifically, the SFMTA should investigate adding the following functionality to MuniMobile: <ul style="list-style-type: none"> o \$5 daily fare caps, or the amount equivalent to the single-day (non-cable car) passport fare o Free transfers between cable car lines o "Family max" fares for cable cars o NFC payment functionality, specifically Apple Pay 	Leo Levenson	Complete	Noted. We will take these ideas into consideration. Please be aware that we expect to be migrating our MuniMobile application to a new platform over the next year and we do not expect to be able to complete any significant new programming until that migration is complete.
CAC MOTION 200402.01		The SFMTA CAC recommends that the FY21 and FY22 operating and Capital Consolidated Budget Proposed as presented to the CAC on April 2, 2020 be adopted.	Leo Levenson	Complete	Thank you for your support.
CAC MOTION 200604.01		Given the SFMTA's vital role in supporting the City's response to the pandemic, and given the major changes to mass transit schedules and routes to support the need for social distancing, the SFMTA CAC recommends that the SFMTA	Shawn McCormick	Complete	Sidewalk enforcement is enforced both by citizen requests and officers' observations in the field. PCO's continue to support the pandemic response and have prioritized PCO deployment based on Emergency Operations Center (EOC) and the

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		establish a policy of making proactive sidewalk parking enforcement, on sight and without citizen request, a top priority for PCOs, given the difficulty for pedestrians in maintaining social distancing on sidewalks where illegally parked cars are encroaching onto pedestrian space.			SFMTA's Department Operations Center (DOC).
CAC MOTION 200604.02		The SFMTA CAC endorses the Slow Streets program and recommends that the SFMTA continue to implement new Slow Streets throughout the City.	Kate McCarthy	Complete	Thank you for the support. The Slow Streets Program is nearing completion on the first two phases of Slow Streets (totaling 34 lane miles), and we are continuing to plan for future Slow Streets corridors throughout the city.
CAC MOTION 200604.03		The SFMTA CAC recommends that the SFMTA prioritize creating Slow Streets in high-density neighborhoods that do not have much square footage of open space per resident such as Lower Nob Hill, the Tenderloin, Ingleside, Chinatown, and South of Market.	Kate McCarthy	Complete	<p>Thank you for this comment. We recognize the need for additional outdoor space in these neighborhoods, and have been screening additional streets in each of these neighborhoods as potential Slow Streets.</p> <p>We've heard interest in adding Slow Streets to the Tenderloin area, and we're coordinating with the team managing the Tenderloin Neighborhood Safety Assessment and Plan for COVID-19. That team is spearheading a broader effort to address the public health crisis in the Tenderloin, and we will coordinate with them on implementing Slow Streets in the Tenderloin as appropriate. The Slow Streets webpage includes information about what</p>

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					<p>we are doing in the Tenderloin.</p> <p>We have found that many corridors in these higher-density neighborhoods are not a great match for the Slow Streets program, which is intended for residential streets and avoids signalized intersections due to geometry safety concerns. Many of the corridors we've screened in these neighborhoods have conflicts with commercial loading zones, Muni routes, or other non-residential land uses.</p> <p>In working with District Supervisors in higher-density neighborhoods, we've come to realize that the Slow Streets treatment is just sometimes not the desired solution. For example, Slow Streets in North Beach/Russian Hill haven't been well-utilized and we've heard some opposition from residents and businesses. In these instances, the Shared Spaces program seems to be a better fit to achieve goals.</p>
CAC MOTION 200604.04		The SFMTA CAC recommends that the SFMTA share how streets are considered for eligibility for Slow Streets, including factors like bicycle infrastructure and fire department access. The CAC also recommends that the SFMTA overlays these factors onto a city map so that the public	Kate McCarthy	Complete	<p>There is a graphic on the Slow Streets webpage that illustrates how Slow Streets are identified, evaluated, and selected.</p> <p>Here's how the process generally works:</p> <ul style="list-style-type: none"> ▪ Step 1: Slow Streets Suggestions, gathered

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		<p>understands why a street is a good or poor choice to be a slow street. The CAC recommends that this information is shared to the public on the SFMTA Slow Streets webpage.</p>			<p>from 3,000+ survey responses, emails, calls, letters from residents and neighborhood groups, outreach through CBOs, and input from elected officials. We've been limited during the Shelter in Place order in what we can do regarding outreach, but we're looking to improve this process as some restrictions are lifted.</p> <ul style="list-style-type: none"> ▪ Step 2: Corridor Screening and Partner Review. This is a two-part process, internally at SFMTA screening for conflicts with commercial zones or Muni routes, difficult slopes or intersection geometries that may pose safety issues, and other engineering considerations. Externally, we vet the corridors with Board of Supervisors and the SF Emergency Operations Center (where other SF agencies, such as SF Fire Department, can provide input and identify other conflicts). ▪ Step 3: Implementation and Evaluation. As we build out the network of Slow Streets with the SFMTA Sign Shop, we collect data on Slow Streets and adjacent corridors regarding traffic volume and ped/bike counts both before implementation and during. Our crews maintain the materials in

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					the field, and we're beginning to look at other materials like delineators that would have a less significant maintenance cost. We're also looking at a longer-term plan to make some Slow Streets more permanent (in both duration after the COVID crisis, and in materials beyond just the existing temporary signs), based on feedback received from residents on certain corridors.
CAC MOTION 200604.05		The SFMTA CAC recommends that the SFMTA swiftly install temporary transit lane treatments to keep core transit service running quickly and efficiently.	Kate McCarthy	Complete	Thank you for the support. The SFMTA Board of Directors approved the first set of Temporary Emergency Transit Lanes on June 30. They also delegated authority for approvals of future TETLs to the City Traffic Engineer, following a public hearing process. We expect to implement the first set of temporary treatments beginning early August.
CAC MOTION 200604.06		The CAC recommends that any temporary increases in transit priority lanes and bike lanes should be prioritized with economic recovery and human flourishing as the determining factors.	Kate McCarthy	Complete	Thank you for this comment. The Transportation Recovery Plan, including implementation of temporary emergency measures such as transit and bike lanes is guided by the following values: <ul style="list-style-type: none"> ▪ Prioritization of the protection of the health and safety of SFMTA employees and the public as we recover from the COVID-19 emergency; ▪ Support for a transportation system with

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					<p>infrastructure and services that drives economic activity and is the backbone of San Francisco's social fabric;</p> <ul style="list-style-type: none"> ▪ Commitment to equity, safety, customer service and addressing environmental sustainability, as informed by our Strategic Plan.
CAC MOTION 200604.07		The SFMTA CAC urges the SFMTA to enhance efforts to increase public participation, especially from underserved communities in selecting locations for Slow Streets and inform the public about adoption of Slow Streets.	Kate McCarthy	Complete	<p>We are working on ways that we can encourage broader participation in this discussion. The Slow Streets team is now providing weekly outreach reports that include methods, communities served, languages and reach of its public outreach and engagement activities. These weekly reports provide transparency to the community on our efforts. Additionally the team is using an Outreach Assessment Tool to plan and assess ongoing outreach and address any outstanding needs for further public outreach and engagement. This tool helps teams determine what further outreach is needed for temporary emergency measures including Slow Streets.</p> <p>Our survey tool is one glimpse into what San Franciscans want regarding Slow Streets, but it is not representative of San Franciscans as a whole. We realize the significant limitations in reaching communities of concern and other traditionally</p>

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					<p>underserved communities and will be addressing these as the program continues.</p> <p>We're working with community-based organizations to gather input on the program and source additional corridor suggestions, particularly in areas where we're not getting a lot of survey responses. We're looking at additional tools like telephone town halls, socially distant in-person meetings, and work with organizations and leaders who have a local presence in harder-to-reach neighborhoods, to identify whether Slow Streets is a desired treatment.</p>
CAC MOTION 200604.08		The SFMTA CAC urges the SFMTA to enhance public participation in creating temporary transit-only lanes to better inform the public about the adoption of such lanes.	Kate McCarthy	Complete	We agree that providing opportunities for the public to learn about and provide input on temporary emergency transit lanes is imperative. As we think about outreach for this effort, we've had to rethink our usual approach given the limitations that COVID-19 imposes. We're facing new challenges to reach everyone and bridge the digital divide. We have established an equity framework for outreach that teams delivering temporary emergency measures are using. The framework defines teams' outreach responsibilities and provides the teams tools to help us: deliver consistent public outreach and engagement across the temporary emergency measures; document the

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					<p>outreach in an ongoing way that is both comprehensive and transparent; and, serve as a tool for teams to plan and assess ongoing outreach and address any outstanding needs. To date the following outreach is underway for temporary emergency transit lanes:</p> <ul style="list-style-type: none"> ▪ We have informed community members via online forums, as well as by reaching out to existing community and business groups. We've also presented to the SFCTA Board and met with each supervisor individually multiple times. ▪ A public webpage has been created for this project: https://www.sfmta.com/projects/temporary-emergency-transit-lanes ▪ Public notices for the MTA Board hearing June 30 are being posted on the proposed corridors, and meetings are being scheduled with stakeholder groups. ▪ As the temporary emergency transit lanes are implemented, we are planning on-the-ground, real-time monitoring and outreach to evaluate the temporary lanes employing a suite of engagement options such as text message surveys, online meetings, website updates, phone banking and other measures

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					<p>during our evaluation process to ensure particularly that historically marginalized communities are prioritized, and not overlooked, in the decision-making space.</p> <ul style="list-style-type: none"> ▪ We are actively soliciting feedback and input from members of the public, especially communities of color and low-income residents. Community input will shape the evaluation framework, with a focus on equity, health and economic recovery. We are working with the community to both shape the design of the evaluation process and as a piece of the evaluation itself. We will use this information to inform and co-design future iterations of project implementation. ▪ Public engagement and evaluation will guide whether and what longer-term improvements are pursued. Temporary lanes will automatically sunset unless they go through a public process to legislate. If needed, lanes can be removed or adjusted before the sunset date.
CAC MOTION 200709.01		Whereas the J-Church and the K-Ingleside are crucial lines that serves historic commercial corridors, and whereas passengers of the K-	Cecilia Martinez-Rios	Complete	Thank you, we have shared the recommendation with our team charged with operations planning, as well as, Department Operations Center (DOC).

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		Ingleside streetcar currently board and alight on outdated boarding islands that cannot accommodate two-car boarding of modern Light Rail Vehicles and in order to ensure the optimal capacity of the newly interlined L-K streetcar line, the SFMTA CAC recommends that the SFMTA institute bus shuttle substitutes for the K-Ingleside and J-Church until rail service returns and to expedite its planned project to lengthen the streetcar boarding islands of Ocean Avenue.			
CAC MOTION 200709.03		The SFMTA CAC supports the planned rail service restoration with the caveat that the agency provides a detailed plan to help ensure proper social distancing and cleaning in subways and on trains.	Cecilia Martinez-Rios	Complete	Thank you, we have shared the recommendation with our team charged with operations planning, as well as, Department Operations Center (DOC).
CAC MOTION 200709.04		The SFMTA CAC endorses the plan to trial realigning the subway lines to encourage greater efficiency and minimize time in the subway. However, if or when passengers must wait more than 10 minutes for a scheduled transfer between streetcar service (J, K-L) and tunnel service (M-T, S), the L-K and J lines should enter the tunnel and terminate at Embarcadero station. This will improve rider experience, operational stability, and service consistency.	Cecilia Martinez-Rios	Complete	Thank you, we have shared the recommendation with our team charged with operations planning, as well as, Department Operations Center (DOC).
CAC MOTION		The SFMTA CAC urges the SFMTA to include secure	Adrienne Heim	Complete	Secure bicycle parking will be included for both

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200806.02		bicycle parking for staff and residents at the Potrero Yard. This bicycle parking should be a minimum of one bicycle parking space per bedroom. E-bike parking should also be included.			staff and residents. The current project concept includes 773 spaces (736 Class 1, 37 Class 2). The SFMTA is also strongly encouraging the developer to design and produce a visionary project that exemplifies the SFMTA's mission and supports a groundbreaking Transportation Demand Management (TDM) program. The SFMTA will include language encouraging the developer to include e-bike parking in the project's TDM program, and to maximize the number of on-site bicycle parking spaces.
CAC MOTION 200806.03		The SFMTA CAC supports the Potrero Yard Modernization Project and urges the maximum possible number of affordable housing units given the funding and design constraints. The SFMTA CAC further recommends that the agency develop a detailed plan for the transportation needs of workers at the facility, many of whom start or end shifts during hours when mass transit is least available.	Adrienne Heim	Complete	The Potrero Yard conceptual project, which includes the housing component was presented to community stakeholders in the fall of 2019 and includes approximately 560 units of housing, 50% (280 units) of which would be affordable. The Project as proposed tries to balance three priorities that we've heard when speaking with community members and our Working Group: <ol style="list-style-type: none"> 1. Build a lot of housing at a very large, 4.4-acre site 2. Build a lot of affordable housing with a high percentage of affordable units 3. Build a project that is financially feasible. The Project concept and 50% target are consistent with

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					<p style="text-align: right;">prior discussions with MOHCD about potential City subsidy to support affordable housing</p> <p>The project procurement documents outline an aspirational joint development program that seeks to maximize the number of affordable housing units on the site by pushing the development community to seek outside funds toward more affordable units. The SFMTA has also worked diligently with MOHCD to identify sources of City subsidy that will facilitate a high percentage of affordable units in the project.</p> <p>The SFMTA has funded and is in the drafting stages of a systemwide TDM plan for all SFMTA employees, which will examine transportation needs incorporating shift times, and will make concrete recommendations to improve employee transportation options, including at Potrero Yard, for the SFMTA leadership and Board to consider.</p>
CAC MOTION 200903.01		The SFMTA CAC supports the Geary Bus Rapid Transit project as presented, and especially encourages the SFMTA, given the distressing pattern of pedestrian injury and fatality, to reduce the speed of vehicles as much as possible to safer speeds.	Liz Brisson	Complete	Thank you for the support and suggestions.

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CAC MOTION 201001.01		The SFMTA CAC recommends that surface-level LRV service, occurring outside the Market metro tunnel that requires a transfer to get downtown, return as soon as practicable and not wait for subway repairs to complete. This will deliver the advantages of using LRVs faster and free up buses for other needed service.	Sean Kennedy	Complete	Noted. We implemented surface J Church in December and will be implementing surface T Third on 1/23. Planning to reinstate the rest of the lines when demand, resources and construction permits.
CAC MOTION 201001.02		SFMTA CAC supports the eventual entry of four-car shuttle trains (trains operating in the Market Street Tunnel between Embarcadero and West Portal) into service to increase subway capacity and reduce crowding.	Sean Kennedy	Complete	Noted.
CAC MOTION 201001.03		The SFMTA CAC recommends the SFMTA continue to develop, with its partner agencies, a congestion pricing plan for all privately-owned automobiles entering downtown San Francisco, with pricing set to meet congestion reduction goals, with substantial discounts available for low-income drivers, and an exemption for wheelchair-accessible vehicles.	Sean Kennedy	Complete	Noted.
CAC MOTION 201105.01		The SFMTA CAC encourages the SFMTA Board to direct staff to resolve clear issues of racial inequity in hiring and discipline.	Adrienne Heim	Complete	We appreciate the CAC supporting the Black and African American Affinity Group and we look forward to providing updates going forward.
CAC MOTION 201203.01		The SFMTA CAC recommends relocating bike lanes in between parked cars and traffic lanes to	Ryan Reeves	Complete	Thank you for this suggestion. Protected bike lanes are an effective tool to make bicycling safer and

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		between the parking lane and the curb wherever possible on the high-injury network.			more comfortable by separating bicycle lanes from regular traffic. San Francisco introduced its first protected bike lane in 2011 and has continued to accelerate the pace of implementation. We have installed over 35 miles of protected bike lanes, including 6.5 miles in 2020. SFMTA aims to provide the highest quality bike facilities on the high injury network, such as protected bike ways, whenever supported by the design of the street and available resources.
CAC MOTION 201203.02		The SFMTA CAC recommends prohibiting right turns at red lights throughout the whole high-injury network, and not just the Tenderloin.	Ryan Reeves	Complete	Thank you for this suggestion. Turns on red comprise a small percentage of all crashes (less than 1% of all injury crashes, however they compromise almost a fifth of pedestrian injury crashes). For turn on red collisions, most collisions have disproportionately injured people walking and mostly have been concentrated in the Tenderloin. As a result, the SFMTA is implementing a turn on red restriction at 50+ intersections in the Tenderloin. These NTOR restrictions expand on neighborhood-wide safety improvements in the Tenderloin, including recent work to systematically re-time signals for slower walking speeds, give more walking time for pedestrians to cross the street, adding pedestrian scrambles at key intersections, and slowing vehicle speeds with reduced speed limits. SFMTA plans to evaluate the

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					effectiveness of the turn restrictions implemented in the Tenderloin. Based on the need to evaluate how these measures will work first where there is the greatest impact for reducing turn on red collisions, there are not currently plans to expand the turn restrictions beyond these eligible locations in the Tenderloin.
CAC MOTION 201203.03		The SFMTA CAC recommends banning turns at green lights on the high injury network that conflict with a walk signal, making sure that pedestrian crossings and car turns occur at different times.	Ryan Reeves	Complete	Thank you for this suggestion. The SFMTA is aware that a significant portion of pedestrian crashes occur when vehicles with a green light fail to yield to pedestrians walking on a concurrent WALKING PERSON signal indication. Such crashes can happen both for left and right turns but are more prevalent for left turns. Removing such conflicts would require in most instances completely changing the signal phasing of most signals in the city. Currently signals typically operate with two phases, with one green getting a green light for both pedestrians and vehicles, then the cross street getting a signal phase. Completely separating vehicular and pedestrian movements would require doing pedestrian scrambles or exclusive phases where pedestrians can only cross during part of the signal that has no conflicting vehicular turns. While we have some intersections in the city that due to volume or turning characteristics have pedestrian scrambles, we haven't yet adopted a policy that all

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					<p>intersections should be pedestrian scrambles, as is being recommended in this motion. This is due primarily to the added delay that such signals add to all users, including pedestrians. Such signal phasing requires typically longer signal cycles and result in shorter windows were pedestrians can cross the street. That added delay for vehicles can result in additional congestion and delay to transit, bicycles, cars and commercial vehicles. For pedestrians that added delay (not being able to cross when parallel straight vehicles have a green light) can sometimes result in poorer signal compliance which can reduce the effectiveness of the signal changes. Rather than completely separate pedestrian and vehicular movements in all circumstances, the SFMTA has taken other measures such as a more expansive use of leading pedestrian intervals, where pedestrians proceed prior to vehicles getting a green light, additional daylighting to improve sight distances, and other physical changes to intersections to reduce the speed at which turns are made. In some situations signal separating pedestrian and vehicular movements is also recommended, as has been recently done at some intersections in the Tenderloin.</p>
CAC MOTION		The SFTMA CAC recommends that the SFMTA	Ryan Reeves	Complete	Thank you for this suggestion. SFPD currently

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201203.04		work with the SFPD to enhance routine enforcement on the most problematic areas in the high-injury network.			focuses its traffic enforcement on the five most dangerous driving behaviors, including speeding, failure to yield to a pedestrian, failure to yield at a crosswalk, red light running and failure to stop at a stop sign. We will share your recommendation with SFP
CAC MOTION 201203.05		The SFTMA CAC recommends that the SFMTA pursue legislative efforts to gain regulatory oversight of Transportation Network Companies.	Jadie Wasilco	Complete	Thank you for your suggestion.