



Jen Nossokoff - *Ride the Vote!*

2024 San Francisco Board of Supervisors candidate questionnaire

1. What office are you running for?

Board of Supervisors, District 1

2. What is your name?

Jen Nossokoff

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

<https://www.jennossokoff.com/platform>

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 currently use a mix of transportation modes in San Francisco. Walking and biking are my primary ways to get around, especially for shorter trips with my children. We all enjoy biking, and I'm currently renting an e-bike through Friiway from New Wheel to evaluate which one to purchase—it's my kids' favorite way to travel. For longer trips, I occasionally use our family car, a Chevy Equinox, but I rely on Muni for most of my city commutes. This approach balances sustainability with convenience for my family's needs.

5. How often do you ride public transit?

I ride public transit as often as I need to travel farther than I can walk or bike. This means I regularly use Muni for trips across the city, especially when I'm heading to meetings or community events that aren't easily accessible by foot or bike. Public transit is a crucial part of my daily routine and allows me to move around the city efficiently while reducing my reliance on cars.

- 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 would include enhancing the reliability and frequency of Muni services, expanding bike lanes and pedestrian-friendly infrastructure, and promoting safer streets for all users. I would focus on increasing funding for public transit to prevent service cuts and support a fare-free system for youth and low-income riders. Additionally, I'm committed to implementing more protected bike lanes and improving curb management to ensure safer, more accessible streets for cyclists, pedestrians, and those with disabilities. Reducing car dependency and improving public transit are essential for a sustainable and equitable San Francisco.

- 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?**

Living in San Francisco, I've experienced firsthand the benefits of a transit-first approach, and I'm deeply committed to making it the foundation of our city's future. I believe in a bold, holistic approach to traffic planning that prioritizes public transit, biking, and walking as the primary modes of transportation. My goal is to ensure these options are not just viable but the preferred choices for everyone. Through thoughtful planning and strategic investments, I'll work to make our streets safer and our transportation system more efficient for all.

- 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?**

Law enforcement, fare enforcement, community ambassadors, and private security each have distinct roles to play in ensuring the safety and security of transit riders. Law enforcement should focus on serious crimes and emergencies, while fare enforcement

ensures compliance without unnecessary escalation. Community ambassadors can enhance the sense of safety by providing a visible, approachable presence and offering assistance to riders. Private security could be utilized in high-traffic areas to deter crime. Muni should also invest in better lighting, cameras, and regular maintenance to improve the overall safety and comfort of its 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?

To achieve financial stability for Muni, I would prioritize securing funding from government sources, including federal and state levels, as the primary strategy. Additionally, I would engage the private sector through innovative partnerships and targeted taxes, such as on ride-hailing services. While individuals contribute through fares and local taxes, they should not be the primary funding source. If external funding falls short, I would oppose cuts to essential services and instead focus on administrative efficiencies and improving operational effectiveness within SFMTA.

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?

Fares should play a strategic, but not primary, role in Muni's future. Given that only about 8% of Muni's revenue comes from fares, I do not support raising fares as a primary method to balance the budget, as it could deter ridership, particularly among low-income residents. Instead, I would advocate for freezing or even lowering fares to boost ridership, similar to the successful approaches seen in other Bay Area transit

systems. To compensate, I would prioritize alternative funding sources like increased government funding, partnerships with the private sector, and targeted taxes on ride-hailing services. Additionally, expanding access to discount programs like Muni's Lifeline would address equity concerns and ensure that the system remains accessible to all residents.

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 by focusing on inclusive planning, expanding affordable options, and enhancing services in underserved neighborhoods. This involves:

Implementing fare-free zones: Create areas where transit is free, especially in low-income neighborhoods, to increase access.

Expanding transit services in underserved areas: Ensure frequent and reliable service in neighborhoods that have historically lacked access.

Improving safety on transit: Increase the presence of community ambassadors to make transit safer for all riders, particularly women and marginalized groups.

Accessible infrastructure: Invest in ramps, elevators, and other facilities to improve accessibility for people with disabilities.

Culturally relevant outreach: Conduct targeted outreach in multiple languages to ensure all communities are aware of and can access transit services.

Gender-sensitive planning: Design transit systems and schedules that consider the safety and convenience needs of women and gender minorities.

Increased frequency during off-peak hours: Ensure that all neighborhoods have access to frequent transit service, even outside of traditional peak hours.

Incentivizing sustainable transportation: Promote biking and walking with safe pathways and secure bike parking to complement public transit access.

Inclusive planning processes: Involve diverse communities in transit planning to ensure that policies reflect the needs of all users.

Equity-focused transit investments: Prioritize funding for projects that specifically address the needs of low-income and minority communities.

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 absolutely follow the policy requiring elected officials to ride Muni or other public transit at least twice a week. This is not only a policy I support, but it's also easily accomplishable for me, as I already rely on public transit regularly. By using Muni, I can stay connected to the daily experiences of my constituents and ensure that my advocacy for better transportation is informed by firsthand experience.

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?

SFMTA's independence is crucial for maintaining an efficient and forward-looking transit system in San Francisco, as it allows the agency to make decisions without political interference. However, it's equally important to enhance accountability to ensure the agency remains responsive to the needs of San Franciscans. I support regular public reporting, strengthened community engagement, and mechanisms for the Board of Supervisors to provide input on key decisions. These measures would maintain SFMTA's autonomy while ensuring it aligns closely with the community's interests and priorities.

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?

Absolutely. I would work to expedite the creation of new transit-only lanes in San Francisco to improve the speed and reliability of our bus services. In my district, I would prioritize Fulton Street for a transit-only lane to enhance the efficiency of public transit in the area. For more details on my support for transit improvements, including

the Geary Improvement Project, you can read my full commentary here:

<https://richmondsunsetnews.com/2023/08/11/commentary-jen-nossokoff-2/>

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?

Hard No

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

Yes, both as a volunteer and donor

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, I have formally endorsed this measure

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 have formally endorsed this measure (and am the only D1 candidate to support it)

22. The [Geary Boulevard Improvement Project](#) was approved and implemented by the SFMTA last year. The project added transit and safety improvements to the western part of the

Geary corridor at the expense of some curb parking spaces. Did you support this project as approved by the SFMTA? Why or why not?

Yes, I supported the Geary Boulevard Improvement Project as approved by the SFMTA. The project's implementation of transit-only lanes, or "Red Carpet Lanes," and safety enhancements were necessary to improve bus service efficiency and reduce congestion, even if it required the sacrifice of some curb parking spaces. My firsthand experience riding the 38-Geary bus and speaking with drivers reinforced my belief in the benefits of these changes. I believe this project is a forward-thinking solution that balances the needs of transit users with minimal impact on parking. For more details on my perspective, you can read my full commentary here:

<https://richmondsunsetnews.com/2023/08/11/commentary-jen-nossokoff-2/>

23. Do you think the City should be doing more to improve public transit and encourage transit ridership in San Francisco's western neighborhoods? If so, how can the City better meet those goals?

Yes, the City should absolutely do more to improve public transit and encourage ridership in San Francisco's western neighborhoods, especially the Upper West Side. I strongly support the Geary/19th Subway Project, which would bring a world-class subway to our neighborhood, benefiting small businesses and residents by increasing access and foot traffic. This project would also reduce traffic congestion, parking demands, and emissions, leading to cleaner air and better public health. Alongside strategic long-term planning, we need fast, cost-effective measures to promote commuting by bus, biking, or walking to create a sustainable and accessible transit system for everyone.

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](#)