



Trevor Chandler - *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?

Trevor Chandler

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

<https://www.trevor4sf.com/bart>

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.

Mostly Muni for everyday transit, BART if I am going downtown and ride share if I have limited time to get from place to place.

5. How often do you ride public transit?

Daily

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 top priority will be to ensure D9 voters feel safe taking public transit Given our 16th and 24th Street BART plazas have seen significant violent crime as well as quality

of life crimes around them, it has created an even greater burden on the communities of color who overwhelmingly rely on safe, clean and reliable public transit. It has also resulted in increased car usage and decreased tourism for District 9. We must ensure that public transit is always the first choice for travelers and right now the state of D9's transit hubs are not achieving that goal.

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 and I have already been a part of the solution by successfully advocating and securing crosswalk equity for the Mission as the D9 Representative on the Eastern Neighborhoods Citizen Advisory Committee. When I learned that the Mission had 20% less crosswalks than Pac Heights despite similar if not great traffic and pedestrian patterns, I identified the number of intersections necessary for equity, walked every street in the neighborhood to identify which had no crosswalks, and then implemented a plan that secured the \$200,000 necessary to get them painted.

I will continue to use a transit first philosophy in all my decision making.

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?

Enforcement is essential to providing a safe environment for all riders. We can provide reduced and free fares to those who need it while ensuring that those who can pay, do pay. Basic enforcement prevents bad behavior and ensures a comfortable environment for all riders. I don't believe in private security for public entities.

Muni should continue to have a visible presence of safety officers and ambassadors throughout the system to maintain the expectation that all riders are expected to pay their fare to their ability.

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?

I support Prop L as one method to fill this gap but I would rather a large, systemic fix that keeps us off the fiscal cliff permanently. I would be willing to support a significant ballot measure that would achieve this as long as it was paired with or preempted by governance and spending reforms that will prove to voters that their tax dollars will be spent wisely and with as little waste as possible. If cuts are needed I would want Muni to look into management overhead to find redundancies, inefficiencies, and waste. I would also want audits of all third party contracts with various vendors to ensure they are actually achieving what they are being paid for. I would also want vendors assessed for if they actually contribute to the core mission of Muni.

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 in a tiered approach that enables each to pay according to their means. We can have a base fare for those can pay as well as tourists, while continuing to expanding on reduced and free fares for communities like elders, students, and those who need additional assistance.

I do not believe in fare-free public transportation because I believe that tourists and those who are able to pay, should pay. San Franciscans should not have to subsidize the travel of tourists and millionaires who can and will pay.

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?

We can ensure equitable transit most effective by ensuring we are building affordable and accessible housing near transit hubs. Not only does it ensure we bring down housing prices but it ensures that those from all walks of life have direct access to every part of our great city.

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 do not own a car, I commit to taking public transit to work much more often than twice a week.

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 support the existing structure of appointment and approval authority, however I would also like to ensure that the Board of Supervisors has the authority to audit and subpoena so it can act as an accountability mechanism for SFMTA.

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 support transit-only lanes in many cases and would want direct feedback from community members before identifying specific locations.

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?

I have abstained from this issue.

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 believe we can find solutions based on innovative ideas and artful compromises. For example, with the potential removal of additional parking in the Mission we could identify a lot currently used for parking and build it up to a multilevel parking garage to offset what is lost from transit lanes in order to compromise with merchants and neighbors.

I believe in finding common ground and moving beyond the polarized caricatures opposing sides typically paint each other as, and I have the skill sets and experience to bring groups together and achieving our common goals.

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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