

**S. F. Municipal Transportation Agency Citizens' Advisory Council
City & County of San Francisco
RECOMMENDATIONS / MOTIONS – 2014**

REFERENCE NUMBER	COMMITTEE NAME	MOTION / RECOMMENDATION	STAFF RESPONSIBLE	STATUS	RESPONSE
Motion 140109.01 Approved January 9 th	CAC	The SFMTA CAC recommends that the SFMTA immediately cease putting staff resources into development of the Muni + app, and focus its efforts on making multimodal information available in an open format to the numerous private developers of mobile transit apps.	Deanna Desedas	Complete	The SFMTA ceased our relationship with vendor, Sky Highways in January of 2014. The Agency is currently exploring the use of a mobile ticketing app that would allow customers to purchase Muni fares and provide feedback. Future functionality could include trip planning and multimodal functions. The initiative is being led by the Technology and Performance Team.
Motion 131112.01 Approved January 9 th	OCSC November 12 th	The SFMTA CAC recommends that the SFMTA should have a zero-tolerance policy to people who trespass in the tunnels/subway and in the station areas after operating hours.	John Haley	Complete	The SFMTA has a zero-tolerance policy for people who trespass.
Motion 131112.02 Approved on January 9 th	OCSC November 12 th	The SFMTA CAC recommends that the Agency place a supervisor at the 4 th & King Street platform to announce when the next T or N train will arrive based on actual train departure time, not the NextBus estimation during rush hour. The SFMTA CAC also recommends that the SFMTA work with Caltrain to coordinate light rail vehicle departure times to match the Caltrain arrival times.	John Haley	Complete	Thank you. We will keep this recommendation under advisement
Motion 140206.01 Approved on Feb. 6, 2014		The SFMTA CAC recommends to the SFMTA Board of Directors that the SFPD traffic company work orders be eliminated from this budget cycle.	Sonali Bose	Complete	The FY 14 budget included a reduction of \$5 million in SFPD work order which was redirected to fund capital projects. Additionally, the FY 15 budget includes an additional reduction of \$2.5 million in the SFPD traffic company work order and the FY 16 budget includes an additional \$5.0 million reduction in the SFPD work order.
Motion 140206.02		The SFMTA CAC recommends that the SFMTA Board of Directors not rescind the operation of parking meters on Sundays	Sonali Bose	Complete	The SFMTA Board made the decision not to enforce parking meters on Sunday.

Updated: 06/25/15

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Approved on Feb. 6th					
Motion 140219.01 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA eliminate service on the 83X line.	Julie Kirschbaum	Complete	Over the next year, service planning staff will evaluate ridership on the line and look for opportunities to increase productivity. Staff will report out in 6 months on progress to date.
Motion 140219.02 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA pursue a ballot measure to create a vehicle license fee funding transit service, and that at least 50% of the public transit portion of such a measure be used for direct transit operating expenses.	Sonali Bose	Complete	The Board of Supervisors and Mayor introduced a possible vehicle license fee ballot measure for 2016 which includes the potential to use a portion of these funds for operations under certain conditions assuming the ballot measure is approved by the voters.
Motion 140219.03 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA not adopt any of the F-Line premium fare options.	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.
Motion 140219.04 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA not adopt premium fares for express service.	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.
Motion 140219.05 Approved on March	FAC	The SFMTA CAC recommends that the SFMTA not adopt the requirement of a premium fast pass on peak-hour express service.	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.

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6, 2014					
Motion 140219.06 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA not increase Passport fares beyond the levels required by indexing.	Sonali Bose	Complete	The SFMTA Board made the decision to implement this option.
Motion 140219.07 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the free Muni for youth program not be extended to non-low income youth.	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.
Motion 140219.08 Motion failed adoption	FAC	The SFMTA CAC recommends that the fare reduction by \$1 for Lifeline passes not be adopted.	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.
140219.09 Motion failed adoption	FAC	The SFMTA CAC recommends that the SFMTA not adopt the free means-tested Muni for seniors proposal.	Sonali Bose	Complete	The SFMTA Board directed staff to begin the implementation of this option so that it can begin soon after January 2015 fiscal 2015 review of the Agency's financial health.
140219.10 Motion failed adoption	FAC	The SFMTA CAC recommends that the SFMTA not adopt the free means-tested Muni for the disabled proposal.	Sonali Bose	Complete	The SFMTA Board directed staff to begin the implementation of this option so that it can begin soon after January 2015 review of the Agency's financial health.
Motion 140219.11	FAC	The SFMTA CAC recommends that the SFMTA adopt a fare differential in Clipper and non-Clipper	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.

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Approved on March 6 th		single-ride fares in order to encourage adoption of Clipper.			
Motion 140219.12 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA adopt the proposal for a \$2 million reduction in work orders.	Sonali Bose	Complete	See response to 140206.01
Motion 140219.13 Approved on March 6, 2014	FAC	The SFMTA CAC recommends that the SFMTA adopt the 5% increase in transit service for FY 2015 and the additional 5% increase in transit service for FY 2016.	Sonali Bose	Complete	The FY 15 budget includes a 3% increase in transit service. The FY 16 budget includes an additional 7% increase in transit service subject to a January 2015 review of the Agency's financial health.
Motion 140320.01 Approved on March 20, 2014		The SFMTA CAC recommends that funds from the TEP be used to retrofit the 9th and Judah inbound keystone platform so that the historic and vintage streetcars can clear the platform and run to the Beach.	Julie Kirschbaum	Complete	Staff does not support this recommendation, as expanding the charter program is outside of the scope of the TEP and does not meet the primary objectives of improving service reliability, improving travel times and enhancing customer convenience.
Motion 140320.1 Approved on March 20, 2014		The SFMTA CAC recommends that the SFMTA Board adopt the Transit Effectiveness Project program as presented to the SFMTA CAC on March 20, 2014.	Roberta Boomer	Complete	Thank you. The Board approved the TEP program.
Motion 140311.01		The SFMTA CAC received testimony and evidence that the SFMTA On-Street Parking Management Policy document does not conform to past	Tom Maguire	Complete	The guidance in this document is consistent with the SFMTA strategic plan and the city's Transit First policy. We do not believe it is productive for the Board to

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Approved on March 20, 2014		practices. In 2012 we recommended its adoption by the SFMTA Board, with assurances from staff that the document changed no policies; our recommendation was explicitly conditioned on the claim that the document represented no change in policy. The SFMTA CAC urges the SFMTA Board to temporarily suspend the policy document and investigate this matter, and further recommends that if the document is found to contain new policies, the implementation of those policies be suspended until a public process is completed to resolve conflicts between the agency's actual and written policies.			rescind adopted policy. This is especially true given the demonstrated success of <i>SFPark</i> , and the Board's clear direction to the Sustainable Streets Division to move forward with reforms to the RPP program. SSD remains committed to inclusive, meaningful stakeholder engagement in RPP reform and other parking regulation changes.
Motion 140311.02 Approved on March 20, 2014		The CAC recommends that the SFMTA undertake a training plan such that the supply of operators catches up to scheduled service levels, and not persistently lag behind scheduled service. The CAC recommends this even if it results in short-term detriments to service in order to make enough qualified personnel available for training.	Don Ellison	Complete	SFMTA has undertaken a plan to do just this. Current plan involves a new training class of 40 every four weeks versus the old schedule of a class of 24 trainees every six to eight weeks. We will be operating on the four week schedule till Sept. 2015 and are on schedule to be caught up by then.
Motion 140312.01 Approved on March 20, 2014		The CAC urges the SFMTA Board to pursue wider availability of Clipper cards both geographically throughout the City as well as by providing social services agencies that serve people with low incomes with Clipper cards as tokens are now provided. The CAC urges the SFMTA Board to plan for wider availability of Clipper services to these communities as a condition for increasing the fare differential between cash and Clipper.	Sonali Bose	Complete	The SFMTA continues to work with MTC to increase the availability of Clipper Cards. MTC has the responsibility for this effort.
Motion		The CAC recommends that the SFMTA Board raise	Sonali Bose	Complete	The SFMTA Board made the decision not to implement

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140312.02 Approved on March 20, 2014		the parking meter use fee, also known as the meter bagging fee, to recover the full revenue loss of \$21.30 in FY2015, and that the agency index the rate in subsequent fiscal years.			this option.
Motion 140312.04 Approved on March 20, 2014		The CAC urges the SFMTA Board work with the Planning Department to pursue an Eco Pass similar to that made available by the VTA, a group pass for institutions such as new residential buildings, academic institutions and larger employers.	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.
Motion 140312.05 Approved on March 20, 2014		The CAC urges the SFMTA Board to condition work order payments to the San Francisco Police Department on measured progress on enforcing transit only lane restrictions to speed up surface transit.	Sonali Bose	Complete	See response to 140206.01
Motion 140501.01 Approved on May 1, 2014		The CAC supports and recommends adoption of the Equity Strategy Framework and Policy	Sonali Bose	Complete	The SFMTA Board approved the Equity Strategy Framework and Policy.
Motion 140219.02 Approved on May 1, 2014		Recommends that with the pending move of the Golden State Warriors to a new arena in Mission Bay, the SFMTA explore expansion of the Central Subway underground stations to accommodate four car trains	John Funghi	Complete	During the Central Subway Design process, we looked at expanding the stations to accommodate a four car train. The primary factors that ultimately selected a two-car train platform, was that the existing T-Third service has 18 above ground high-floor platforms constructed to support two-car train operation. Operating a four-car train along the T-Third alignment would potentially block cross traffic at intersections that would be unable

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					<p>to use the existing T-Third platforms. Also, the added construction cost to construct a four-car train subway platform, would lower the Central Subway's cost effectiveness rating and jeopardize the receipt of the federal Full Funding Grant Agreement.</p> <p>As the Central Subway Stations are currently under construction, it is currently infeasible to lengthen the station platform now, as it would be in violation of our Full Funding Grant Agreement, based on the additional time and funding requirements to initiate such a change.</p> <p>The Central Subway Stations are approximately 200 feet in length and 26 feet in width. Each one-car train can hold up to 119 passengers. Central Subway trains will consist of two cars, and will be able to carry almost 240 passengers. Utilizing a shorter train headway during Warrior games will provide similar transportation benefits without affecting existing infrastructure requirements and degrading cross traffic at intersections along the alignment.</p>
Motion 140605.1 Approved on June 5, 2014	CAC	On motion to recommend a dedicated budget and personnel to solving and/or ameliorating the problem of noise by the Milan historic streetcars in order that maximum use can be made of these cars without causing undue noise for nearby residents.	John Haley	Complete	Thank you. We will keep this recommendation under advisement
140605.2 Referred to committee	CAC	On motion to recommend that the SFMTA dedicate a manager to planning for the E-line including turnaround options or extensions south of CalTrain.	John Haley	Complete	Thank you. We will keep this recommendation under advisement

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Motion 140605.3 Approved on June 5, 2014	CAC	On motion to recommend that the SFMTA prioritize planning and implementation for a suitable shelter for historic streetcars stored at Metro East.	John Haley	Complete	Thank you. We will keep this recommendation under advisement
Motion 140605.4 Approved on June 5, 2014	CAC	On motion to recommend that the SFMTA Board of Directors adopt language in Administrative Code Chapter 10, Article XIII, Section 10.84 as official policy of the SFMTA stating that “No City department may sell, loan for a period in excess of one year or otherwise dispose of any vintage transit equipment without approval by the Board of Supervisors after a public hearing. Vintage transit equipment means any Municipal Railway rolling stock or component thereof which is more than twenty-five years old. Vintage transit equipment does not include components which are worn out, broken or otherwise unusable which will be replaced by components of a like kind designed to serve the same function or usable surplus components which will be traded for other components in short supply.	John Haley	Complete	Thank you. We have no plans to dispose of any vintage transit equipment at this time. If/when we do have equipment we will offer it to the Market Street Railway.
Motion 140311.03 Approved on June 5, 2014	OCSC	The CAC recommends that new housing units built without parking spaces be ineligible for more than one Residential Parking Permit unless the number of permits outstanding is less than 100% of the RPP parking places available in that zone.	Jerry Robbins	Complete	Thank you. Sustainable Streets staff is commencing an evaluation of the RPP program and will keep your recommendation under advisement. This evaluation is expected to be completed by early Fall, 2016.
Motion 140312.03	FAC	The CAC urges the SFMTA Board to pursue fare differentials on the cable car lines, keeping Clipper fares constant while increasing cash fares by a larger	Sonali Bose	Complete	The SFMTA Board made the decision not to implement this option.

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Approved on June 5, 2014		increment to keep the cable car system more affordable to regular riders.			
Motion 140807.01 Approved Aug. 7, 2014		<p>The SFMTA CAC recommends that Van Ness BRT station shelters be equipped with roofs. If a reasonable agreement can't be reached with Clear Channel about roof design the SFMTA CAC recommends that the SFMTA purchase and maintain its own shelters with roofs.</p> <p>If the SFMTA finds that obtaining and maintaining its own roofs is impractical, the SFMTA CAC recommends that the SFMTA return to the Arts Commission and argue that the "wave" style roofs, while less than ideal, are better for passengers than no roofs at all.</p> <p>The SFMTA CAC finds it unacceptable in light of San Francisco's average of 73 rainy days per year that high traffic stations being built at a cost of \$125 million might provide no shelter whatsoever from the rain.</p>	Vince Harris/Peter Gabancho	Complete	The SFMTA's response to the Art Commission was emailed to the CAC on November 12. The SFMTA will be installing the shelters provided by Clear Channel.
Motion 140625.01 Approved Aug. 7, 2014	EMSC	The SFMTA CAC recommends the SFMTA develop a master plan for the historic and vintage fleet to: explore future expansion of historic line service, plan for future rehabilitation of historic vehicles, plan for new historic lines, plan for future procurement of historic vehicles, plan for shelter of historic vehicles, and plan for operations and maintenance of historic vehicles.	John Haley	Complete	Thank you. We will keep this recommendation under advisement
Motion	EMSC	The SFMTA CAC would like to thank the operators	John Haley	Complete	Thank you. The SFMTA commended the operators

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140625.02 Approved Aug. 7, 2014		who showed up to work during the June three-day 'sickout' and further recommends the SFMTA Board commend the said operators with a letter of commendation to acknowledge the difficult situation those drivers were put in due to the 'sickout'. Furthermore, the CAC would like to thank and acknowledge the Operations group, Line Management, Central Control and Street Ops for the extra effort and dedicated service to maintain a reasonable headway for all lines given the severely limited resources during the 'sickout'. The CAC also recommends that the SFMTA Board acknowledge these individuals and their managers for their work.			and staff.
Motion 14904.01 Approved Sept. 4, 2014	CAC	Whereas, The current backlog of shelter inspections is more than six months which constitutes a threat to public safety and convenience, the CAC urges the SFMTA to work with the Building Inspection Commission and Director to resolve the backlog of shelter inspections including signage and lighting as soon as possible and moving forward, to set a reasonable time frame for inspection of shelters.	Gail Stein	Complete	DBI has caught up with the backlog. There are ten sites left which should be completed by September 19. On 10/15/2014, Tom Hui, Director, DBI sent a letter to the CAC stating that there has never been a six month backlog due to DBI's electrical inspection process. The normal wait time for bus shelter inspections is two to four weeks from the date that the contractor requests the inspection.
Motion 140904.02 Approved Sept. 4, 2014	CAC	In order to prevent deterioration of the historic streetcar fleet, the CAC recommends that the fleet be immediately returned to the Cam Beach yard and until such time as an alternate location, sheltered from the elements is constructed.	John Haley	Complete	Thank you. We will keep this recommendation under advisement
Motion 141002.01	OCSC	The SFMTA CAC recommends that the SFMTA work with the Metropolitan Transportation Commission to produce Clipper cards of a different	Diana Hammons	Complete	The SFMTA has had discussions with MTC regarding the accidental misuse of youth Clipper cards due to the fact that visually these cards are indistinguishable. This is

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Approved Nov. 6, 2014		color for passes issued under the Free Muni for Youth program, and that if it's not possible to produce such cards, that the SFMTA issue the cards with a sticker indicating they are youth cards, so that adult household members don't inadvertently use them, and so that when adults are caught using such cards, they cannot claim that they didn't know they were using a youth card unlawfully.			<p>a general issue and not specifically related to the Free Muni for Youth program. The concern expressed by MTC is that youth fare eligibility varies across the region and the card is programmed to be valid for adult fares after the user becomes ineligible for the youth fare.</p> <p>The system allows Operators, Station Agents and Fare Inspectors the ability to easily distinguish eligibility for proof of payment.</p> <p>In order to address the potential for accidental misuse, the SFMTA has taken the following steps for the Free Muni for Youth program:</p> <ul style="list-style-type: none"> ▪ For customers who have applied with existing Clipper cards, the written notification they receive of the pass activation encourages them to write their child's name on the card. ▪ In addition to the above, for customers who do not have an existing youth Clipper card, we apply an SFMTA hologram sticker to the back of the card.
Motion 141029.1 Approved Nov. 6, 2014	EMSC	The SFMTA CAC recommends the following features be incorporated into the LRV4 procurement: the Front End style of Skyline 1 or Presidio, interior color scheme of red or blue, seat location of longitudinal and hand holds with colored stanchions and straps.	John Haley	Complete	Thank you. We will keep this recommendation under advisement
Motion 141029.2	EMSC	The SFMTA CAC recommends the following features be incorporated into the LRV4 procurement: longitudinal seat alignment		Complete	No response necessary

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Motion failed adoption					