



Danny Sauter - *Ride the Vote!*

2024 San Francisco Board of Supervisors candidate questionnaire

1. What office are you running for?

Board of Supervisors, District 3

2. What is your name?

Danny Sauter

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

<https://www.dannyd3.com/issues>

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 get around San Francisco through a mix of Muni, walking, and biking. I do not own a car.

5. How often do you ride public transit?

Every day, usually multiple times 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.

As Supervisor, I will work to:

- Add protected bike lanes: It needs to be safer to get around San Francisco by bicycle.
- Expand BRT and Transit lanes: These lanes work, and they can be done quickly and at minimal cost
- Secure funding to extend the Central Subway: This is a transformative project that will help restore Fisherman's Wharf and connect all of our eastern neighborhoods

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 support this policy. Unfortunately it is too often not followed. I would look at decisions on budget, legislation, and land-use through a transit-first policy to make sure we truly are supporting public transit in action and not in name only.

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?

Safety, and perceived safety, are one of the barriers holding people back from riding public transportation. We need to take this concern seriously. We can make our transit system safer for operators and riders through a mix of law enforcement, fare enforcement, and community ambassadors. We should do so with individuals who are thoroughly trained, focused on de-escalation, and ready to be ambassadors for our city and transit system.

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 believe we need to look at all possible funding sources to save Muni and our regional transit system from dire cuts to service. I'm prepared to lead on this at a local level and will work with state and federal partners to keep our systems running.

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 targeted programs such as Free Muni for Youth and Muni Lifeline to make our transit system more affordable to more residents. I believe the revenue we collect from fares has an important role to play in funding and growing our system. All studies have show potential riders want Muni to be faster, safer, and more reliable as their top priority (as opposed to fare costs). However, I do support pilots of free Muni and continued exploration of how we can make our public transit system more attractive and accessible to ride.

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?

We need to keep access and equity at the forefront of our transit decisions. In particular, I will push for more funding and accelerated timelines for elevator repairs. The conditions of our stations for those with mobility concerns or new parents with strollers is simply unacceptable. This extends to making our stations cleaner, safer, and more well-lit. We also need to have better signage in priority languages, particularly Chinese in District 3.

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 believe we should elect people who ride public transit into office. I ride Muni daily and will highlight other elected officials who do so too as a way to encourage our elected leaders to actually follow this guidance.

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 will work to find a balance of making SFMTA accountable to our city and free of political interference. We can improve our agency to make it more accountable, agile, and responsive.

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?

Yes, until we build more subways we need to use quicker approaches like Transit Only Lanes and BRTs. I believe we need more Transit Only lanes along key corridors in District 3, particularly a new north-south connector and east-west connector. Our buses are too slow. We've seen from the success of Van Ness that more people ride the buses when they are fast.

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?

YES

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?

YES

22. Do you support expanding the Central Subway to serve more San Francisco communities? Why or why not? If you support an extension, to where should it be extended, and how will you help make that happen?

Yes. I have been a vocal champion of this. I have been active for years as a leader of SF NexTStop, the grassroots organization focused on the extension. I also have called for the purchase of a vacant property in North Beach for housing + Central Subway station: https://www.sfexaminer.com/forum/burned-down-north-beach-building-should-be-housing-subway/article_b5a159aa-bc7f-11ee-8806-0fb3f704b518.html

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.



San Francisco Transit Riders is the city's member-supported, grassroots, nonprofit advocate for excellent, affordable, and growing public transit. We believe that empowering everyday transit riders to speak up for rider-first policies will bring us the world-class transit system we need for a livable, sustainable, and accessible San Francisco.

www.sftransitriders.org

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