

**S. F. Municipal Transportation Agency Citizens' Advisory Council  
City & County of San Francisco  
Information Requests Matrix – 2012**

Reference Number	By	Request	Staff Responsible	Response
120202.01	Katie Haverkamp	Would like to know why the Muni Twitter account and 511 information have conflicting data. She stated on January 19, the Muni site reported the incident in the tunnel cleared at 8:18, and the 511 information stated that the tunnel cleared at 8:35.	Paul Rose	Staff does not feed the 511 account; staff feeds the Twitter account and the scene did clear at 8:18 a.m.
120202.02	Joan Downey	Stated that there are "yield" sign for pedestrians along Lincoln Way & 30 <sup>th</sup> Avenue (photo attached), for example, but she would like to know if they can be replaced with simpler signs for cars and pedestrians	Bond Yee	The yield signs at Lincoln & 30 <sup>th</sup> Avenue are part of a larger effort to improve pedestrian conditions at uncontrolled crosswalks (where vehicles do not have a STOP sign or signal). The yield line (a line of triangles painted on the ground) shows vehicles where to yield to pedestrians in the crosswalk. When vehicles yield to pedestrians at this line, they do not block adjacent vehicles from seeing the pedestrian. The accompanying sign describes what vehicles are supposed to do at the yield line – "Yield Here to Pedestrians". Yield lines and the accompanying signs are relatively new in San Francisco, but as we install more of them, we expect drivers to become more accustomed to their meaning. In addition to Lincoln Way, you can find them on Fulton Street, Mission Street, and Alemany Boulevard, among other streets.
120202.03	Joan Downey	Would like to know where O'Leary works at the SFMTA	Lea Militello	Captain Denis O'Leary has been assigned as the Captain of Traffic Company.
120202.04	Marc Salomon	Would like an organization chart of the police who work at the SFMTA.	Lea Militello	A copy of the organization chart was provided to the Council on March 1.
120202.05	Dorris Vincent	Stated that when some shelters were removed and/or replaced, metal pieces were left that protruded on the sidewalk. She would like to know when those pieces will be removed.	Gail Stein	The contractor visited the Van Ness and Market site this week and determined that the unpatched holes near the new shelter were caused by something other than a removed/replaced transit shelter (likely some type of street sign). They nonetheless patched those holes for us since they were already there. If there are other locations, you might want to steer them to the Sign Shop
120227.01	Dan Weaver	Would like an update on the status of the rehabilitation of the Breda fleet and accident victims.		Scheduled for discussion for the April EMSC meeting.
120301.01	Marc Salomon	Stated the bike lane on the south side of the 300 block of Division, between Bryant and Potrero, has puddles of water whenever it rains. He would like to know if there will be street resurfacing or other projects that may be able to fix the drainage.	Bond Yee	DPW is in charge of scheduling repaving. Currently, Division Street between Bryant and Potrero is scheduled for repaving in 2021 or beyond. Staff will check with DPW to see if there are some shorter term patches they can do in view of the long lag time before paving.
120302.02	Marc Salomon	Stated that he has heard complaints that there is no proximate disabled parking access to the Ferry Building. He was told by the Port that this was an MTA matter. Mr. Salomon would like to know who has jurisdiction and what is the inventory and	Bond Yee	The parking spaces in front of the Ferry Building are within the jurisdiction of the Port of San Francisco, not the SFMTA. The Port is responsible for establishing parking regulations on streets within their jurisdiction. The Port has provided the parking spaces in front of the Ferry Building to Equity Office Properties (EOP), the firm that manages the Ferry Building. The Port has requested that EOP provide a parking plan designed to better address the needs of various

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		proximity of disabled parking to the Ferry Building is.		users, including people with disabilities. For an update on this request, we suggest contacting Ms. Susan Reynolds of the Port's Real Estate Department at <a href="mailto:susan.reynolds@sfpport.com">susan.reynolds@sfpport.com</a> .
120305.01	Susan Vaughan	Would like to know which family members get to ride free on Muni, including retirees.	Don Ellison	Two MTA contracts have language offering free rides for employees, family members, and retirees.
120305.02	Susan Vaughan	Would like to know the cost for Sunday Streets and citywide special events (i.e. Bay to Breakers, Lands End Festival, etc.) to Muni.	Carli Payne / Cindy Shambam	The estimated total costs to the City for the 2011 season of Sunday Streets (nine events) were about \$330,000. These costs do not reflect the \$250,000 that the SFMTA Marketing Department leverages in free advertising or the SFMTA marketing department's time for designing and overseeing ads. In 2011, Muni Operations expenses associated with the nine Sunday Streets events were about \$35,500. Costs for other City-wide special events vary. Some events are fully reimbursed, but others may not be.
120305.03	Marc Salomon	Would like to know what public outreach was done for the Mission Street repaving project. He stated that stops were relocated to South Van Ness Avenue are not perpendicular to the stops on Mission Street.	Shahnam Farhangi	The Mission Street Repaving is a DPW project. The DPW contact person for this project is Alex Murillo (415-437-7009).
120313.01	Mark Ballew	Would like a copy of the training guide for fare inspectors.		The Training Guide for Fare Inspectors was sent to the Council members on April 13.
120320.01	Marc Salomon	Would like to know if the MTA has considered the political implications of encouraging private shuttles that do not generate revenue for the public transit sector on the prospects for raising capital over the mid to long term to finance rapid regional public transit solutions. If a parallel private system continues to develop, that would disinvest more and more residents from successful public transit.	Bond Yee	Most of the shuttles provide routes that are not redundant with public transit options. The sector essentially provides complementary options to public transit, walking, and bicycling. Anecdotal evidence suggests that employees who rely on shuttles to get to work would either not be able to access their jobs or would drive to work. Additional anecdotal evidence suggests that people who use shuttles to get to work/school make most of their other trips without a car, which means that they are using public transit.  As part of the shuttle policy project, staff will be working with the employers and institutions to conduct a survey to better understand what shuttle rider's alternatives are for the shuttle trips, as well as understanding their auto-ownership rates, and mode choices for other trips. This additional information will provide a more robust picture of the role of shuttles in San Francisco's transportation network. Staff will present this item to the CAC later this summer after the data is collected and analyzed.
120329.03	Marc Salomon	Requested discussion regarding real-time reporting of bicycle/pedestrian collisions to be included in monthly service standards reports.		Chairman Murphy referred this to the OCSC for discussion
120329.04	Susan Vaughan	Requested the plans for electric vehicle charging stations, including funding; if there are plans to add more; and, who pays	Ricardo Olea / Amit Kothari	Per the Public Utilities Commission, we have a total of 52 charging stations: <ul style="list-style-type: none"> <li>• 26 at 12 City Owned Garages</li> <li>• 20 at SFO Domestic and International parking terminals</li> </ul>

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		the cost.		<ul style="list-style-type: none"> <li>• 3 at Treasure Island</li> <li>• 3 at Civic Center Plaza</li> </ul> <p>Vehicle charging stations could be placed either on the street or off-street, such as in a garage. The latter is the most common installation. For on street location, there is currently no enabling authority by the State of California or the City to place them on city streets. The State of California Vehicle Code would have to be modified to allow local jurisdictions to pass local ordinances to establish electric vehicle charging spot regulations. Three locations on the street, adjacent to City Hall, are pilot locations to gather data on durability and usage.</p> <p>The installed chargers were provided by Coulomb Technologies under their Charge Point America program. There was no cost to the City or SFMTA for these chargers; installation at SFMTA garages was provided by PUC's in-house staff. Additional chargers will be installed at city garages once electrical load capacity and other equipment needs are fully identified and funds are secured.</p>
120329.05	Susan Vaughan	Would like to know if there are procedures for recording police officers rides on Muni and if records are kept.	Lea Militello	Staff no longer keeps statistics as to how many times officers ride Muni. For the last year and a half or so, staff utilized comp stat data which is distributed to District Station Captains. This data shows crime trends in their districts, which allows them to develop monthly plans to address crime issues in their districts.
120329.06	Marc Salomon	Requested information on revenue from moving violations, including how it is distributed.	Stephen Lucich (Controller's Office)	Moving violations are paid to the Superior Courts and then distributed to various agencies and departments. I will make a request to the Court to provide this information as well as a revenue amount of year-to-date receipts.
120425.01	Dan Weaver	Requested a copy of the Muni's evaluation on high-floor/low-floor vehicles	Jeff Flynn	There is no evaluation of low-floor versus high-floor report.
120425.02	Dan Weaver	Requested a copy of an approved CAC motion (2009) regarding Muni's stroller policy.		A copy of Motion #090715.02 and staff response regarding the stroller policy was sent to the Council on May 18, 2012.
120425.03	Steve Ferrario	Would like to know who has ownership of Muni vehicles, and if they are financially obligated to help repair vehicles.	Jeff Flynn	<p><b>Buses:</b> The SFMTA owns all their buses and is obligated to maintain and repair the vehicles for the full economic life as defined by the Federal Transit Administration (12-years for motor coach and 15-years for trolley coach).</p> <p><b>LRVs:</b> In 2002 and 2003, the City entered into lease transactions with various financial institutions pursuant to which the tax ownership of 139 Breda light rail vehicles were sold to various investors and then leased back to the City. The SFMTA is obligated to maintain and repair these vehicles.</p> <p><b>F-Line and Cable Car:</b> As with buses, the SFMTA owns and is responsible for maintaining and repairing these vehicles. Because these vehicles are historic, they do not have a defined</p>

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				economic life like the buses do.
120508.02	Joan Downey	Would like to know the color schemes of taxis in the City.	Sonali Bose	This information can be found at: <a href="http://www.sfmta.com/cms/xcontact/ContactaTaxiCompany.htm">http://www.sfmta.com/cms/xcontact/ContactaTaxiCompany.htm</a>
120508.03	Joan Downey	Would like to know why NextBus signage is not part of Title VI.	Kathleen Sakelarlis	NextBus display signs do not support Chinese or Spanish, only English. NextBus signage does not accommodate for Chinese characters and accents that are needed with Spanish translation.
120508.04	Mark Ballew	Would like to know when the upgrade of the radio project will be online.	Shahnam Farhangi	The SFMTA Radio System Replacement Project is scheduled for completion by 2015.
120516.01	Susan Vaughan	Would like to know when Sunday parking metering starts.	Sonali Bose	January 1, 2013
120516.02	Susan Vaughan	Would like a copy of the Ordinance that was passed today (mentioned at this meeting by Timothy)	Darton Ito / Timothy Papandreou	The Ordinance and a memo from the Director of Planning were sent to the Council on August 1.
120516.03	Susan Vaughan	Suggested inviting Alicia John-Baptiste (SF Planning Department) to a CAC meeting to discuss the Transportation Sustainability Program and discuss the EIR portion and Ordinance passed on May 16.	Chairman Murphy recommended scheduling this item for a future CAC meeting.	Alicia John-Baptiste discussed this information at the August 2 CAC meeting
120705.01	Dan Weaver	Commented that at Faxon near Ocean there are 24/7 no parking signs. He inquired if there are 24/7 no parking signs.	Ricardo Olea	Yes, there are 24/7 no parking signs.
120705.02	Steve Ferrario	Requested that the Daily Operations Report for July 2 be explained at the next OCSC meeting.	John Haley	John Haley discussed this at the July 10 OCSC meeting.
120705.03	Susan Vaughan	Would like to know the cost for the operation of the 83X. She would also like to know if ridership is being tracked and believes another analysis should be done.	Julie Kirschbaum	Staff is tracking ridership and continues to monitor the line.
120705.04	Susan Vaughan	Commented on a SF Weekly article about the dysfunction in tracking parts. Ms. Vaughan would like to know if there is a plan to upgrade the system. Council member Weaver suggested dividing the on-time performance and maintenance issues between the OCSC and EMSC.		Waiting for response from Chairman Daniel Murphy.
120705.05	Susan Vaughan	Would like to know the Agency's reaction to Representative Tom McClintoff's legislation on the Central Subway.	Kate Breen	Representative McClintock (R-Roseville) has unsuccessfully tried this before and the Central Subway was one of several transit projects in the U.S. targeted in the House bill this year. With the strong support of both California Senators and San Francisco's House Democratic Leader Pelosi, staff is confident that this politically motivated amendment will not prevail in conference

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				<p>committee on the final FY2013 appropriations bill.</p> <p>Here are excerpts from recent press coverage on this issue:</p> <p>Muni spokesman Paul Rose said amendments to strip funds for the project have been introduced in the past without success. He said the agency will continue to move forward with its current plans for the project. "We know that there is strong contingency of support for this project, both at the local and the federal level," Rose said. "That's why we feel confident we'll receive the federal grant later this year." Even through the amendment, introduced by Rep. Tom McClintock, R-Granite Bay, passed the House, it would still need to be approved by the Senate, which is controlled by Democrats sympathetic to The City's project, and signed by President Barack Obama, also a Democrat, to take effect. Carlos Sanchez, spokesman for Rep. Nancy Pelosi, D-San Francisco, said McClintock's bill would not hinder the progress of the Central Subway. "The amendment is a minor setback that can be fixed in conference between the House and Senate," Sanchez said. "Completion of the Central Subway will relieve congestion in one of our nation's most crowded urban corridors, creating jobs and spurring commerce, and I look forward to celebrating a full funding grant agreement later this year."</p>
120705.06	Steve Ferrario	Would like to hear an 'a' and 'b' scenario that the Agency may be thinking with regards to Central Subway funding.	Kate Breen	The Agency and the Board of Supervisors approved resolutions this Spring that would provide backstop funding in the event that the state HSR bond funds do not materialize. Since that time, the California Transportation Commission (CTC) has approved the package of HSR connectivity projects including \$61m for the Central Subway. The Governor signed legislation approving the sale of HSR bonds for both the HSR program and the connectivity projects, making the prospects for receipt of these funds much more certain. It should also be noted that the full funding plan for the project includes back stop funding for all fund sources should there be any delay in receipt of various fund sources committed to the project.
120705.07	Joan Downey	Would like to know the regulations for obtaining a red or white zone.		The Policy and Administrative/Field Procedures for colored curb markings was sent to the Council on July 25.
120705.08	Joan Downey	Stated that there are cars vertically parked in their private driveways on Shrader Street near Carl that she believes are not being ticketed. She would like to know if cars are being ticketed.		This item will be discussed at the September 11 OCSC meeting.
120705.09	Joan Downey	Would like to know how DPT would know where property lines are divided between residences.	Ricardo Olea	City property lines are determined through the City's base map, which is maintained by the Department of Public Works. The map can be found online at <a href="http://gispubweb.sfgov.org/website/sfviewer/INDEX.htm">http://gispubweb.sfgov.org/website/sfviewer/INDEX.htm</a> .
120802.01	Steve Ferrario	Would like to know if travel information for the buses temporarily re-routed is placed in the NextMuni system. For example, the	Jeff Flynn	NextBus has been updated for the Mission Street re-routes (14, 14L, and 49) and the Central Subway re-routes (30, 45, 8X, 8AX, 8BX, and 91). For all longer term re-routes, the system is

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		re-route of buses along the Mission corridor and buses affected by the Central Subway project.		always updated and that work is completed by the Scheduling Department in advance of changes. We currently do not do updates for single-day detours like Sunday Streets since it is very labor intensive to update the system and then return it to its original state. If an inquiry is made using a third party application or website to access NextBus data (and not the NextBus website), the information may not be updated since we do not control third party websites and applications and they may be out-of-date.
120802.03	Susan Vaughan	Would like to know who was involved in drafting the TIDF/TSP plan. Ms. Vaughan would like to know their name and affiliation.	Alicia John-Baptiste	The Mayor was the primary sponsor of both pieces of legislation, with Supervisors Wiener and Olague as co-sponsors.
120802.04	Dan Weaver	Stated that on July 29 <sup>th</sup> , there was heavy traffic along the Embarcadero, which was closed for a marathon. Mr. Weaver would like to know why there were no postings or warnings in place and no direction of traffic from DPT.	Cindy Shamban	The event sponsor is responsible for posting signs. We are aware that signs were posted for the event. SFMTA and SFPD were directing traffic throughout the course of the event.
120802.05	Dorris Vincent	Stated that the police have been blocking Muni bus lanes. Ms. Vincent would like to know if this can be discussed at a CAC meeting		Chairman Murphy commented that this was discussed at an OCSC and CAC meeting and that a motion was passed recommending more traffic training to the SFPD and SFFD.
120906.01	Steve Ferrario	Stated that there was a public hearing regarding painting the concrete red for transit vehicles only on Church Street at 16 <sup>th</sup> & Duboce Street and he would like to know why this was not brought to the CAC's attention.		This item will be discussed at the October 4 CAC meeting.
120906.02	Steve Ferrario	Stated that exterior doors are being replaced on the north side of the Church and Castro Street metro stations. These doors were replaced a year ago and Mr. Ferrario would like to know why they are under construction again and who is paying the cost.	Vince Harris	<p>The doors are being replaced due to a discovered code issue which had to be addressed. The original gates installed in the 80's included access doors (in gate configuration) at four locations and track rails for the gates were installed flush to the walls at the exit path. The roll-up gates that were installed last year did not replace the access doors and current Capital Programs &amp; Construction (CP&amp;C) staff discovered that the gate tracks that was installed protruded about 8 to 10 inches in the egress path. Staff also determined that current safety codes do not allow the use of roll-up gates for egress corridors. Once this was discovered, and in consultation with the then Acting Division Director, the project was placed on hold until these issues could be resolved.</p> <p>While the project was on hold, CP&amp;C got a determination from the SF Fire Department that the roll-up gates as installed in the 80's would be allowed to be replaced in kind. Therefore, this meant that the access doors with the emergency exit hardware would remain and the track rails would be re-installed flush to the wall, with minimal protrusion, as they were before. CP&amp;C negotiated a change to the Contractor's work which included redesigned gates, access doors and controls that would be installed flush to the walls. The additional cost was borne by the agency; however, it also included a credit from the contractor for the two locations where the gates had to be removed and re-installed.</p>

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120906.03	Joan Downey	Stated that in Golden Gate Park between the De Young Museum and JFK Drive there are now two bike lanes, one on the street next to the sidewalk and one on the sidewalk. Ms. Downey would like to know if there are plans to remove the bike lane on the sidewalk.	Seleta Reynolds	SFMTA staff has not discussed removing bicycles from the southern sidewalk on John F Kennedy Drive in Golden Gate Park. As with all streets in Golden Gate Park, this stretch of roadway, including the roadside paths, is under the jurisdiction of the Recreation and Parks Department.
120906.04	Joan Downey	Would like to know if merchants or the SFMTA is responsible for maintaining and cleaning bulb outs located on Carl and Cole Streets by Sanyan Street.	Jeff Flynn	For non-sheltered locations, property owners are responsible for maintaining the surrounding areas. Clear Channel is responsible for maintaining transit shelters and the immediate surrounding areas for sheltered stops.
120906.05	Mark Ballew	Would like to know the graffiti removal policy for Muni bus stops and stations.	John Haley	<p>The SFMTA Infrastructure Maintenance Graffiti Program is responsible for graffiti removal at Muni metro stations and associated stairwells. (Note: SFMTA does not maintain shared areas in the SFMTA/BART subway stations):</p> <ul style="list-style-type: none"> <li>• Any offensive, racially or sexually obscene graffiti is removed as soon as reported or noted. Maintenance of maps in the transit shelters is the responsibility of Clear Channel. The maps in the SFMTA subway stations are cleaned by SFMTA Custodial Services:</li> <li>• SFMTA Custodial Services – On a daily basis, custodians inspect their stations for graffiti, including stickers. For smaller areas, e.g. maps, custodial staff will remove graffiti and/or stickers using approved “green” solvents and scrapers, nylon pads and steel wool, if required. For larger areas, the Custodial Superintendent will transfer custodians from other Metro subway station for assistance with the removal. Graffiti in areas that are not easily accessible for the custodial staff are reported to SFMTA Paint Shop.</li> </ul> <p>SFMTA Paint Shop – Mondays and Tuesdays are scheduled graffiti abatement days. All Muni property including subway platforms and entrances are inspected and graffiti abated. Calls received from 311 are addressed the same day. Graffiti abatement in the Sunset and Twin Peaks tunnel and portals including the trackside walls are scheduled as needed.</p>
120911.01	Daniel Murphy	Would like a copy of the private shuttles presentation power point that will be discussed at the September 14 PAG meeting.		This item will be discussed at the next CAC meeting on October 4.
121004.01	Frank Zepeda	Frank Zepeda would like to know if the SFMTA will renew the Kirkland facility lease once the new Islais Creek yard is in operation.	Kerstin Magary	The Kirkland yard is owned by the City and County of San Francisco and under the SFMTA's jurisdiction. The SFMTA will continue to use Kirkland after the Islais Creek yard is in operation.
121004.02	Frank Zepeda	Frank Zepeda would like to know how the SFMTA manages and plans service during big gatherings at Justin Herman Plaza that spill out and block Steuart Street, so that service disruption during street blockage can be kept to a minimum.		This item was discussed at the November 13 OCSC meeting.

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121004.03	Frank Zepeda	Frank Zepeda would like to know why the Milan cars are operating out of Muni Metro East when there is a dedicated car house built for Muni's historic cars.	Jeff Flynn	The Milan cars were moved to Muni Metro East (MME) in order to reduce cost, reduce traffic on the crowded Green Division pull-out path along San Jose/Church Streets, and prepare for the coming rail replacement project at the Cameron Beach and Green Yards.
121004.03	Mark Ballew	Would like to know the speed limit for the Eureka curve and if an evaluation has been done to run at its original speed.	John Haley	The current speed at Eureka curve in both directions is 30 mph. Staff is continuing to evaluate the profile and ride of the trains.
121004.04	Frank Zepeda	Frank Zepeda would like to know what methodology and criteria is used for measuring on-time service performance.		This item was discussed at the November 13 OCSC meeting.
121004.05	Frank Zepeda	With regard to the October 5-7 weekend, Frank Zepeda would like to know the amount generated for special services that were provided for the Bluegrass Festival in Golden Gate Park and the Blue Angels in the Marina/Fisherman's Wharf; passenger data and ridership information for the 28 19 <sup>th</sup> Avenue and 43 Masonic lines; cost recovery; and what lessons were learned, if any, to make for service in the future.	Sonali Bose	We do not bill these events.  This item was discussed at the November 13 OCSC meeting.
121004.06	Joan Downey	Stated that DPT staff was at Golden Gate Park doing surveys of the bike lanes and she would like to know what their purpose was in doing that.	Bond Yee	Staff have been collecting traffic data and conducting intercept surveys on JFK Drive to evaluate changes in behavior and perception as a result of the cycle track installation.
121004.07	Joan Downey	Would like to know what the plans are for Muni's centennial.		The list of Centennial events was sent to the Council on October 22.
121004.08	Joan Downey	Would like to know the connection between <a href="http://www.historypin.com">www.historypin.com</a> and the SFMTA, and if there is a charge for this.	Heather Moran	The SFMTA Photo Archive has been using the Historypin website since January 2011. Historypin gives the opportunity to share historic images with people all over the world. Historypin is free to those with a Google gmail account. We do not pay Historypin. This is a free service.
121004.09	Joan Downey	Commented on staff's response to her request for information #120906.03. Ms. Downey stated that DPT staff was at Golden Gate Park doing surveys of the bike lanes and she would like to know what their purpose in doing that.	Seleta Reynolds	SFMTA staff has not discussed removing bicycles from the southern sidewalk on John F Kennedy Drive in Golden Gate Park. As with all streets in Golden Gate Park, this stretch of roadway, including the roadside paths, is under the jurisdiction of the Recreation and Parks Department.
121004.10	Susan Vaughan	Would like to know what efficiencies were used within the system to generate the funds to create the 83X.	Jeff Flynn	Efficiencies used to generate funds to create the 83X include: <ul style="list-style-type: none"> <li>• Moving the Milan cars to Muni Metro East, which reduced travel time and operating costs for the F-Line.</li> <li>• Implementing one-car N-Judah trains on Sundays when no special events occur</li> </ul>



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				<p>by the end of the calendar year. This will reduce maintenance and wear and tear on the light rail fleet.</p> <ul style="list-style-type: none"> <li>Continuing to hire part-time operators are improving our cost efficiency and reducing operating costs.</li> </ul>
121004.13	Susan Vaughan	Stated that someone from Green Cabs has recently notified environmentalist that the SFMTA has decided to issue 200 permits to regular cabs. Ms. Vaughan would like to know why permits are being issued to regular cabs and not green cabs.	Christiane Hayashi	<p>While the Board has authorized up to 200 permits, the Director of Transportation only issued 150 permits.</p> <p>These permits are being distributed to taxi companies as temporary leased permits for three years, which is the lifetime of a typical taxi vehicle. Rather than issue them to all companies, the SFMTA evaluated the companies for their service performance and distributed these temporary permits to companies that provide the best service to the public. This is principally measured by the dispatch success rate that is, how many people are able to get a taxi when they call.</p> <p>All alternative-fuel vehicle temporary leased permits must be used with or on alternative fuel vehicles, i.e. hybrid, compressed natural gas, electric or other alternative fuel. Over 95% of the San Francisco taxi fleet is either hybrid or compressed natural gas.</p>
121004.14	Susan Vaughan	Would like to know if the Agency is working with places of worship to get parked cars out of bike lanes on days of worship.	Bond Yee	Yes. If complaints are received, Enforcement works with those involved to address it.
121004.14	Susan Vaughan	Commented on staff's response to her request for information #120802.03. Ms. Vaughan stated that the answer is not complete; that she is aware there were developers at the table; and that Ms. John-Baptiste alluded that there were developers at the table. Ms. Vaughan stated that if information is not provided, she will retain a lawyer and find out exactly who was at those meetings, and if nothing else, she may ask for minutes assuming minutes were taken. Ms. Vaughan would like to know the specific names of non-government people involved in drafting the TIDF/TSP plan.	Alicia John-Baptiste	The Mayor was the primary sponsor of both pieces of legislation, with Supervisors Wiener and Olague as co-sponsors.
121029.01	Katie Haverkamp	Stated that after the Giants won the World Series rowdy revelers set a bus ablaze near 3 <sup>rd</sup> & Market. Ms. Haverkamp would like to know who pays for this and if this damage was covered by insurance.	Tess Navarro	SFMTA buses are self-insured. The SFMTA (and the City) manages risks internally and administers, adjusts, settles, defends and pays claims from budgeted resources. The bus that was destroyed due to vandalism and fire was originally purchased under a Federal Transit Administration (FTA) grant, and the SFMTA received approval from the FTA for the SFMTA to retain federal participation toward future bus procurement.
121029.02	Katie Haverkamp	Would like to know who she can contact at the SFMTA to voice her concerns about an ad on a Muni vehicle	Gail Stein	Gail Stein – 701-4327
121106.01	Dan Weaver	Stated that there were trash receptacles at Jules and Dorado on Ocean Avenue that were removed several months ago. Mr.	Gail Stein	The trash receptacles appear to have been stolen. Clear Channel needs to purchase more trash receptacles for these platforms. They will be replaced, although there is no time estimate

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		Weaver would like to know if they will be replaced and by when.		for when this will happen.
121113.01	Joan Downey	Stated that the sidewalk by the wayside ramp on 2 <sup>nd</sup> & Irving Street, which was painted red, had construction work performed by it. After the construction work was completed, that portion of the sidewalk was not re-painted red and cars can park there. Ms. Downey would like to know if that portion of the sidewalk will be re-painted red again.	Ricardo Olea	The southeast and southwest corners at 2 <sup>nd</sup> and Irving Street were painted red on February 25. (Ricardo Olea)
121113.02	Frank Zepeda	Would like to know if CAC members can get internal email/network I.D. access in order to be able to access the Muni rotation schedules off of Trapeze on the system.	Travis Fox	Internal addresses are not provided to non-employees or contractors.
121127.01	Dan Weaver	Requested a copy of the On-Street Parking Management Plan		The plan was sent to the Council on November 28.
121206.01	Joan Downey	Stated that the tracks at 9 <sup>th</sup> & Irving and Carl & Cole need greasing. Ms. Downey stated that the tracks are greased weekly, but they do not seem to have been greased recently because the tracks are loud when trains travel in those areas. Ms. Downey would like to know when the tracks will be greased.	John Haley	Track greasing occurs at different intervals throughout the system, depending on usage. In areas where there are curves, such as at 9 <sup>th</sup> & Irving, greasing is done twice weekly. Other surface tracks are done at least every two weeks. It is possible that the screeching noise resulted from wet weather.
121206.02	Joan Downey	Would like to know if the tracks in the Sunset tunnel have been replaced and what is the speed limit.	John Haley	The speed in the Sunset tunnel is 25 mph, except for the curve at the western end which is 5 mph. The track and supporting structures will be replaced in 2013.
121206.03	Marc Salomon	Would like to know how limited buses (inbound and outbound) are dispatched for special events. Mr. Salomon stated that he took a 5 Fulton Limited to the Hardly Strictly Bluegrass, but that after the event, there were no 5 Fulton Limited buses.	John Haley	The Hardly Strictly Bluegrass ended with a featured act that had a large crowd dispersing at once. The focus was to get as many coaches loaded and away from the venue as possible. In circumstances such as those, supervisors direct when coaches leave and these coaches make all stops. In the future, supervisors will have additional technology to help make decisions.
121206.04	Marc Salomon	Stated that the Nelson/Nygaard has a contract to do consulting on the Northeast Mission parking plan. Mr. Salomon would like to know the nature of the contract and if he can get a copy of the contract.	Sonali Bose	The contract was sent to the Council on January 28.
121205.01	Susan Vaughan	Stated that an updated TIDF was passed on December, 2012 at the Board of Supervisors (first reading) that included exemptions for former Redevelopment projects in Bayview Hunters' Point, Hunters' Point Shipyard, and in Mission Bay, she would like to know if the project sponsors apply for categorical exemptions by December 31, 2013, in what alternative ways will these projects be assessed for their impacts on transit.	Alicia John-Baptiste	The development agreements governing these areas supersede the application of standard impact fees.

**S. F. Municipal Transportation Agency Citizens' Advisory Council  
City & County of San Francisco  
Information Requests Matrix – 2012**

Reference Number	By	Request	Staff Responsible	Response																																													
121205.02	Susan Vaughan	Would like to know why parking garages, government projects, and automotive services were specifically exempted from the ordinance.	Alicia John-Baptiste	Parking garages do not generate trips and are therefore not eligible to be charged fees according to the requirements of the State Mitigation Fee Act. We cannot charge impact fees to State or Federal projects as we do not have the authority to do so. Because there are mechanisms by which the City's General Fund supports transit, City projects are not subject to the fee. Automotive Services are not exempted from the fee. Rather, they were previously exempted under the former TIDF and will now be subject to the fee, once a grandfathering period has passed.																																													
121210.02	Susan Vaughan	Would like to know how many years will the TIDF exemptions that were passed on December 4, 2012 are in place. She would like to know is it possible for any of these exemptions be eliminated when the Transportation Sustainability Program (TSF) is adopted or will the elimination of these exemptions need to wait until the expiration of the most current TIDF.	Alicia John-Baptiste	The TIDF will apply until such time as the Board of Supervisors takes action to modify or delete it. That means that any exemptions provided in the new TIDF will also apply until future Board action. Some members of the Board of Supervisors committed to engaging in dialogue with the non-profit community (to which the exemptions apply), to potentially modify those exemptions under the TSF. The TSF cannot be acted upon by the Board until the environmental review of the TSF is completed, likely in summer 2014. We currently anticipate Board action on the TSF in summer or fall of 2014.																																													
121212.01	Frank Zepeda	Frank Zepeda would like the actual arrival and departure times of October 31 and November 1 in Excel format or comma-separated-value format for three lines:  <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>F Market</u></th> <th style="text-align: left;"><u>23 Monterey</u></th> <th style="text-align: left;"><u>61 California</u></th> </tr> </thead> <tbody> <tr> <td>Train</td> <td>Train</td> <td>Train</td> </tr> <tr> <td>Run</td> <td>Run</td> <td>Run</td> </tr> <tr> <td>17st-Ctro</td> <td>Sloa-47av</td> <td>Cali-VN</td> </tr> <tr> <td>Mrkt-VN</td> <td>Stfr-Circ</td> <td>Cali-powl</td> </tr> <tr> <td>Mrkt-4st</td> <td>Diam-Bosw</td> <td>Cali-Drum</td> </tr> <tr> <td>Steu-Loop</td> <td>Bshr-Cort</td> <td>Train</td> </tr> <tr> <td>Jone-Bech</td> <td>Palu-3st</td> <td>Run</td> </tr> <tr> <td>Train</td> <td>Run</td> <td>Cali-Drum</td> </tr> <tr> <td>Run</td> <td>Palu-3st</td> <td>Cali-Powl</td> </tr> <tr> <td>Jone-Bech</td> <td>Bshr-Cort</td> <td>Cali-VN</td> </tr> <tr> <td>Steu-Loop</td> <td>Diam-Bosw</td> <td></td> </tr> <tr> <td>Mrkt-Stok</td> <td>Stfr-Circ</td> <td></td> </tr> <tr> <td>Mrkt-VN</td> <td>Sloa-47av</td> <td></td> </tr> <tr> <td>17st-Ctro</td> <td></td> <td></td> </tr> </tbody> </table>	<u>F Market</u>	<u>23 Monterey</u>	<u>61 California</u>	Train	Train	Train	Run	Run	Run	17st-Ctro	Sloa-47av	Cali-VN	Mrkt-VN	Stfr-Circ	Cali-powl	Mrkt-4st	Diam-Bosw	Cali-Drum	Steu-Loop	Bshr-Cort	Train	Jone-Bech	Palu-3st	Run	Train	Run	Cali-Drum	Run	Palu-3st	Cali-Powl	Jone-Bech	Bshr-Cort	Cali-VN	Steu-Loop	Diam-Bosw		Mrkt-Stok	Stfr-Circ		Mrkt-VN	Sloa-47av		17st-Ctro			Travis Fox	This information was sent to the Council members on February 15.
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