



Matt Haney - *Ride the Vote!*

2024 California State Assembly candidate questionnaire

1. What office are you running for?

State Assembly, District 17

2. What is your name?

Matt Haney

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

No

4. How do you usually get around? 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 don't own a car, so I rely on a mix of public and shared transportation to get around. I frequently walk around the city and use MUNI and BART for city travel, and AMTRAK for longer trips to Sacramento to get to the Capitol. Scooters and walking are my go-to for short distances, and I often carpool or use ride-sharing services when needed. This variety of options helps me stay flexible and reduces my environmental footprint.

5. How often do you ride public transit?

I rely on public transit often since it's my preferred method of transportation while in the city.

6. **If elected, what would your top transportation priorities be? This can include priorities related to public transit, active transportation, driving, or any other mode of transportation.**

Access to reliable, affordable, and efficient transportation should be a fundamental right for all Californians. My district has the highest density of population than any other district in California, and San Francisco is the second-most densely populated city in the United States. I am proud of the transportation infrastructure in San Francisco and how it serves as an emblem as the mass transit epicenter of the Bay Area. Still, I believe transportation can and should be continuously invested in my district and broadly in the State of California.

Expanding transportation options is critical to California's mobility, especially for those in low-income communities that are disproportionately neglected from transportation investments. In addition, safety is the number one priority for pedestrians, cyclists, motorists, and every passenger in transit. I support safe street designs and programs that enhance the safety of people moving, regardless of their mode, and for the people in our communities impacted by them. Finally, as the State of California reinforces its carbon neutrality commitment by 2045, it is important that the future of our transportation is guided by sustainable investments in public transit.

7. **San Francisco's [Transit First Policy](#) 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, both locally and statewide?**

Yes, Transit First Policy is a common sense plan for San Francisco. I support promoting efficient, sustainable transit and expanding reliable mobility options, while also reducing our reliance on automobiles as the first choice mode of transportation.

It is the responsibility of our government at all levels to provide public transportation options that are reliable, convenient and safe. If California is truly committed to our vision zero goals, as well as reducing transportation-related GHG emissions, the state needs to work with locals to find not only grants, but stable and significant funding sources.

I have consistently advocated to obtain grants available from the Federal Department of Transportation to secure funding for transit infrastructure improvements. I also supported the Governor's budget last year which prevented SFMTA from making cuts to service in the short term. What I want to focus on, however, is creating a

sustainable, long-term funding source at the state that isn't conditional on ridership or increasing fare enforcement to a public service.

Access to transit is a public good that should be acknowledged as such – it benefits our city's congestion, our environment, and our people.

8. What role do you think law enforcement, fare enforcement, community ambassadors, and private security should play, if any, in patrolling transit?

The success of our local and regional transit agencies depends on the improvement of ridership. However, in discussions about ridership, the issue of safety must also be addressed. Everyone should feel safe when taking public transportation, but the reality is that safety is a top concern when there are threats of danger and violence occurring at our transit stations. It is reasonable to expect the SFMTA and BART to offer solutions to address public safety. I would support a program of transit ambassadors who come from within our communities and offer their transit expertise to our community. They can serve as a resource to support children and student riders, provide extra care for our seniors and disabled riders, and help visitors navigate our public transit lines. Having transit experts as our ambassadors would help riders not only feel safe but are safe when choosing mass public transit.

9. 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.

Do you view fares and fare increases as a necessary cost to provide quality transit service? When transit agencies raise fares, how should they address equity concerns for low-income riders?

Alternatively, do you support fare freezes or fare-free transit? If so, how should transit agencies make up for lost fare revenue?

It is important that our transit agencies succeed, as they provide a public service to our low-income neighborhoods, seniors, and residents with disabilities. However, a fare increase is neither necessary, nor the expectation, to provide quality transit service. Historically, fare increases have unfairly impacted our low-income communities, especially as there are already fewer public transit options in low-income

neighborhoods. I would encourage transit agencies to focus on increasing ridership through simultaneously improving timely, reliable transit and expanding fare enforcement.

We need to reduce our society's reliance on cars. Traffic fatalities are caused by cars, and by relying less on them, we can cut the total number of reckless and traffic deaths. Rather than to increase fares of mass transit, public transit agencies may look to gain revenue through other means, for example, by increasing rates on parking meters. I would encourage other forms of travel, including mass public transit and bicycling, within the city. Transit agencies can continue to add burden to driving, which will help to reduce our reliance on cars, and to attract more riders to their public transportation services.

10. Historically, California has invested more in cars and highways than in public transportation. This is more apparent coming out of the pandemic, as Muni faces a \$322m deficit and the Bay Area's public transit agencies struggle to find the funds necessary to continue providing the service that riders rely on at prices that they can afford. What policy or budgetary changes, if any, should California enact to move California towards your vision for transportation?

California's history of investment in cars and highways now contradict its goals to achieve a future of net-zero carbon emissions. If California is truly committed to our vision zero goals, as well as reducing transportation-related greenhouse gas emissions, the state needs to work with locals to find not only grants, but stable and significant funding sources.

It is the responsibility of our government at all levels to provide public transportation options that are reliable, convenient, safe, and sustainable. I will continue to advocate for federal grants and funding that would invest in California's current mass public transit projects and for future projects that would expand and improve state-wide transportation. I will also continue to advocate for ongoing state and federal funding that ensures public transit agencies can continue to serve the public.

Access to transit is a public good that should be acknowledged as such – it benefits our city's congestion, our environment, and our people.

Rapid-fire questions

Feel free to expand on your answers to any of these questions, but all that we're looking for is a quick "yes" or "no."

1. Did you support [Proposition A \(2022\)](#), which would have authorized up to \$400m in general obligation bonds to support SF transportation infrastructure projects?

The candidate did not provide an answer for this question.

2. 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

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

No

4. 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

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

Yes

6. 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

7. 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

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.

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