



Bayview Shuttle

Community Congress

October 28, 2026



Will begin at 5:40.

Agenda

1

Icebreaker

Bayview Shuttle Team · Spooky Season

2

Minutes

New Delegate Confirmation

3

Service Performance

OD Flows · Busiest periods · Rider churn · Users based on profile · Estimated cost recovery

4

Funding Picture

Funding timeline · Community Congress role

5

November Ballot Measure(s)

RTM · Proposition H

6

Next Meeting

January 2027

A group of people are gathered on a wet street, likely during a rainstorm. In the foreground, a white van is parked with its side door open. A person in a yellow raincoat and backpack stands near the van. To the right, a person in a black and white plaid coat is holding a clipboard. Other people are visible in the background, some holding umbrellas. Orange traffic cones are placed on the wet pavement. The scene is dimly lit, suggesting an overcast day.

Icebreaker

Via - Bayview Shuttle Team



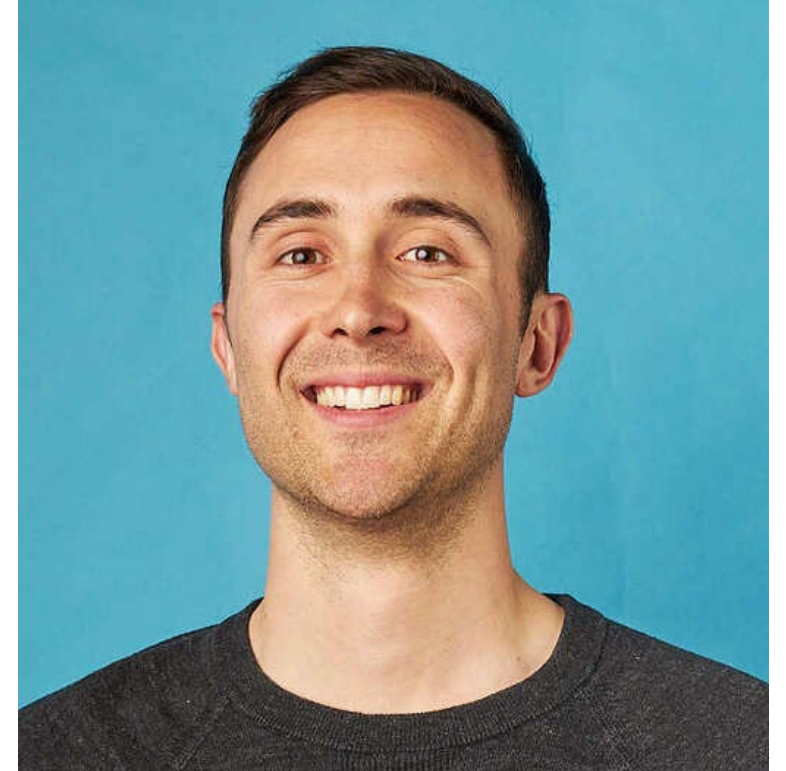
Alexia Melendez

Partner Success Principal



Keith Eastman

Field Manager



Garrett Blumling

General Manager

Goodbye!

Via – Former Bayview Shuttle Team



Arthur Cassidy

Field Manager



Ben Latham

General Manager

MONSTER MASH

- 1 Find your partner (the person sitting close to you)
- 2 Grab one of the index cards (DO NOT TURN OVER)
- 3 Have your partner tape your image on your forehead – like this!
- 4 Take turns asking questions until you guess who your monster is

July 29th Meeting

1	Introductions	New members and project team introductions.
2	Community Congress Bylaws	Nominees and their submitted bios were introduced to the Congress. Delegates voted online.
3	Project Progress – Path to Today	Outlined the upcoming amendment to the Via contract and funding timeline.
4	Project Progress – Service Performance	Members requested seeing how wait times impact ridership, frequency of use, rider retention, and non-active accounts.
5	Project Progress – Financial Snapshot	Explained issues regarding fare reader devices and different pass types.
6	Next Steps –	Next meeting in October 2026.

Community Congress delegates also voted on:

- Rank choice voting for new delegates
- Adding alternates to the Bylaws as an option
- Amending the delegate terms to July 2026 – November 2027

Welcome!

New Delegates

Jacqueline Norris

James Bryant

Ettie Rogers

Oriana Tell

Leesha Langlois

Elizabeth Valdellon

Amy Ashcroft

Shannon Scott

Alternate Delegate:

Shekia Rogers

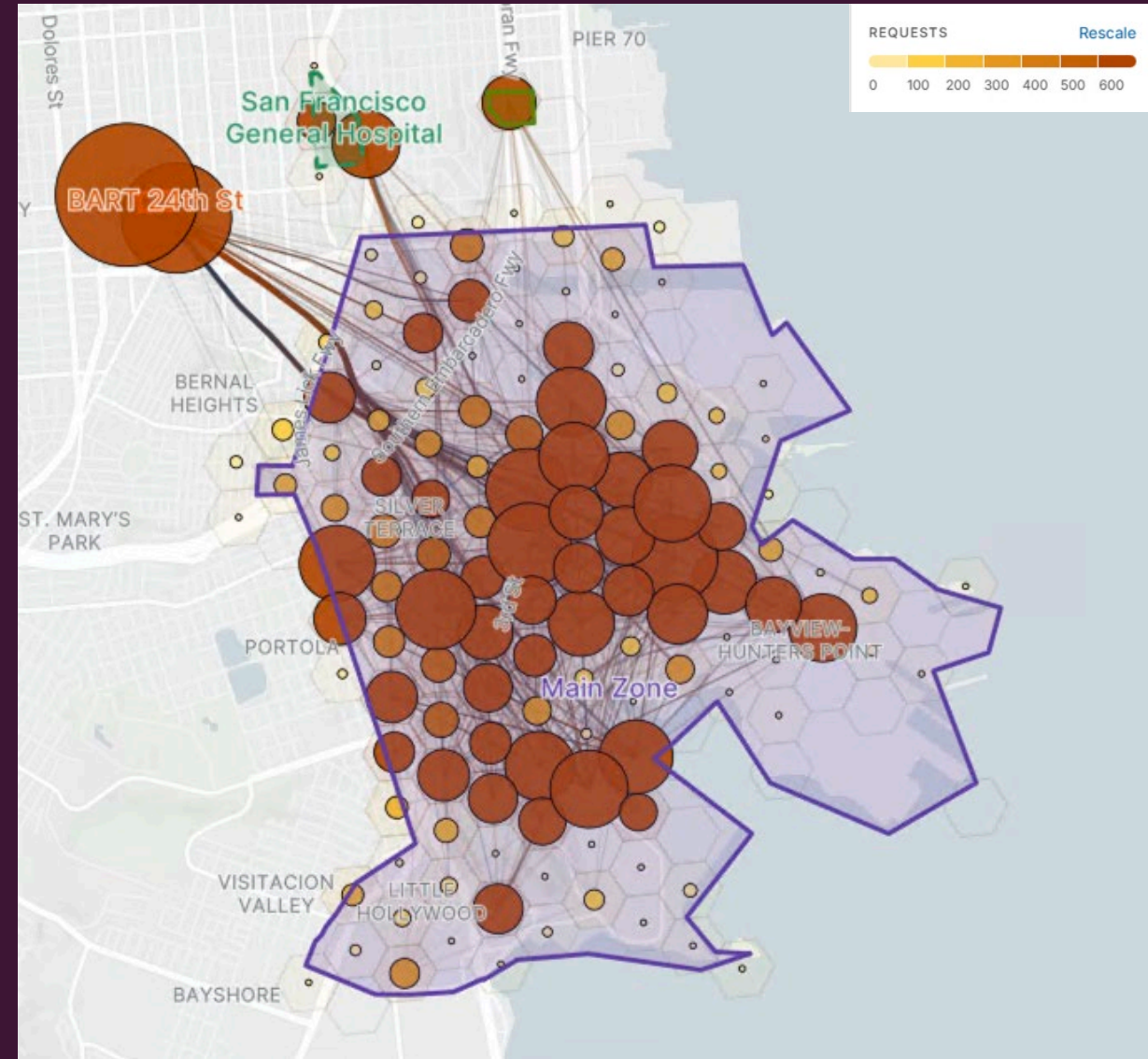
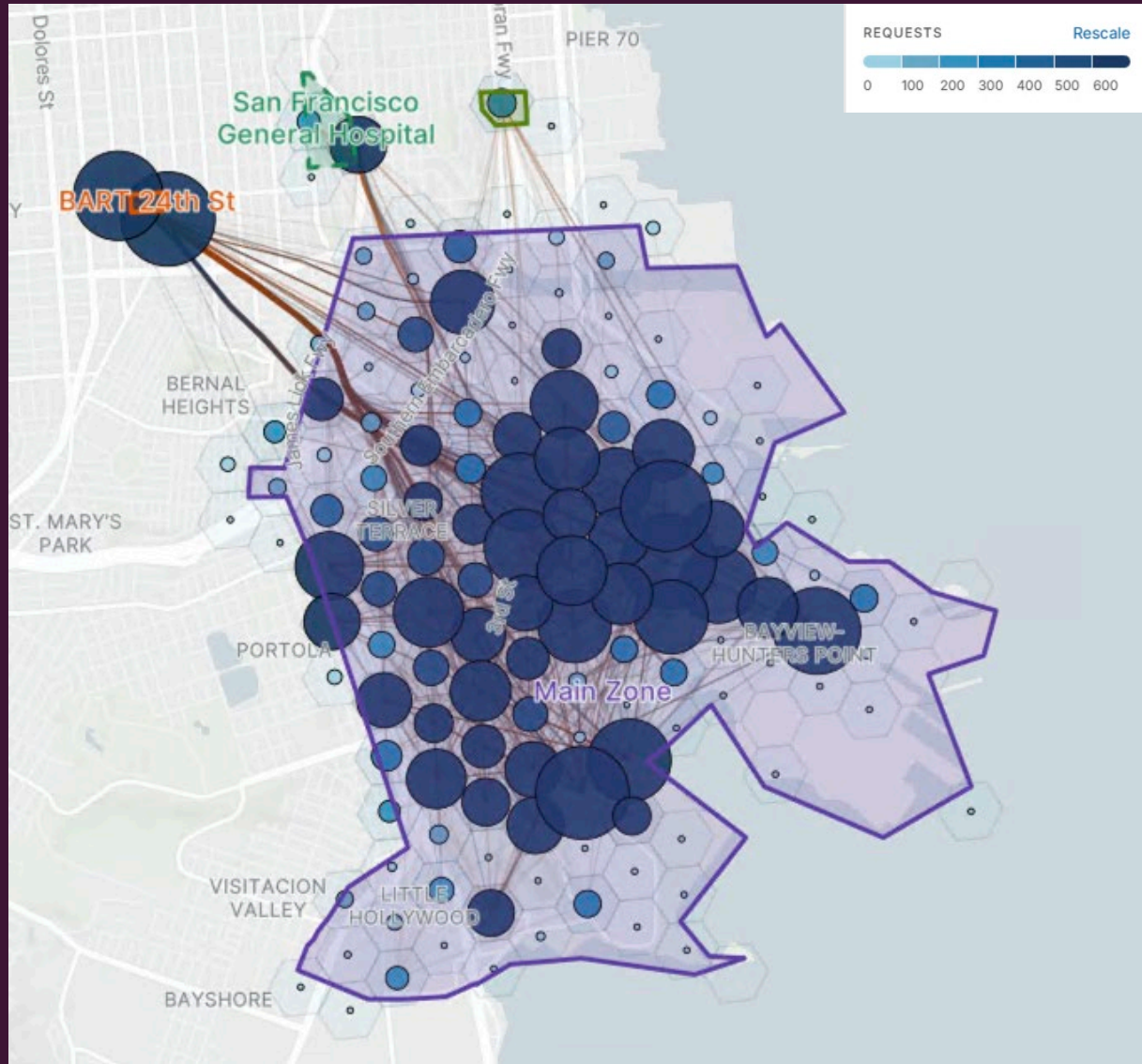


Public Comment

A yellow and purple Bayview Shuttle van is parked in a parking lot. The van has "Bayview Shuttle" written on its side in large letters. A small logo with the number "102" is visible on the side window. The background shows a building and some trees. The entire image is overlaid with a semi-transparent purple filter.

Service Performance

Origin/Demand Flows

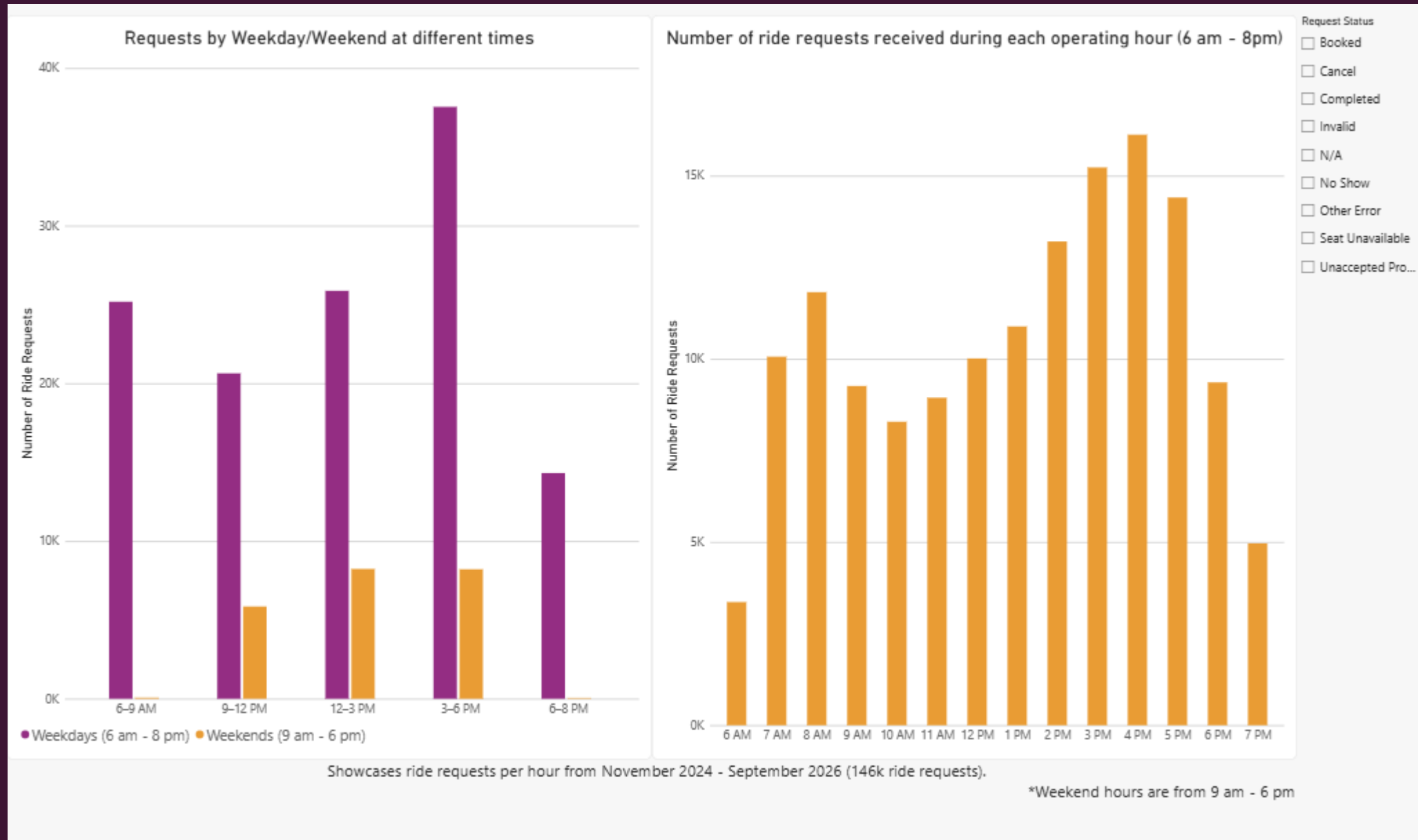


Highlights the number of trips requested both to and from each zone (main service zone, 24th St. BART, SF General Hospital, and 22nd St. Caltrain Station) from 10/17/25 to 10/17/26.

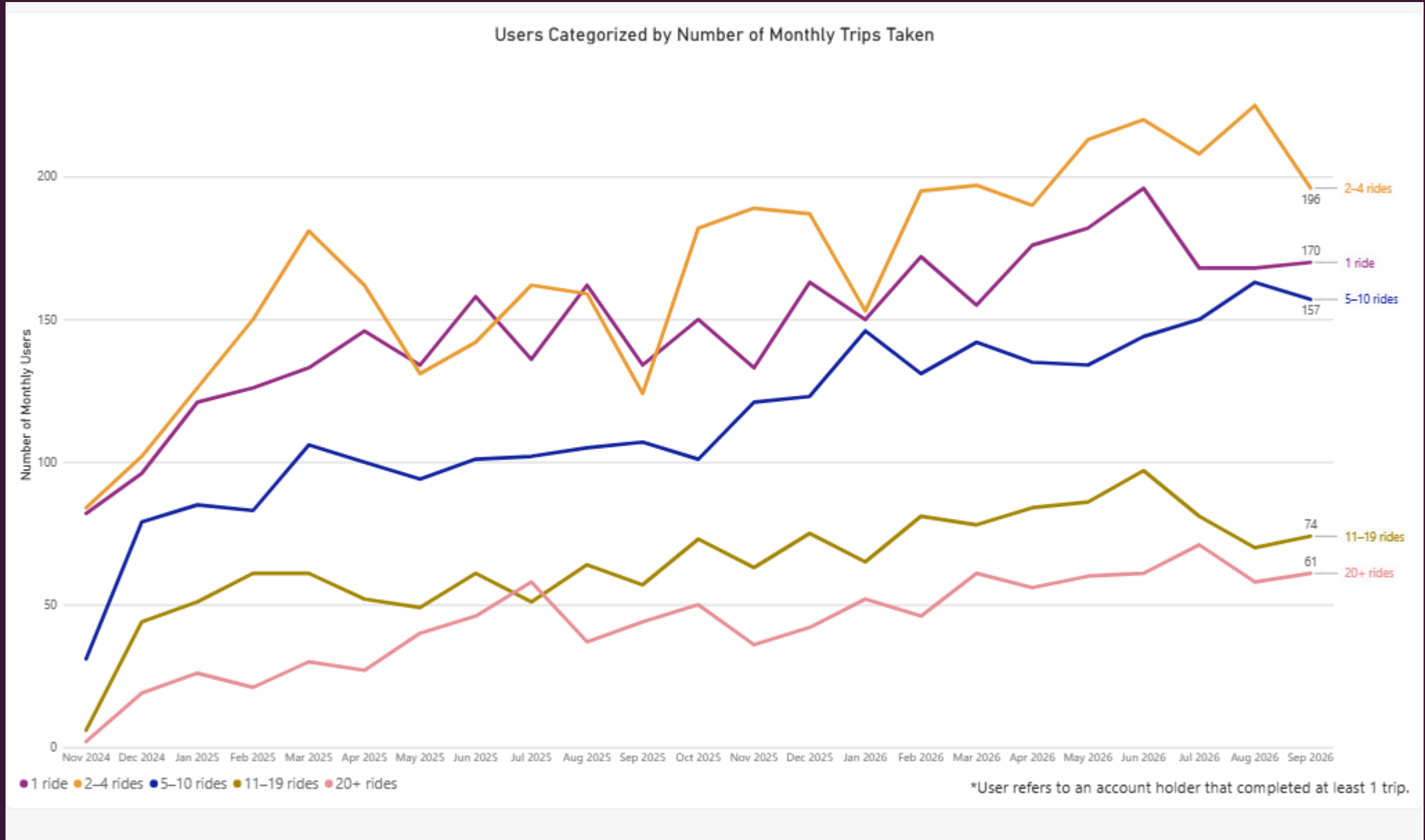
Trip Origin Flows

Trip Destination Flows

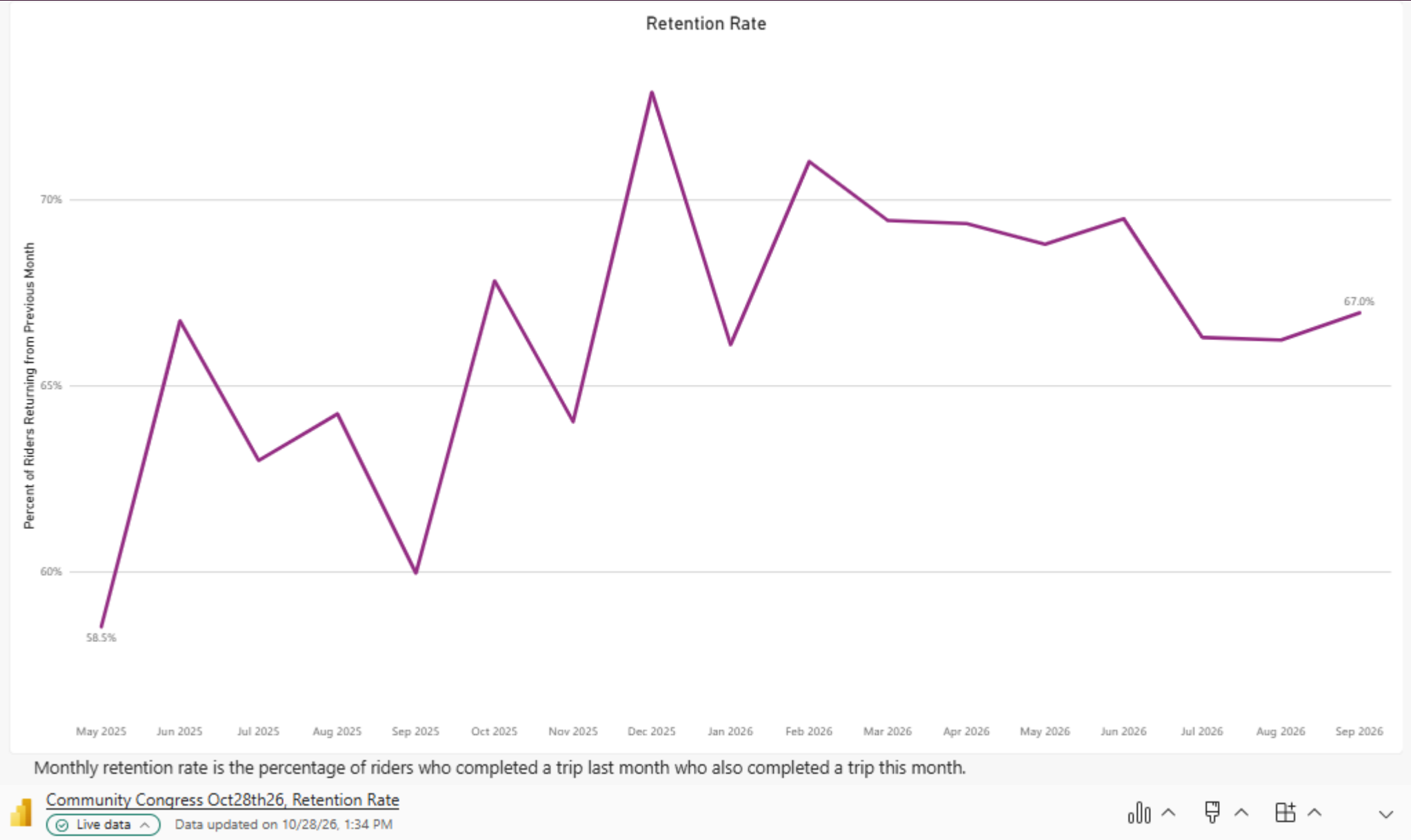
Popular Request Times



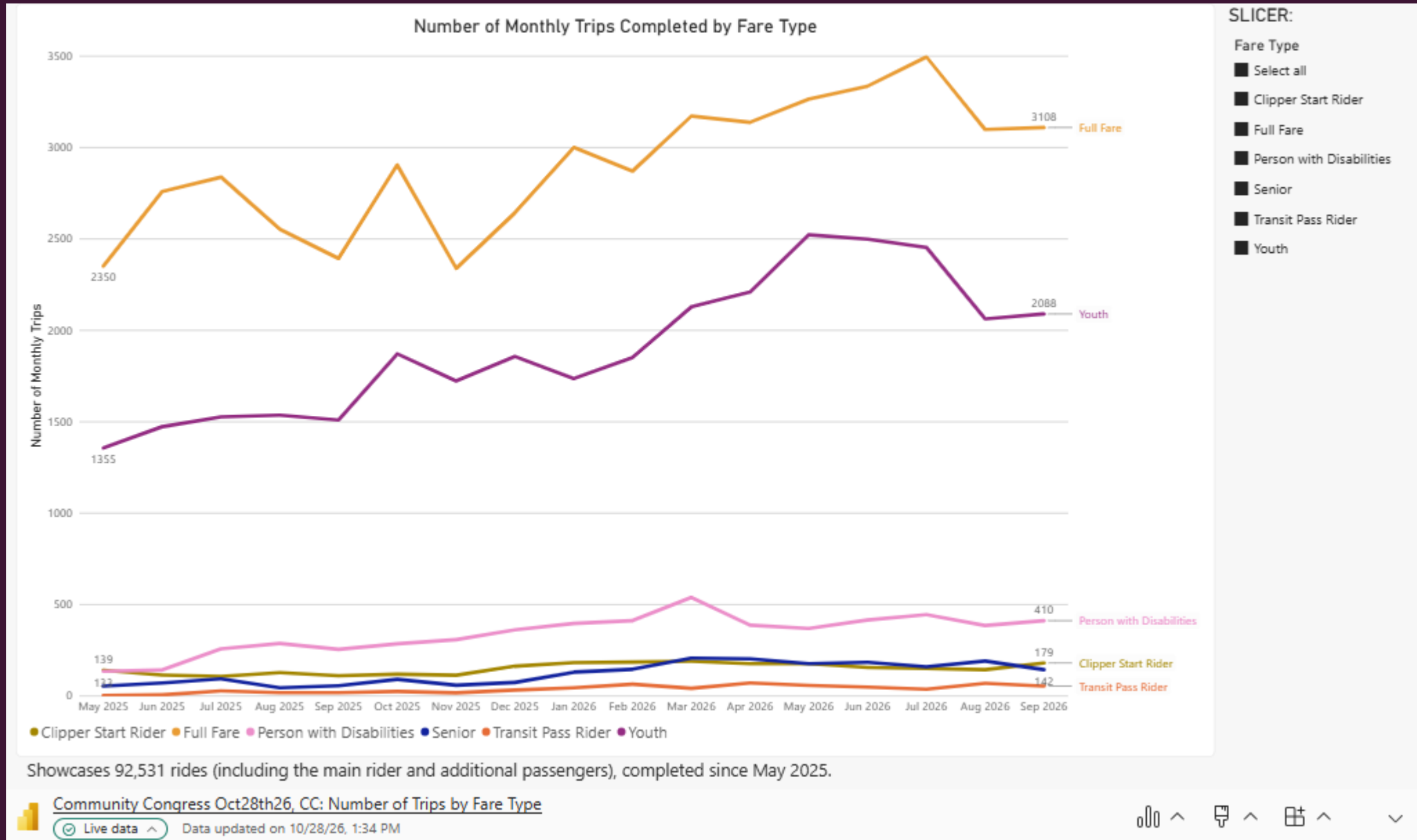
User Ride Frequency



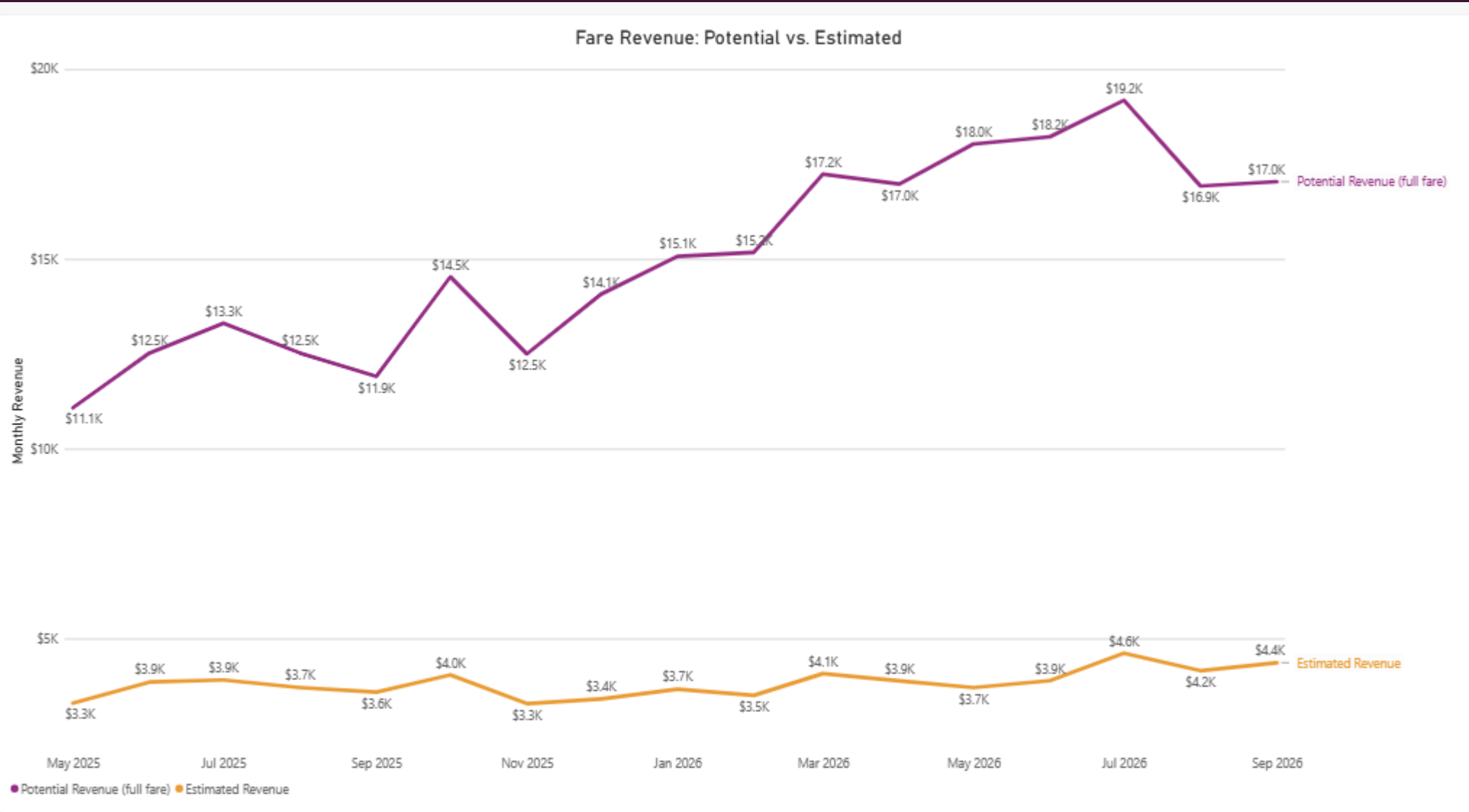
Returning Riders



Trips Taken - User Profile Types



Service Revenue



Showcases potential revenue if all passengers paid full fares vs. estimated review (amount after free/discount passes are applied)

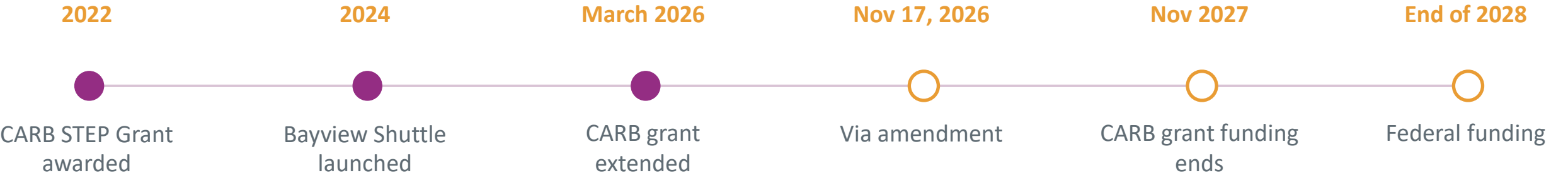


Public Comment

A yellow and purple Bayview Shuttle van is parked in a parking lot. The van has "Bayview Shuttle" written on its side in large letters. A small logo with the text "BAYVIEW SHUTTLE" is visible on the side door. The van is parked on a wet, reflective surface. In the background, there are some trees and a building. The entire image is overlaid with a semi-transparent purple filter.

Funding Picture

Bayview Shuttle Path



“

"We are a great community that would hugely benefit from being better connected to this thriving city."

— Lara Pesce Ares, 2020 Community-Based Transportation Plan

Community Congress Role



Identifying Service Improvements

- Provide service feedback to the project team
- Help the project team weigh trade-offs when it comes to service delivery
- Utilize Community Congress meetings to communicate community needs



Coordination within Community

- Leverage community connections and networks for shuttle communications and outreach
- Connect residents to the Bayview Shuttle and project-related resources

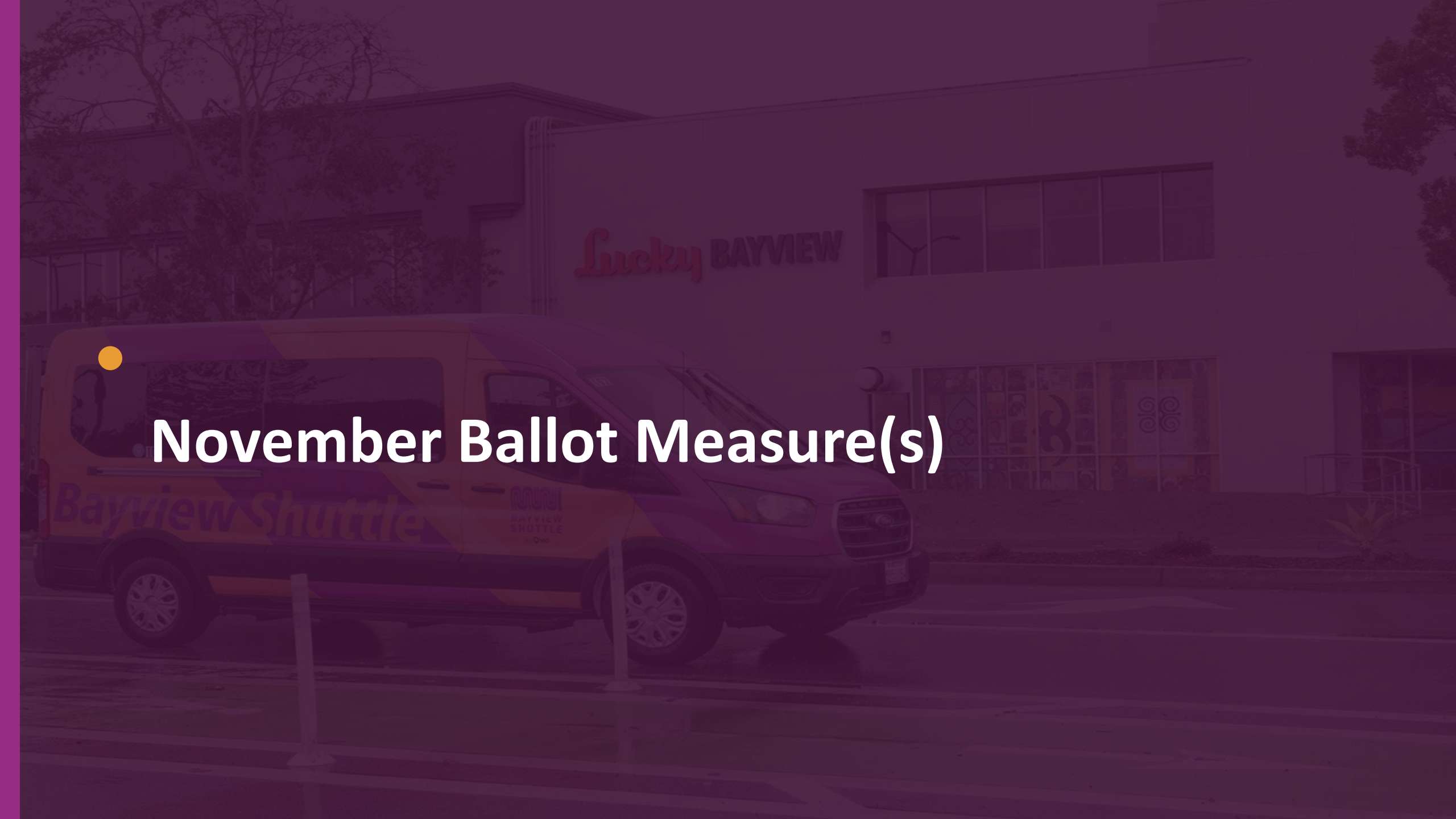


Advocating for the Shuttle

- Advocate for the Bayview in other meetings
- Utilize social networks and political power to organize for long-term funding



Public Comment

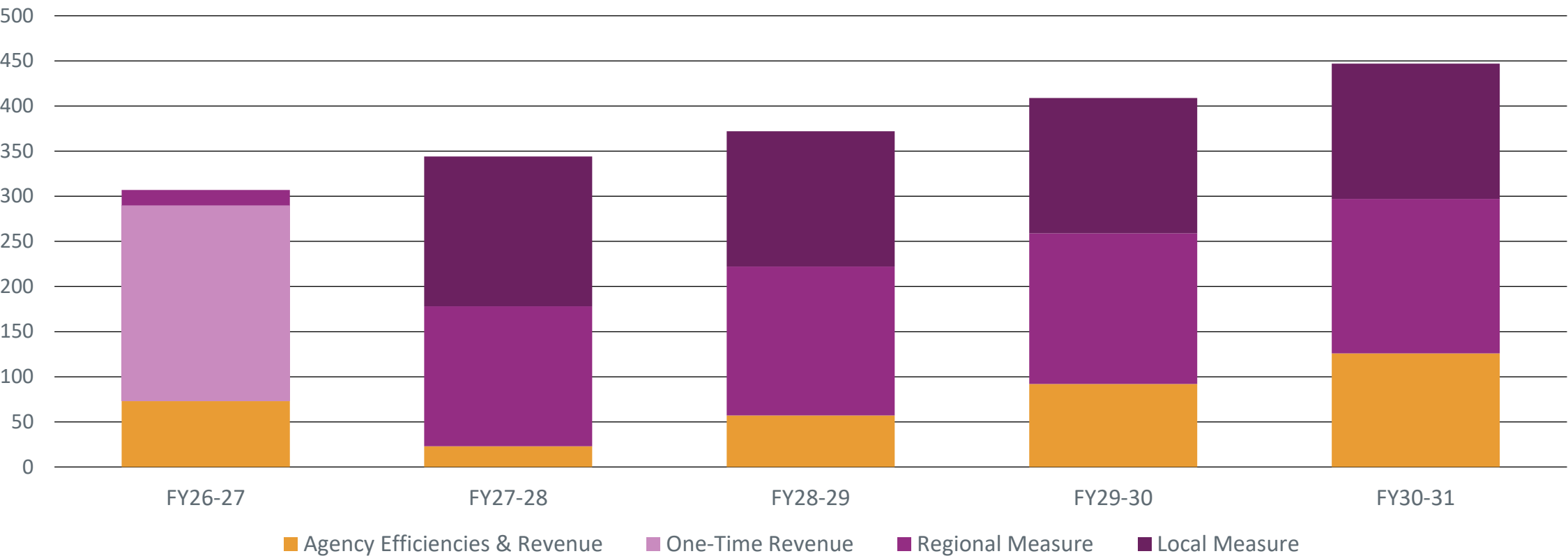
A yellow and blue Bayview Shuttle van is parked on a street. The van has 'Bayview Shuttle' written on its side in blue and yellow. In the background, there is a building with a sign that says 'Lucky BAYVIEW'. The image is overlaid with a semi-transparent purple filter.

November Ballot Measure(s)

Closing the Deficit

SFMTA plans to close the FY26-27 and FY27-28 budget deficit using:

- one-time revenue
- agency efficiencies
- new revenue from regional and local ballot measures



FY26-27 and FY27-28 Budget Plan

Regional Revenue Measure: The Connect Bay Area Act allows San Francisco to pursue a one-cent sales tax increase to maintain Muni. If passed by voters, Muni will receive ~\$155M per year to address the structural deficit.

Local Revenue Measure: As the regional measure will not fully address the structural deficit, a local parcel tax will further reduce the gap. If passed by voters, the tax will generate ~\$150M annually to reduce the deficit and ~\$10M to make marginal service quality improvements.

Agency Efficiencies & Revenue: Building an efficiency culture and identifying new enterprise revenues in the out years will close the remaining structural deficit.

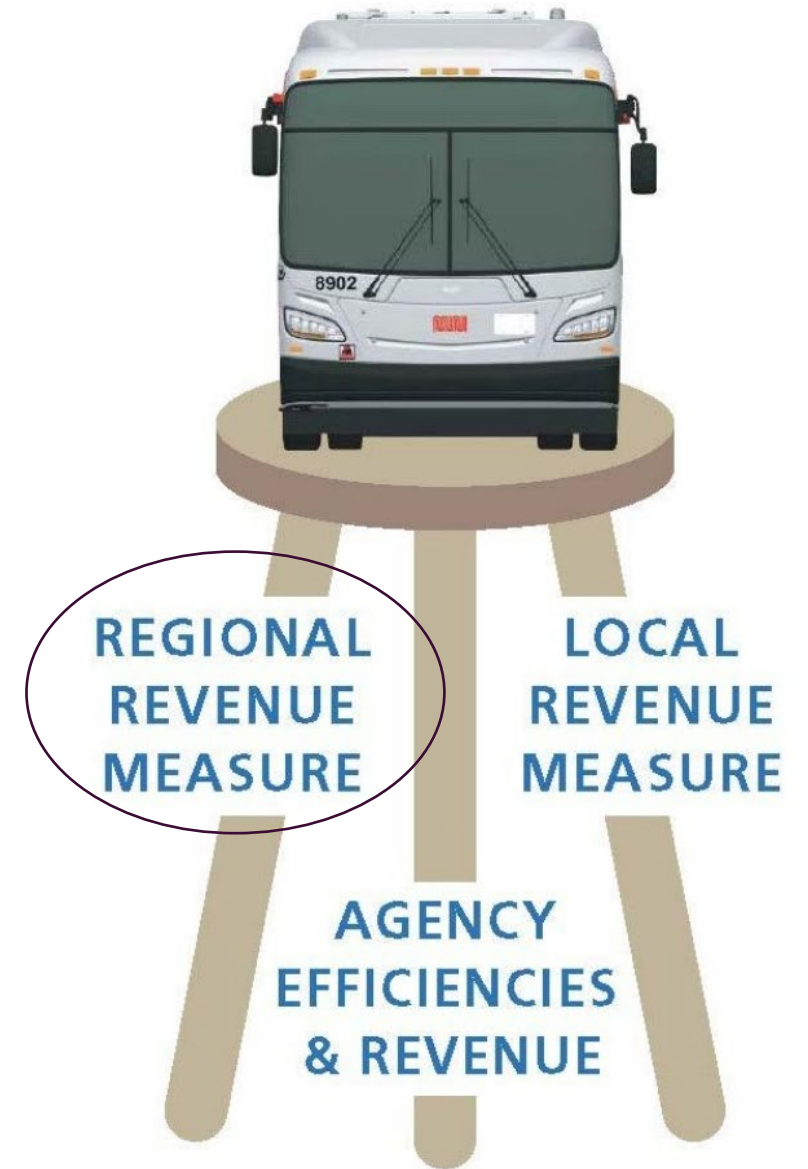


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Regional Transit Measure (RTM)



The Connect Bay Area Act authorizes a regional sales tax to be placed on the Nov. 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. The regional sales tax would fund BART, Muni, Caltrain, AC Transit and other transit systems. Due to the density of transit operating in San Francisco, San Francisco voters will consider a 1% sales tax. Voters in the other counties will consider a 0.5% sales tax.

The Public Transit Revenue Measure District was established in accordance with SB 63 (Wiener) to authorize the placement of a sales tax measure on the ballot.

The District Board voted not to place the measure on the ballot themselves, and instead it is being advanced by a coalition of stakeholders and voters, the Connect Bay Area Transit Committee.

If successful, the regional revenue measure (RTM) will raise about \$1 billion annually for transit agencies in the region.

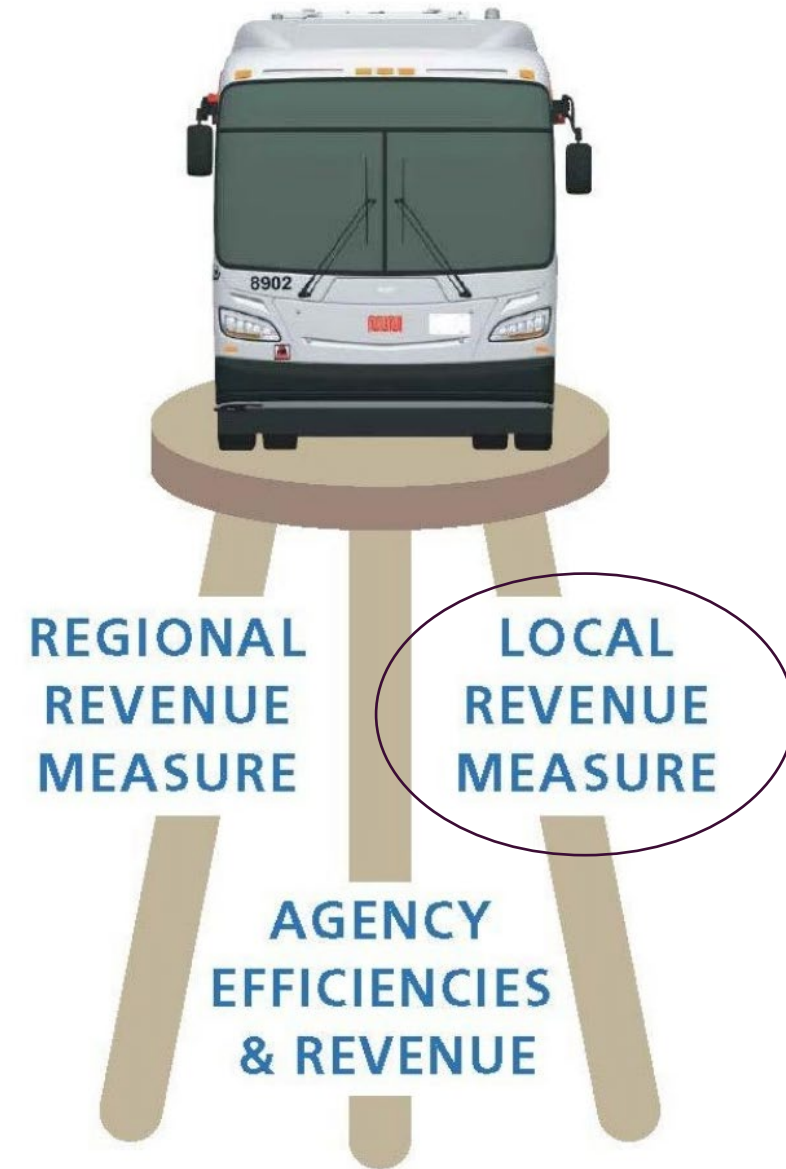
Of this, Muni would receive approximately \$155 million per year

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Proposition H Tax Structure

Category	Square Footage Tiers	Rate
Single Family Residential Parcels (SFR): <i>Parcel Tax = Base Rate + Marginal Rate(s)</i>		
SFR Base Rate: <i>Applies to first 3,000 SF</i>	0 - 3,000 SF	\$129
SFR, Marginal Rate 1: <i>Applies to any building square footage from 3,001 SF to 5,000 SF</i>	3,001 - 5,000 SF	\$0.42 per SF
SFR, Marginal Rate 2: <i>Applies to any building square footage above 5,000 SF</i>	5,001+ SF	\$1.99 per SF
Multifamily Parcels (MF): <i>Parcel Tax = Base Rate + Marginal Rate(s)</i>		
MF Base Rate: <i>Applies to first 5,000 SF</i>	0 - 5,000 SF	\$249
MF, Marginal Rate 1: <i>Applies to any building square footage above 5,000 SF</i>	5,001+ SF	\$0.195 per SF
MF Cap		\$50,000
Non-Residential Parcels (Non-Resi): <i>Parcel Tax = Base Rate + Marginal Rate(s)</i>		
Non-Resi Base Rate: <i>Applies to first 5,000 SF</i>	0 - 5,000 SF	\$799
Non-Resi Marginal, Rate 1: <i>Applies to any building square footage from 5,001 SF to 50,000 SF</i>	5,001 - 50,000 SF	\$0.76 per SF
Non-Resi Marginal, Rate 2: <i>Applies to any building square footage from 50,001 SF to 250,000 SF</i>	50,001 - 250,000 SF	\$0.84 per SF
Non-Resi Marginal, Rate 3: <i>Applies to any building square footage over 250,000 SF</i>	250,001+ SF	\$0.99 per SF
Non-Resi Cap		\$400,000

If successful, the local measure (Proposition H) will raise about \$150 million annually for existing transit operations, plus approximately \$10 million for service quality improvements.



Public Comment

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Next Meeting

January 2027

Community Congress October
2026



[Community Congress October 2026 – Fill out form](#)