



## Autumn Looijen - *Ride the Vote!*

### 2024 San Francisco Board of Supervisors candidate questionnaire

**1. What office are you running for?**

Board of Supervisors, District 5

**2. What is your name?**

Autumn Looijen

**3. Do you have a section on your website about public transit, transportation, or mobility? If so, please provide a link.**

No

**4. How do you usually get around San Francisco? Please tell us when and why you use cars, trains, Muni buses, bikes, walking, wheelchairs, or any other mode you frequently use for transportation.**

I usually use the bus. The 6/7/24 buses pass right by my home and are very convenient for getting to almost every part of D5.

If it's close, I walk. If I'm short on time, I use Lyft. I also have a car because I share custody with my ex in the south bay.

**5. How often do you ride public transit?**

Every day, usually more than once a day.

**6. If elected, what would be your top transportation priorities? This can include priorities related to public transit, active transportation, driving, or any other mode of transportation.**

Muni is facing a huge financial crunch (as is BART). My top priority would be finding funding for Muni, and preserving reliable public transit to every corner of our city, so we support the low- and moderate-income families who rely on our buses for their daily lives.

7. San Francisco's [Transit First Policy](#) applies to all officers, boards, commissions, and departments of the city and county, and states that within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile. Do you support the principles laid out in the full Transit First Policy? If so, how will you use your position to advance the policy?

Yes. I lived in the Netherlands for a summer so I know what good bike / pedestrian infrastructure feels like.

Personally, although I own an automobile, I almost always take Muni. It's cheap, reliable, and I don't have to find parking at the other side.

As we're facing budget cuts, I will make sure our transit system remains quick and reliable so we don't lose riders. I also support Page slow streets & the bike lane south of the Panhandle so bike riders have efficient routes to get around the city. (We also need to look at the bike route from JFK drive onto the panhandle, as that intersection can be harrowing.)

8. What role do you think law enforcement, fare enforcement, community ambassadors, and private security should play, if any, in patrolling transit? What should Muni do to improve safety and the sense of safety for riders?

I'm a strong supporter of fare enforcement. When other people see folks not paying for the bus, they feel like chumps and stop paying as well... and then we lose the funding we need to keep our buses fast and reliable.

Community ambassadors can help when passengers cause problems on the bus, with police as backup in case of serious issues.

Together this approach will restore riders' sense of safety and bring more people back to the bus.

9. Muni is facing a budget deficit of up to \$322m starting in 2026. How would you work towards financial stability for Muni? What new revenue sources should be on (or off) the table? How should the City address the deficit if funding from other levels of government do

not materialize? If new sources of funding are not found, what kinds of SFMTA cuts would you support or oppose?

I'd start with a special election for a sales tax or bond measure, combined with an audit of Muni to find places we can cut back or delay projects. With that display of fiscal responsibility, we should be able to secure state funding to help with the deficit.

I am not in favor of cutting a single bus line, but I would slow down construction of infrastructure projects like the Valencia bike lane. We're seeing serious deficits not just at Muni but in the city budget as a whole -- and until we attract new businesses back to downtown, we will need to tighten our belts somewhere. I'd like to make do with what we have, without putting an additional burden on low- and moderate-income households who rely on the bus.

10. Since the pandemic, different Bay Area transit agencies have adopted a variety of fare policies to help recover ridership and revenue. This year, [Muni approved](#) a 14% fare increase for most of its riders. On the other hand, San Francisco Bay Ferry [lowered fares](#), and has seen ridership grow quickly as a result. Petaluma Transit also expects to see [large increases in ridership](#) since using the city's general fund money to make fares free this year

Currently, only about [8%](#) of Muni's total revenue comes from fares.

What role should fares and fare increases play in the future of Muni? Do you support raising fares to balance Muni's budget and keep up with the cost of inflation, or should Muni consider lowering or freezing fares to grow ridership? If you support raising fares, how should Muni address equity concerns for low-income riders, most of whom are not enrolled in Muni's Lifeline discount program? If you support fare-free public transportation or fare freezes, what alternative funding sources do you support?

I support modest fare increases to keep up with inflation to balance the budget, along with fare enforcement and removing the discount for clipper cards. I'd promote the Lifeline discount program inside the bus, on unsold advertising space, and I'd also make sure that we're charging market rates on bus advertisements.

11. How should San Francisco work toward equitable access to public transit for all people, no matter their race, gender, abilities, neighborhood, income, or other characteristics? Do you support or oppose any local or regional transportation projects or policies because of the effect they will have on equitable transit access?

The Lifeline program is a great start -- and I'd like to include information about that program when people sign up for Medi-Cal.

The Fillmore is very concerned about the Biking & Rolling plan, as their community does not traditionally ride bikes. They worry that the bike lanes will mostly be used by people from other neighborhoods cutting through, rather than benefiting people in the community. I'd support a very slow rollout there, safe bike storage at apartment buildings and grocery stores, and a program in the local schools to teach bike riding.

**12. A [1993 ballot measure](#) made it official city policy that all elected city officials must ride Muni or other public transit to work at least twice a week. If elected, how closely will you abide by this policy?**

I currently ride Muni every day, and would plan to do that at city hall.

**13. San Franciscans have strongly supported SFMTA's independence from the city's electoral politics in two separate elections over the past several decades, including Prop E in 1999 and Prop A in 2007. What are your positions on SFMTA's independence from the Board of Supervisors and the Mayor's office? How would you make SFMTA more accountable to San Franciscans?**

I'm in favor of SFMTA's independence. To make it more accountable, I'd require more transparency, and an audit to be sure that money is being spent wisely.

**14. Transit-only lanes provide faster and more reliable service. They prevent buses from being stuck in traffic and save money that can be reinvested in additional transit service. If elected, would you work to expedite the creation of new transit-only lanes in San Francisco? What streets in your district would you prioritize for transit-only lanes and other needed transit improvements?**

Definitely open to transit-only lanes -- I enjoy the ones on Haight & Divis.

I'd look to improve safety on the Wiggle and very open to suggestions for transit-only lanes on other streets. I don't have a list, as I believe our finding problems will preclude these sorts of construction projects for the next few years.

**15. Did you support [Proposition A \(2022\)](#), which would have authorized up to \$400m in general obligation bonds to support SF transportation infrastructure projects?**

yes

**16. Did you support [Proposition I \(2022\)](#), which would have reopened the Great Highway to cars at all times, and reopened JFK Promenade to cars on weekdays?**

no

17. Did you support [Proposition J \(2022\)](#) which codified a permanent car-free JFK Promenade?

yes

18. Did you support [Proposition L \(2022\)](#), which approved a new 2022 Transportation Expenditure Plan and extended an existing half-cent sales tax for transportation for 30 years to fund the plan?

yes

19. Did you support [SB 1031 \(2024; Wiener, Wahab\)](#), the authorizing legislation for a regional transportation funding measure?

yes

20. Do you support this year's [Proposition L \(Fund the Bus\)](#), which will tax ride-hail companies to generate up to \$30 million annually for transit in San Francisco?

no -- It makes the tax code too complex; I would support special election for a sales tax measure instead. Prop L is also likely to be preempted by Prop M.

21. Do you support this year's [Proposition K \(Ocean Beach Park\)](#), which will create a new park by permanently closing the Upper Great Highway between Lincoln Way and Sloat Boulevard to cars?

no -- There's an existing agreement with the Richmond & Sunset communities that was developed with a lot of thought and public input, and they are the most affected by any changes. I don't support overriding any community's agreement without a very good reason, and I will fight to preserve any agreements my own neighborhoods have with the city.

22. District 5 residents rely on Muni routes 31-Balboa and 21-Hayes, which both connect the Tenderloin to other communities on the west side of the district and beyond. Neither of these routes have yet returned to pre-pandemic ridership levels, and the 21 currently has the lowest ridership recovery out of all of Muni's active lines. Will you work to keep the 31 and 21 running in the face of Muni's budget deficit? If so, how?

Yes; I will take all measures to preserve every bus line. I'd like those lines to be staffed with community ambassadors to help people feel safe so ridership recovers.

23. Masonic Street, Divisadero, and most of the Tenderloin are all part of San Francisco's [High Injury Network](#) – the 12 percent of city streets where 68 percent of severe and fatal traffic

injuries occur. For transit riders, accessibility and pedestrian safety are concerns when traveling to and waiting at bus stops. How will you work to help people have safe access to, from, and at bus stops, especially in areas on the High Injury Network?

Part of the solution is traffic enforcement, focusing on the five primary causes of collisions. I'd be open to expanding "no right turn on red" in all of these districts, and making sure our crosswalks are safe -- including adding flashing lights in places where cars tend to ignore the crosswalks.

*Note: This Ride the Vote! questionnaire is provided to the public for informational purposes only and does not imply endorsement by San Francisco Transit Riders. San Francisco Transit Riders does not endorse electoral candidates. Responses to this questionnaire are presented as submitted by the candidate unless otherwise noted.*



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