



Julian Bermudez - *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?

Julian Bermudez

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

<https://www.votelocalsf.com/meettheteam>

Scroll down to "My platform" and all the information is provided there.

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.

If I'm traveling alone, I always take Muni, BART, and CalTrains, and I occasionally ride share depending on where I am and where I'm headed. I drive my grandparents, younger siblings, and cousins in a van or vehicle. When I'm with friends, I make the case for using public transportation or carpooling.

5. How often do you ride public transit?

It is my main form of transportation

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.

My first priority is to promote pedestrian and rider safety while maintaining a steady flow of traffic. Both are feasible; it entails slowing down traffic and expanding bike line infrastructure.

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 principals that are laid out on the policy, and I think it's good where it's at.

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 want to make public transportation free and eliminate fare enforcement. Fare enforcement funds can cover half of a year's free trips in San Francisco. I want to begin expanding our community ambassador program to replace the private security that consumes a significant portion of our city's budget. Community ambassadors can assist law enforcement in understanding circumstances and likely deescalate problems that a law enforcement officer may escalate. Improved safety will make public transit more appealing to riders, due to the collaboration of law enforcement and non-armed intermediates.

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?

A millionaire's tax or a wealth tax that forces the top earners to pay their fair share

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 believe that muni one day will be fare free. I would freeze fares and do more days fare free to test out ridership increases. I do not believe we should increase fares because it would affect low income riders the most.

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?

Creating more lines that connect the west and eastern side of San Francisco.

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've already mapped out the bus routes to City Hall from my house. 49, 9 (the one I intend to use) and BART. If I'm not running errands around the city or carpooling with my family, I'll most likely take the bus to work.

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?

1999 and 2007 were a long time ago, and I believe the feelings have evolved since then. I want the SFMTA to be held accountable and more responsive to the wishes of the people of San Francisco. The SFMTA position in our local government should be elected rather than appointed by the Mayor and Board of Supervisors.

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 do wish there were more lanes that were reserved only for public transportation, particularly on the west side of San Francisco, because I have the impression that I only see them on the eastern side of the city.

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. 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 feel that safety and efficiency are the most important concerns for both drivers and transit riders. Improving public transportation will result in more people using it. Clearing up driving space for those who commute by car, and utilizing this extra space to facilitate speedier passing for both transit and vehicles.

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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