



Moe Jamil - *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?

Moe Jamil

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

On my website, when discussing my priority of uplifting community and neighborhood voices and demanding accountability in City government, I refer to the lack thereof in our transportation policies. See here: <https://www.moejamil.com/issues>

As Supervisor, I will make sure that the community has a seat at the table when the city is crafting policy and making changes to our transit programs.

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.

Walking is my #1 mode of transportation. I use Muni especially the 45, 1, 49, and 30 whenever possible and drive when I must to accommodate my young children or elderly parents. When I go out at night, I take a taxi or rideshare service.

5. How often do you ride public transit?

Daily, I use the 45 to traverse the district.

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.**

Transportation in District 3 could be made better by making MUNI free, especially in the central city zone (which includes my district). As Supervisor, I would support working with MTA and SF Transit Riders to focus its energy and finances on running MUNI effectively and improving operator morale. I am a strong supporter of Prop. L. Now, private automobiles are still a necessity for many working people and families in San Francisco. I do not support making it more difficult for people who must use vehicles to access childcare, healthcare or get to work, however, I do support making alternative forms of transportation more attractive, accessible and affordable for all users.

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 support incentivizing public transit, biking and walking whenever possible. I commit to traveling by transit or on foot as often as possible and will encourage and incentivize all officers, boards commissions and staff do the same.

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 safety of San Franciscans and our visitors is my number one priority. I support increasing community ambassadors and security and using law enforcement when necessary to ensure that all San Franciscans and our visitors can use our transportation without fear and with confidence in their safety.

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?**

As Supervisor, I will demand strict financial oversight and improved project management of the SFMTA. I will request and audit of the SFMTA to increase transparency and accountability, ensure their budget is being used effectively, and cut down on unnecessary spending like excessive admin costs. I believe that with strict oversight, we could recover costs currently included in the SFMTA budget and avoid new fees or taxes on City residents and businesses.

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 don't think we should be increasing fares in the future. I believe we can recover costs to close our funding gap by taking a look at SFMTA's current structure and spending.

Additionally, I support collecting revenue from a tax on ride-hail companies. I strongly support Prop L and am excited about the opportunity to use that funding to discount fares for low income individuals, seniors, youth and people with disabilities.

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?

Free MUNI for all starting with a central city zone.

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 commit to following this policy as often as possible.

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 believe the Board of Supervisors and Mayor should be able to monitor SFMTA to ensure their financial house is in order. As a recipient of taxpayer dollars, MTA should be held accountable by the individuals elected to office by the voters.

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?

This would depend on what the community wants. As Supervisor, I will be a champion for the voices of my community, and I plan to have an open-door policy for the residents and businesses that I represent. I will represent their interests and support quick-build projects accordingly.

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?

I supported the Mar compromise for Great Highway and voted No.

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

I opposed going to the voters to close JFK and I voted 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. I support the Mar compromise.

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?

The Central Subway has already cost 2 billion dollars – nearly \$400 million more than promised, 4 years late and now the tunnel is leaking! It's unacceptable and we cannot continue business as usual. I would support extending the subway and increasing connectivity to North Beach and Fisherman's Wharf under strict guidelines:

- No new taxes on City residents and businesses – only state and federal funding.
- Strict financial oversight and project management to ensure the expansion is within budget and on time.
- Require SFMTA and SFCTA to collaborate with residents and merchants when evaluating station locations to minimize impacts to existing residents and businesses.

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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