



**City and County of San Francisco
YOUTH COMMISSION
Housing, Recreation, and Transit Committee**

MINUTES

**Monday, March 23, 2026
5:00pm**

**IN-PERSON MEETING
City Hall, Room 270
1 Dr. Carlton B. Goodlett Place,
San Francisco, CA 94102**

Committee Membership includes:

Harper Fortgang (Chair, D8), Ava Oram (Vice Chair, MYR), Aayna Shah (Member, D3),
Azzam Alameri (Member, D5), Natalie Liu (Member, D11), Ayan Azad (Member, MYR).

Present: Harper Fortgang, Ava Oram, Aayna Shah, Azzam Ansari, Natalie Liu, Ayan Azad.

Absent: None.

Tardy: None.

The San Francisco Youth Commission's Housing, Recreation, and Transit Committee met in-person with remote viewing, on March 23, 2026, with Chair Fortgang presiding.

1. Call to Order and Roll Call for Attendance

Chair Fortgang called the meeting to order at 5:03pm.

On the call of the roll:

Roll Call Attendance: 6 present.

Aayna Shah (D3) - present
Azzam Alameri (D5) - present
Natalie Liu (D11) - present

Ava Oram (MYR) - present
Ayan Azad (MYR) - present
Harper Fortgang (D8) - present

A quorum of the Housing, Recreation, and Transit Committee membership was present.

2. Communications (Informational)

Joshua Rudy Ochoa, Community Partnership Specialist of the SFYC, shared communications and meeting announcements with Commissioners.

3. Approval of Agenda (Action)

Officer Shah, seconded by Officer Azad, motioned to approve the March 23, 2026 Housing, Recreation, and Transit Committee meeting agenda. No discussion. No public comment. The motion carried by the following voice vote:

Voice Vote: 6 ayes.

Aayna Shah (D3) - aye
Azzam Alameri (D5) - aye
Natalie Liu (D11) - aye
Ava Oram (MYR) - aye
Ayan Azad (MYR) - aye
Harper Fortgang (D8) - aye

Action: Agenda Approved.

4. Approval of Minutes (Action)

a. March 9, 2026 (Packet Materials)

Vice Chair Oram, seconded by Commissioner Liu, motioned to approve the March 9, 2026 Housing, Recreation, and Transit Committee meeting minutes. No discussion. No public comment. The motion carried by the following voice vote:

Voice Vote: 6 ayes.

Aayna Shah (D3) - aye
Azzam Alameri (D5) - aye
Natalie Liu (D11) - aye
Ava Oram (MYR) - aye
Ayan Azad (MYR) - aye

Harper Fortgang (D8) - aye

Action: Minutes Approved.

5. General Public Comment

No public comment.

6. Presentation

- a. CAA on Youth-Led Muni Audits Partnership
 - i. Presenter: Janice Li, CAA CCSJ Coalition Director

Director Li gave a presentation on a partnership proposal to conduct youth-led audits of Muni routes, as it relates to ensuring the safety of API San Franciscans.

Chair Fortgang thanked Director Li for presenting, and said it's important to collect youth data, especially on MUNI. Officer Azad asked if CAA had reached out to YTAB, to which Li said she's working to discuss this with them later this week. Azad also asked what they intend to do with the data, to which Li said they can't use this alone to prove any specific point, but they want to use it as a tool to adopt a greater tool to do audits with a much larger sample size. Chair Fortgang asked which neighborhoods or bus lines they're choosing, to which Li said there isn't a specific way they're selecting a location or route, but to conduct this pilot survey to start a larger conversation. Vice Chair Oram asked about proximity of the schools when they choose the bus lines to audit, to which Li says they haven't yet but they would like to include that in their decision-making when they move forward. Oram also said the stipends for the focus groups, reaching out to school-dense neighborhoods, and other methods would be great to recruit youth to do audits. Chair Fortgang said Li can also reach out to certain school organizations across San Francisco since they do have public transit clubs. Officer Azad said reaching out to schools like Lick-Wilmerding High School who have a sustainability focus would probably be likely to participate. Commissioner Alameri said it's a great idea to encourage youth to audit the routes they already use, since many youth use transit to get to school that may not fall into the MUNI lines they're looking at around Chinatown. Officer Azad said it could be a good idea to promote the surveys on QR codes around bus stops, to which Li said that is a great idea to push SFMTA to scale up the audit to be more official. Chair Fortgang said Officer Shah wrote a budget and policy priority about bus stop safety and having more cameras/lighting, to which Shah clarified further. Commissioner Alameri asked if there's a scale of responses to show strength, to which Li said yes.

7. Committee Business (Discussion/Action)

- a. Icebreaker

Commissioners and Staff answered the question “if you could create or modify any bus line in San Francisco, what would you do?”.

b. E-Bike Resolution Writing Activity (Oram)

Vice Chair Oram gave updates to the committee on the E-Bike Resolution that was introduced at the last committee meeting. Officer Azad read the updates from the last meeting into the record. Commissioners discussed amendments and any missing language that can be added before being voted on at the next HRT Committee meeting.

c. Resolution in Support of a San Francisco-Wide Pick-Up Soccer Day (Azad)

Officer Azad went through all of the amendments to the resolution that were recommended at the last HRT Committee meeting.

Officer Shah, seconded by Vice Chair Oram, motioned to approve the Resolution in Support of a San Francisco-Wide Pick-Up Soccer Day, and send it to the full Youth Commission. No discussion. No public comment. The motion carried by the following roll call vote:

Roll Call Vote: 6 ayes.

Aayna Shah (D3) - aye
Azzam Alameri (D5) - aye
Natalie Liu (D11) - aye
Ava Oram (MYR) - aye
Ayan Azad (MYR) - aye
Harper Fortgang (D8) - aye

Action: Resolution in Support of a San Francisco-Wide Pick-Up Soccer Day, and sent to the full Youth Commission.

d. HRT-related Updates

Officer Shah is interested in writing a resolution in addressing youth safety concerns about Waymo, and Commissioner Liu wants to support. Vice Chair Oram is interested in writing a resolution in support of Sunday Streets, and Officer Azad wants to support. Commissioner Alameri is interested in writing a resolution about funding for public transit, but will wait until the presentation by the SF Transit Riders. Chair Fortgang is interested in writing a resolution about TAY housing.

8. Announcements

No announcements.

9. Adjournment

There being no further business on the agenda, the Housing, Recreation, and Transit Committee adjourned at 6:13pm.



San Francisco Transit Riders



San Francisco Transit Riders

Nonprofit, rider-supported public transit advocates.

Over the past 15 years we have fought and won:

- Transit funding
- Faster boarding
- Transit-first infrastructure (Van Ness, Geary, Market)
- Lower fares
- Stronger Muni service



Muni Now, Muni Forever coalition

- 20+ organizations including labor, neighborhood, climate, mobility, disability, labor, political groups
- Nearly 5,000 volunteers mobilized last year to prevent cuts and support fair and sustainable funding for Muni

Who we are:





Transit is essential to the Bay Area

70% of Bay Area residents take public transportation

85% of San Francisco residents take Muni

Who rides Muni?



2023-2024 Regional Transit Passenger Snapshot Survey

The San Francisco Bay Area has a high concentration of high-income households, primarily due to high-paying tech industry jobs. However, transit riders tend to skew lower income, with variation in income distribution by mode and operator: local and express buses serve the highest share of low-income riders, while ferries attract relatively affluent riders.

Select An Operator

SFMTA (Muni)

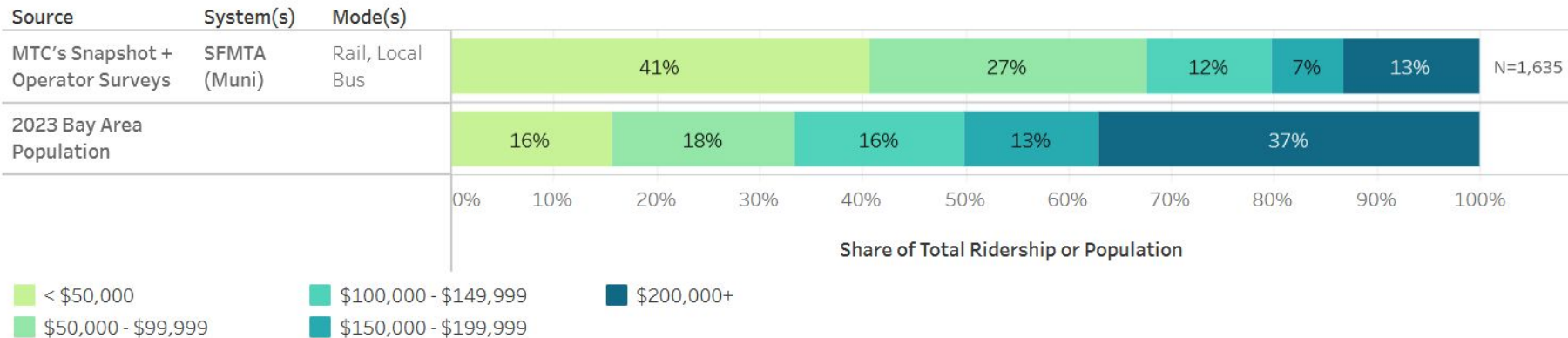
Select A Day Type

All week

Weekday

Weekend

Household Income of Passengers Surveyed with Bay Area Population Included for Comparison

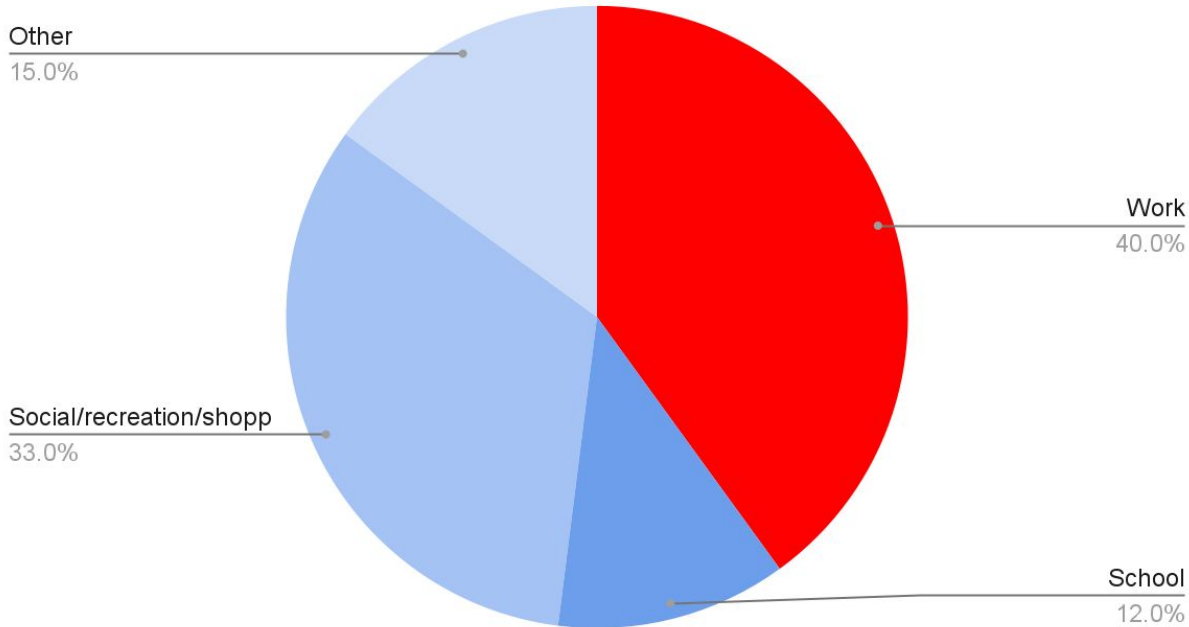


For explanatory notes on sample size, weighting, and statistical reliability, please refer to the [FAQ page](#).



Who rides Muni?

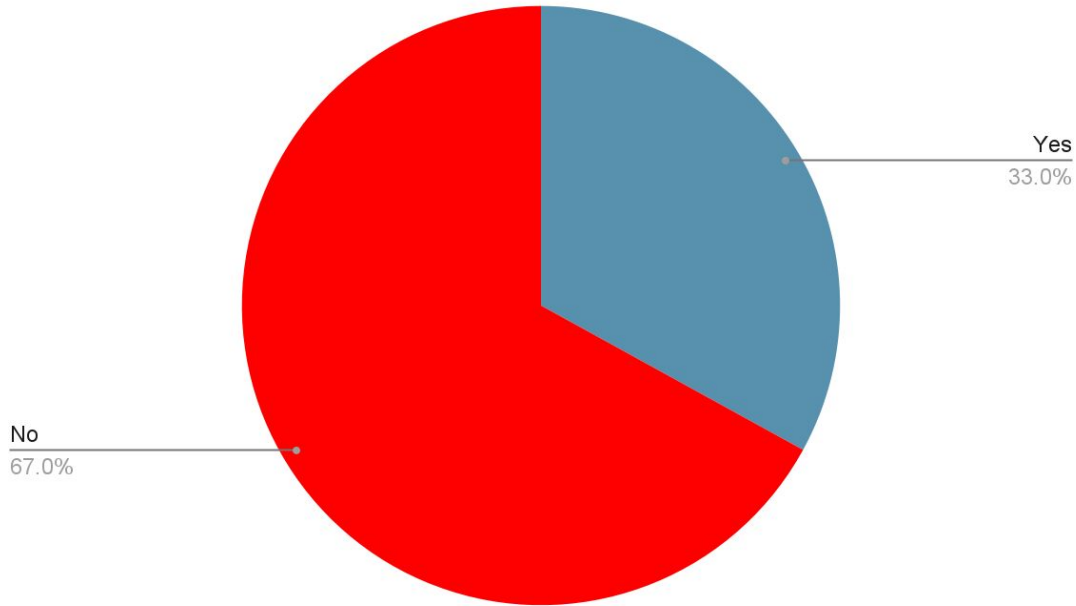
Muni - travel purpose of passengers surveyed





Who rides Muni?

Muni passengers surveyed: "Did you have access to a household vehicle for this trip?"





If BART runs out of funding,
drivers will sit in traffic for up to

12 more hours

per week on average.

The Bay Area's biggest operators are **projecting severe, ongoing financial deficits starting next year**



~\$307 million



~\$355-\$385 million



~\$65-\$76 million



~\$51-\$72 million

These four agencies represent **80%** of all ridership in the region

Deficit ranges based on May 2025 MTC-commissioned independent review of operator projected deficits for FY26-FY30

Significant Service Cut Projections



- Eliminating entire routes
- 50% cuts to service
- Suspending historic train and cable car service
- Reducing fare discount programs
- Switching to the Owl network at 9pm instead of midnight



- Eliminating two full lines
- Stopping service at 9pm weekdays
- Fully closing 15 stations
- Trains only every 30 minutes



- Cutting weekday service to once an hour
- Eliminating all weekend service
- No trains after 9pm weekdays



- Cutting up to 37% of overall service

Life
without
transit will
get more
expensive.



• MOST BAY AREA BRIDGE TOLLS NO

On average, low-income families with a car spend **38%** of their income on transportation.

For families without a car, it's **only 5%**.

Source: [Bureau of Transportation Statistics, US Dept. of Transportation](#)

SF State to Downtown SF

Lyft - \$19.00+

Uber - \$25.00+

Waymo - \$28.00+

Personal car - ~\$7.42

Muni - \$3.00 or less

Sources: [IRS](#), [RideGuru.com](#) for a 10.6 mi. trip. In reality, rideshare prices are often more than twice these prices given surge and dynamic pricing.



How do we get to sustainable funding?

CONNECT
BAY AREA





Two measures are required to prevent Muni cuts

Approximate Projected Annual Deficit:
\$322M (and growing)

Regional sales tax:
~ \$160M

City parcel tax:
~ 150M

SFMTA
efficiencies
~\$10M

CONNECT
BAY AREA

STRONGER
MUNI FOR ALL



SFMTA



**STRONGER
MUNI FOR ALL**



Local parcel tax

- Structured *by building square footage*, not per parcel
- Split into three categories:
 - Single family residential
 - Multi-family residential
 - Non-residential
- Non-residential buildings have the highest rate and will pay the vast majority of this tax
- The larger the building, the higher the rate per square foot
- This helps ensure the city's largest buildings are paying a fairer share
- Generates \$183m
- Increases with inflation
- Limits costs for homeowners and renters

Regional sales tax

CONNECT BAY AREA



- Includes 5 Bay Area Counties: Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
- 1 cent sales tax in San Francisco, ½ cent sales tax in all other counties, 14 year duration
- Funds transit operations for 4 largest operators facing fiscal cliff: BART, Muni, Caltrain, AC Transit and all other agencies in the counties
- Transit Transformation improvements to safety, cleanliness, convenience and seamless integration of transit services
- Additional funds for capital projects within specific counties



Muni is improving efficiency and accountability...

But cost saving measures alone are not going to address the coming fiscal cliff.

- Holding vacancy rates (as high as 22%)
- Increased fares and fines, generating another \$13 million annually
- Defunding hundreds of positions
- Reducing fare evasion by hiring fare inspectors and launching new messaging campaign
- Changing service offerings to maximize ridership
- Adding transit priority to optimize costs and grow ridership
- Consolidating functions
- Deferring capitalized maintenance and capital projects
- Tapping into its emergency reserve funds



What's next?

Now:

- Educate voters and riders about the measure and what's at stake
- Continue close collaboration between the local and regional campaigns
- Help the campaigns collect petition signatures

This summer:

- Switch to campaign mode: Get out the vote drives and other events

Ongoing:

- Continue lifting transportation issues affecting our communities in our weekly coalition meetings

Thank you!



More info, sign up for updates:

MuniForever.org

Dylan Fabris

dylan@sftransitriders.org

Appendix



Connect Bay Area Expenditure Plan

A 5-County Measure is projected to generate just over \$1 billion annually in FY31.

Regional Transit Transformation Investments	Direct Support to Transit Operators	County "Return-to-Source" Funds for Public Transit Projects
<p>REGIONAL TRANSIT PROGRAMS \$46.4m for discounted and coordinated fares, accessibility improvements, transit priority and wayfinding</p>	<p>LARGE OPERATORS</p> <ul style="list-style-type: none">● \$330m BART● \$170m Muni● \$51m AC Transit● \$75m Caltrain <p>SMALL OPERATORS</p> <ul style="list-style-type: none">● \$5.3m Alameda County● \$15.8m Contra Costa County● \$7m SF Bay Ferry● \$1m Golden Gate Transit	<p>DESIGNATED COUNTY ENTITY</p> <ul style="list-style-type: none">● \$10.3m Alameda County Transportation Commission● \$26.5m Contra Costa County Transportation Authority● \$50m San Mateo County Transit District● \$264m Santa Clara Valley Transportation Authority

Connect Bay Area Accountability

INDEPENDENT OVERSIGHT COMMITTEE

Ensures expenditures are consistent with statute

MAINTENANCE OF EFFORT

Ensures the measure augments (rather than replaces) existing transit ops funding

AD HOC ADJUDICATION COMMITTEE

Creates a process to ensure operators apply same service levels, cleanliness, safety standards across all counties

FINANCIAL EFFICIENCY REVIEW

Third-party review of the four largest operators to reduce costs without compromising service.

Local measure rates

Use Code	Area (sqft)	Charge
Single-family Residential (SRES)	0–3,000	\$129
	3,000–5,000	\$0.42/sqft
	5,000+	\$1.99/sqft (cap: \$250k)
Multi-family Residential (MRES)	0–5,000	\$249
	5,000+	\$0.195/sqft (cap: \$50k)
Non-residential	0–5,000	\$799
	5,000–50,000	\$0.76/sqft
	50,000–250,000	\$0.84/sqft
	250,000+	\$0.99/sqft (cap: \$400k)