



Roberto Hernandez - *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?

Roberto Hernandez

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

It is under climate action <https://www.roberto4sf.com/issues>

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 live in the neighborhood so I am able to walk to most places. I use a car to travel to see my children who live out of the city. I bike to and from meetings. During the campaign I carpool to events if I am not able to walk.

5. How often do you ride public transit?

I work from home and bike or walk to my work office. I use bart when traveling to see friends in other cities and I use muni if I have meetings in the neighborhood I can not walk to.

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 transportation priority is to ensure that muni remains free to students and that low income muni fare's are made available to our residents that depend on public transportation. My next priority is to make sure that the city replaces all new purchases with electric vehicles.

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?

Yes I support the policy. To advance this position I believe that the city needs to invest in more secured safe bike parking. This would encourage more people to ride bikes rather than drive. I am also interested in traffic calming and ensuring that pedestrians are safe crossing our streets in big intersections.

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?

Community Ambassadors can be expanded to help patrol transit and help residents get to where they need to be. Some people riding muni need resources and not police interventions. I would propose training Community Ambassadors to help get residents to where they need to go, residents to services if they need to be connected, and tourists to our small business's so that we can support them. Community Ambassadors could ride buses making sure that children and families feel safe. I believe that this presence can deter some of the bad things that happen. We need to make people feel safer if we want them to use public transportation. This investment will be key in helping to cut down on the number of vehicles on the roads.

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?

All public transportation is facing deficit. This is why we need to work with the State and Federal government to invest funds in transportation. The board of supervisors should invest in its residence that most depend on public transportation. Developing a plan to implement support requires going to our employment partners who have staff that depend on a reliable transit system. I would propose asking for sponsorships from these big companies. I would work to aggressively pursue federal and state funding. I would not look at reducing cuts based on underutilized routes but rather I would use an equity lens to look at how we ensure all residents have access to transportation. As we replace buses we can look at smaller buses for some of these routes but I would oppose to eliminating bus lines that impact residents being able to travel to get to work.

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 do not support fare increases. I support free muni for our students and the lifeline discount program. I believe we can rebrand our transit system if we have the right marketing plan in place.

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?

I strongly oppose any fare increases disproportionately affecting our most vulnerable residents. It's unacceptable that many of my friends, despite receiving scholarships, could not attend certain schools due to the high cost of public transportation. Providing free Muni for students is crucial for leveling the playing field for low-income

communities. This initiative ensures everyone has equitable access to vital programs, job opportunities, and educational institutions beyond their immediate neighborhoods.

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 live in the Mission I am close to most everything and can walk to most places. I would abide by this policy.

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?

During the budget process, the Board of Supervisors can ask questions and get answers about the SFMTA's performance. The SFMTA has committed to meeting with the community but needs help reaching our most vulnerable populations. The SF BOS could help by advertising these budget hearings and asking questions that riders have raised as concerns to their offices and to the service providers who serve them.

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 would hold neighborhood community meetings to hear from my constituents about where it makes most sense to put transit only lanes in District 9.

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?

The candidate did not provide an answer to this question.

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?

If elected, my primary focus will be to address the needs of District 9's transportation, ensuring that the interests of the D9 constituents are accommodated. This involves implementing innovative solutions such as enhancing alternative transit options and improving overall transportation infrastructure. I would immediately work towards safe bike parking areas to encourage more biking in District 9, host city-wide bike-out days, and provide programming to ensure that bikes are available to those committed to changing transportation methods. More residents will choose to bike to school or work if we provide more safe bike parking spaces. Furthermore, I am committed to working closely with the SFMTA to amplify the concerns of public transit users in District 9. I am committed to ensuring that residents in all remote areas continue to

have access to public transportation, and I will oppose any closing of routes based on ridership. Instead, I will look at the neighborhood needs. Through open dialogues, community engagement, and advocating for the residents' needs, we can ensure that all voices are integral in shaping transportation policies that directly impact their daily lives.

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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