



Eduard Navarro - *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?

Eduard Navarro

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

Yes, I do!

<https://www.navarro.vote/discover#Transit>

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 typically get around San Francisco using a combination of public transportation, walking, and biking. Muni buses and trains are my go-to modes for their accessibility and coverage across the city. I value the efficiency of public transit and appreciate how it allows me to engage with the community directly. Walking is another frequent choice for me, especially for shorter trips or when I want to immerse myself in the neighborhood's atmosphere.

Biking is my preferred mode when I need to move quickly between appointments or just want to enjoy the city's outdoor spaces. I don't own a car, so I prioritize

sustainable, convenient, and active transportation options that align with my commitment to reducing environmental impact and promoting healthy living in San Francisco.

5. How often do you ride public transit?

I ride public transit regularly, typically several times a week. Public transportation is a central part of how I get around the city, whether it's for meetings, community events, or just running errands. I rely on Muni buses and trains for their convenience and ability to connect me with different neighborhoods across San Francisco. My frequent use of public transit keeps me in touch with the daily experiences and challenges faced by fellow riders, informing my perspective on how we can improve the system for everyone.

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.

If elected, my top transportation priorities will focus on efficiency, equity, and sustainability:

1. Enhancing Public Transit

Improve Muni Reliability: Invest in infrastructure upgrades and expand Bus Rapid Transit (BRT) routes.

Expand Transit-Only Lanes: Prioritize new lanes on key corridors like Stockton Street and Columbus Avenue to speed up bus service.

2. Promoting Active Transportation

Safe Bike Lanes: Expand protected bike lanes and pedestrian-friendly streets.

Improve Walkability: Enhance pedestrian safety with better crosswalks and traffic calming.

3. Equitable Access

Affordable Transit: Expand access to discounted fares for low-income residents, seniors, and people with disabilities.

Transit Equity: Improve service in underserved neighborhoods.

4. Sustainability

Support Electric Vehicles: Transition to electric buses and promote EV infrastructure.

Reduce Car Dependency: Support policies like congestion pricing and car-free zones.

5. Vision Zero

Traffic Safety: Champion Vision Zero to eliminate traffic fatalities through safer street designs and enforcement.

These priorities aim to create a more efficient, equitable, and sustainable transportation system for all San Franciscans.

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 fully support the principles of San Francisco's Transit First Policy. This policy is essential for promoting sustainable, efficient, and equitable transportation options throughout the city.

Advancing the Transit First Policy

Expand Public Transit: I will advocate for increased investment in Muni to improve reliability, frequency, and coverage, ensuring that public transit is a convenient and attractive alternative to driving.

Promote Active Transportation: I will support the expansion of safe, connected bike lanes and pedestrian-friendly infrastructure, making biking and walking more viable for daily commutes.

Reduce Car Dependency: I will push for policies like congestion pricing, car-free zones, and improved transit-only lanes to discourage car use and prioritize transit, biking, and walking.

Integrate Transportation Planning: I will work to ensure that all new developments are transit-oriented, with easy access to public transportation and active transportation infrastructure, aligning with the Transit First Policy.

By focusing on these actions, I will help make public transit, biking, and walking the most attractive and practical ways to get around San Francisco, fully supporting the Transit First Policy.

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?

Creating a safe and welcoming environment on public transit is crucial. A balanced approach involving law enforcement, fare enforcement, community ambassadors, and private security can help achieve this.

Roles in Patrolling Transit

Law Enforcement: Limited to serious incidents, with a focus on de-escalation and respectful interaction.

Fare Enforcement: Should be fair and educational, connecting riders to fare assistance programs rather than relying on punitive measures.

Community Ambassadors: Key in enhancing safety and helping riders, creating a welcoming atmosphere and deterring minor conflicts.

Private Security: Used selectively in high-risk areas or late-night services, supporting public safety efforts transparently.

Improving Safety

Better Lighting and Visibility: Improved lighting at stops and stations to make riders feel safer, especially at night.

Design Enhancements: Install more cameras and improve station layouts to deter crime and boost security.

Increased Staffing: More visible staff during peak times and late hours to reassure riders and respond quickly to issues.

Community Engagement: Regular feedback and collaboration with communities to address safety concerns.

Inclusive Safety Policies: Ensure safety efforts protect all riders without profiling or discrimination.

This approach balances security and inclusivity, making Muni safer and more inviting for everyone.

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?

To address Muni's projected \$322 million deficit, I would focus on securing new revenue sources, enhancing efficiency, and making strategic budget adjustments:

New Revenue Sources

Congestion Pricing: Implement in high-traffic areas to generate revenue for Muni.

Transportation Utility Fees: Levy fees on large employers who benefit from Muni services, ensuring they contribute to the system.

Tourism Taxes: Increase taxes on hotels and tourist attractions, directing these funds to transit improvements.

Public-Private Partnerships: Explore opportunities for development and advertising revenue to support Muni.

Efficiency and Strategic Cuts

Efficiency Improvements: Invest in technology to optimize routes and reduce operational costs. Expand Bus Rapid Transit (BRT) as a cost-effective alternative to rail.

Cuts to Oppose: I would oppose cuts that reduce service frequency or eliminate routes in underserved areas, as well as cuts to wages for front-line workers, as these would undermine service quality and accessibility.

Cuts to Support: I would support reducing non-essential administrative costs and pausing or scaling back non-critical capital projects to preserve funding for core services.

By focusing on new revenue sources, increasing operational efficiency, and making thoughtful budget adjustments, we can stabilize Muni's finances while maintaining a reliable and equitable transit system for all San Franciscans.

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?

Given that fares currently account for only about 8% of Muni's total revenue, I believe that fare increases should not be the primary strategy for balancing the budget. Instead, Muni should focus on policies that encourage ridership growth, which can lead to a more sustainable and robust transit system.

Role of Fares in Muni's Future

Freezing or Lowering Fares: I support freezing or even lowering fares to grow ridership, similar to the approach taken by the San Francisco Bay Ferry and Petaluma Transit. Increased ridership can generate more fare revenue overall and make Muni a more attractive alternative to driving.

Equity Concerns: If fare increases are necessary, Muni must address equity concerns by expanding access to the Lifeline discount program and considering fare-capping or sliding scale fare systems based on income. This ensures that low-income riders are not disproportionately burdened.

Alternative Funding Sources

To support fare-free public transportation or fare freezes, Muni should explore the following alternative funding sources:

Congestion Pricing: Implement congestion pricing in high-traffic areas, with revenue directed to Muni operations.

Public-Private Partnerships: Partner with businesses and developers to generate revenue through advertising, station naming rights, and transit-oriented development.

Transportation Utility Fees: Charge large employers who benefit from Muni services, ensuring they contribute to the system's funding.

State and Federal Grants: Aggressively pursue state and federal funding, especially for sustainability and infrastructure projects.

Fares should not be the main tool for balancing Muni's budget, especially when doing so could reduce ridership and impact low-income residents. By focusing on growing ridership and exploring alternative funding sources, Muni can achieve financial stability while keeping transit accessible and equitable for all San Franciscans.

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?

San Francisco must ensure equitable access to public transit for all residents, regardless of race, gender, abilities, neighborhood, or income. Here's how:

Strategies for Equitable Access

Improve Service in Underserved Areas: Expand and increase frequency in lower-income and minority neighborhoods, ensuring direct access to jobs, healthcare, and education.

Make Transit Affordable: Expand programs like the Muni Lifeline Pass and explore fare-capping to keep transit affordable for frequent and low-income riders.

Invest in Inclusive Infrastructure: Ensure all transit vehicles and stations are fully ADA-compliant, with safer, more accessible stops and sidewalks.

Enhance Safety: Increase community ambassadors and improve lighting to make transit safer for vulnerable populations, such as women and LGBTQIA+ individuals.

Engage Communities: Involve residents, especially from marginalized groups, in transit planning to ensure their needs are met.

Support or Opposition to Projects

Support: I support projects that expand access in underserved areas, like BRT routes and Central Subway extensions.

Oppose: I oppose projects that divert resources away from low-income neighborhoods to benefit wealthier areas.

I am committed to advancing policies and projects that ensure equitable access to public transit for all San Franciscans, supporting initiatives that enhance service and affordability in underserved communities while opposing those that would increase transit inequities.

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?

If elected, I will fully commit to abiding by the policy that requires elected city officials to ride Muni or other public transit at least twice a week. As someone who already relies on public transportation regularly, this aligns with my personal habits and my belief in the importance of experiencing the transit system firsthand. Riding Muni regularly will help me stay connected to the everyday realities faced by San Francisco residents and ensure that I am making informed decisions that reflect the needs and challenges of our community.

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 support SFMTA's independence from the city's electoral politics, as established by Prop E in 1999 and Prop A in 2007. This independence allows for more consistent, long-term planning based on expertise and the needs of the transit system, rather than short-term political pressures.

Maintaining Independence and Enhancing Accountability

Independence: SFMTA's operational autonomy is crucial for effective transportation planning and decision-making. It ensures that transit policies are guided by professional expertise rather than political interests.

Accountability Measures:

Community Engagement: Strengthen community engagement by holding regular town halls and ensuring that residents' voices are heard and reflected in SFMTA's decisions.

Performance Metrics: Implement clear performance metrics and regularly publish them to track service reliability, safety, and financial management.

Oversight and Reporting: Establish a public oversight committee to review SFMTA's performance and decisions, ensuring transparency and accountability without compromising its independence.

Collaboration with the Board of Supervisors: Regular reporting to the Board of Supervisors can ensure alignment with broader city goals while respecting SFMTA's operational autonomy.

SFMTA's independence is essential for effective transit management, but it must be balanced with strong accountability measures. By enhancing transparency, engaging the community, and ensuring regular oversight, we can maintain SFMTA's independence while making it more responsive to the needs of all San Franciscans.

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, I would work to expedite the creation of new transit-only lanes in San Francisco. Transit-only lanes are crucial for improving the speed and reliability of public transportation, which encourages more people to use transit and helps reduce traffic congestion.

Priority Streets for Transit-Only Lanes in District 3

Stockton Street: This busy corridor serves key routes like the 30 Stockton and frequently experiences congestion. Implementing transit-only lanes here would significantly improve bus speeds, especially through Chinatown.

Columbus Avenue: Serving multiple Muni lines, Columbus Avenue often faces heavy traffic. Transit-only lanes would help ensure timely service for buses connecting North Beach to downtown.

Geary Boulevard (Lower Nob Hill Section): As part of the ongoing Bus Rapid Transit (BRT) project, extending transit-only lanes through this section would enhance service reliability for the 38 Geary, a crucial route for the district.

Broadway: Adding transit-only lanes on Broadway, a major east-west connector, would reduce delays for buses like the 12 Folsom/Pacific, improving service efficiency.

Expanding transit-only lanes in these key areas of District 3 would enhance public transit reliability, reduce congestion, and encourage more residents to choose transit over driving. I am committed to pushing these improvements forward to create a more efficient and sustainable transportation network for San Francisco.

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, I supported Proposition A (2022), which would have authorized up to \$400 million in general obligation bonds to support San Francisco transportation infrastructure projects. Investing in our transportation infrastructure is essential for maintaining and improving the services that many San Franciscans rely on daily.

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, I did not support Proposition I (2022).

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

Yes, I supported Proposition J (2022), which codified a permanent car-free JFK Promenade.

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, I supported Proposition L (2022), which extended the existing half-cent sales tax for transportation to fund the new 2022 Transportation Expenditure Plan.

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

Yes, I supported SB 1031 (2024; Wiener, Wahab), the authorizing legislation for a regional transportation funding measure.

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, I 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.

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, I 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.

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 support expanding the Central Subway to serve more San Francisco communities. Expanding the subway enhances connectivity, reduces traffic congestion, and supports economic development, particularly in underserved areas.

Potential Extensions

Fisherman's Wharf and the Marina: Extending north to these tourist-heavy areas would ease congestion and improve transit options.

Western Neighborhoods: Extending west to the Richmond and Sunset Districts would provide much-needed rapid transit, reducing commute times.

Mission Bay and Potrero Hill: Expanding south to Mission Bay and Potrero Hill would connect growing neighborhoods with the rest of the city.

Making It Happen

Building Support: I will work to build broad-based support by engaging community leaders, businesses, and transit advocates to demonstrate the widespread benefits of the expansion.

Securing Funding: I will prioritize securing funding from federal, state, and local sources, including transportation grants, public-private partnerships, and potential ballot measures.

Collaboration: Close collaboration with SFMTA and regional transit agencies will be essential. I will advocate for a transparent and inclusive planning process that reflects community input and aligns with broader transit goals.

Community Engagement: I will ensure continuous community engagement throughout the planning and implementation process, incorporating residents' feedback to make the expansion meet local needs effectively.

Expanding the Central Subway is key to creating a more connected, sustainable San Francisco, and I am committed to making it a reality.

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

[Donate to SFTR to support more projects like this one!](#)

Follow us @SFTRU: [Twitter](#), [Facebook](#), [Instagram](#), [LinkedIn](#)