



## Jaime Gutierrez - *Ride the Vote!*

### 2024 San Francisco Board of Supervisors candidate questionnaire

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

Board of Supervisors, District 9

**2. What is your name?**

Jaime Gutierrez

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

No we do not.

**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 ride my bike daily, ride the bus and take Bart. . I walk miles in my own neighborhood in the Mission as well as Portola, Bernal Heights, St, Mary's Park, Noe Valley, The Castro, Lower Haight, Upper Haight, North Beach, Richmond District, and Sunset. I used to go daily to Fort Funston with my dog in my own car.

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

I ride MUNI twice a week and Bart a couple of times monthly.

**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.**

I really want to have bathrooms at every bus terminal in the city for operators. Furthermore quiet places where they may go during their splits where they can have time for themselves. I'd like to reimagine streets so that cars could obtain maximum parking. Ideally we need to create better infrastructure for electric cars.

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?**

I do support the principles insofar as wanting to reduce the carbon footprint as much as possible for the city but ultimately people should be able to exercise their option to drive. Not being able to drive to a small business to pick up items that are too big to carry on public transportation will force consumers to go to other places to make their purchases and will ultimately kill the small businesses that rely on having their customers purchase from them.

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?**

The presence of law enforcement, ambassadors and or private security is important because it allows people to feel that someone is watching over them and that they don't have to fear for their safety. If public transportation continues to feel unsafe then people are going to prefer being in their cars or driving further out of the neighborhood or city to do their shopping.

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?**

There are other areas in the budget that can be drawn from when it comes to transportation. The airports budget or where they and other entities get their supplies, wood for example could be cut and priorities for certain projects could be put off such as building a new airport lounge or possibly looking at the budgets for nonprofits and their top heavy managerial staff. There are a lot of redundant organizations or committees that are doing the same job that may be fleecing the city. MUNI should

consider getting into the clothing business and capitalize on the iconic MUNI worm design to sell hats, t-shirts, scarves and ugly christmas sweaters.

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 firmly believe that if Muni could see itself cutting its fares in half especially when it comes to the monthly passes they would see an immediate increase in ridership. They may also consider making fares for children up until the age of 18 free. That way the buses would be the preferred way to get across town. Doing so would immediately impact riders and reduce traffic because people may return riding the bus because they are actually saving money. In some of the transit hubs they may consider having mobile cleaners posted there to go through the bus and make sure that cleanliness becomes the standard as much as possible. This promotes a more pleasant overall riding experience.

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?

Most Muni lines and buses are available to everybody that wants to use them. The only time I see it as not being accessible is when the buses are so full that elderly or ADA riders can not get on or get a seat. Surveying and adjusting frequency of service on certain lines could help alleviate that.

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 abide by this policy already, and encourage every city official to absolutely abide by it.

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?

The SFMTA, like the board of supervisors, should be transparent in its meetings or minutes. They should include all stakeholders in their meetings when they are going to spend more than \$100,000 on any project. They should really look at the impact that any project will have on its residents, small business, and any interested party no matter how big or small. When major projects come up the process should be held up until 95% of the stakeholders are satisfied. To just spring a bright idea overnight on a neighborhood or district seems difficult to digest. We have blatant examples of that on the city table currently,

[sic]

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?

I firmly believe that Mission Street is in dire need of revitalization and that making a red carpet on it has actually done more harm than good. This was once a business corridor that had many stores on it. That is not the case anymore. I would possibly keep the transit lane but make it a one way street to go outbound and inbound using South Van Ness / Howard all the way downtown. The bike lanes would be on Folsom Street Inbound and outbound and the walking streets and two way car streets would be Valencia and Harrison.

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?

Yes

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

No

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?

No

22. If elected, how would you balance the needs of District 9's drivers and transit riders, especially when it relates to parking? How would you work with the SFMTA to lift the voices of District 9 residents who rely on public transit?

I would fight to give voice to the people who depend on transit the most by lobbying to cut fares in half and only increase the fares by no more than 10 cents over the course of every five years. Monthly passes should only go up by \$5 every five years as well. I'd attempt to create one way streets so that transit and cars can move more efficiently through the city and on certain streets that have small businesses I'd require

more parking so people can actually stop and shop for items that they can not carry on the buses.

*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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