

Patrick Monette-Shaw

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Ed Harrington, Chair
Commission Streamlining Task Force
c/o City Administrator's Office
City Hall, Room 316
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4694

"This Task Force should leave the SFMTA's Citizens' Advisory Committee just as it currently is, and not transfer its functions to SFMTA Department staff!"

Re: **San Francisco Municipal Transportation Agency (SFMTA) "Citizens' Advisory Committee"**

Dear Mr. Harrington and Commission Streamlining Task Force Members,

It's outrageous that the City Administrator's Staff posted online on Friday, September 12 an updated 80-page version of it's "*Infrastructure, Climate, and Mobility* [a.k.a. "Transportation"] *Bodies*" staff memo, belatedly claiming:

"Updated simplify criteria-based outcomes in summary table and in memo body. Added notes section to summary table and memo body summarizing analysis of potential outcomes ..."

That caught members of the public completely of guard for preparing our public testimony!

Don't eliminate or combine the SFMTA's "**Citizens' Advisory Committee**"!

The 77-page "*Infrastructure, Climate, and Mobility* [a.k.a. "Transportation"] *Bodies*" staff memo **updated on Friday September 12** discusses on pages 49 to 51, and "Staff Discussion" narrative to the Streamlining Task Force asserts the SFMTA Citizen's Advisory Committee (CAC) "*slows down MTA actions*" and "*overlaps*" with the MTA's Board of Director meetings. The staff assessment claims the CAC costs \$178,000 annually, so the Task Force should consider **combining** the CAC with the larger MTA Board — **or worse, assigning the SFMTA's CAC's function to SFMTA staff** — or eliminating the CAC entirely. Separately, the Board of Supervisors Budget and Legislative Analysts analysis of the cost of all 112 City boards and commissions reported in its Appendix #4 that the CAC's \$178K costs are mostly (\$143K) because of full-time "*hard costs*" due to SFMTA staff who support SFMTA's CAC.

If the Task Force recommends combining the CAC with the full MTA Board, the CAC members appointed by each of the Board of Supervisors would disappear, leaving the MTA board to all be Mayor appointees.

Elsewhere, Streamlining Task Force members have previously noted the valuable input citizens provide to various Advisory Bodies, and Task Force member have asserted they believe strongly in Advisory Bodies remaining part of the City's good governance structure. Eliminating the SFMTA's CAC would strip CAC's much needed advisory input.

As far as that goes, the recommendations to the Task Force for the full SFMTA Board on pages 45 to 48 in the 77-page document include 1) Eliminating "*Sole authority to fire the Director of Transportation*" and giving the MTA board "*consultative responsibilities*" only (handing firing over to the Mayor's discretion), and 2) Change full MTA Board commission member removal from "*for cause*," to "*at will*," handing the mayor more power to get rid of MTA Board members and any shred of independence from the Mayor they may dare to exercise. [The Task Force has been recommending that the three-candidate "short list" for recommendations to hire department heads be taken away from many other Boards and Commissions and also be handed to the Mayor's sole hiring decision.]

This Task Force should leave the SFMTA's Citizens' Advisory Committee just as it is, and take no action today. **You certainly should not transfer this CAC's functions to SFMTA staff!**

Sincerely,

/s/

Patrick Monette-Shaw

cc: Rachel Alonso, Project Director, City Administrator's Office