



## h brown - *Ride the Vote!*

### 2024 San Francisco Board of Supervisors candidate questionnaire

*Note: This candidate completed the questionnaire verbally with a member of SFTR staff due to accessibility issues with the online submission form. The recorded responses were then transcribed by a computer program and lightly edited by hand to fix any obvious transcription errors.*

**1. What office are you running for?**

Board of Supervisors, District 9

**2. What is your name?**

h brown

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

My website goes back 30 years, and it's thousands of columns long and hundreds of videos and interviews. And I've been through this over and over the time.

I don't make a website for each race I run in. I run for the story, not the glory. I just write.

**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'm lucky enough to live two blocks from 16th and Mission, so I can get anywhere in the world, hitting BART and any number of lines. But I walk almost exclusively. I do four miles a day for exercise, and I'm able to walk up to Safeway just a couple of blocks from here for my grocery shopping.

Other than that, I use almost purely Muni, and I use it to go to the VA medical appointments. I'll walk two miles to the medical shop downtown, to the VA shop, but I take the bus when it's all the way out at Fort Miley, and then only strictly because of time. I used to run 12 miles a day in marathons for a hobby.

So I used to bus nowhere, but I take it to doctor's appointments, and now for the vet. I have a vet that's way out on Mission. So, medical, I take Muni for medical, and I walk the rest of the way.

**5. How often do you ride public transit?**

Oh, three or four times a week.

**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.**

Speed bumps and crossing guards. Those are the two most important things because those deal with kids, and those deal with life-and-death situations.

I would start kids in first or second grade, as we did when I was a kid in the 40s, and take them out there and watch them, let them work with crossing guards. I've got a crossing guard below my window here at 14th and Valencia, and it works fine when he shows up.

He doesn't show up all the time. You've got two schools, the Quaker and the Greek Orthodox on that block. So they go without a crossing guard for that day, which is pretty often.

Now, back in the day, you trained your school students to stand in and, well, the students actually did their crossing duties once they reached fifth grade. They called it patrol boys. I can go on and on, because it's going to lead into monitors in high school, and then it's going to lead into ROTC in college.

But I think we're going to have to train our kids to defend themselves from the time their toddler is on up, because there's no real police reform, and that means more

criminals are being produced. As a person with a Master's in special ed and 40 years on the job, I'm telling you that reform works and revenge doesn't work. And because all of the country is going to be knuckle-draggers, like four out of the five candidates for mayor, we're going to be producing more and more criminals, and you're going to have less people like me as a special education teacher who will work with them.

So it'll get worse and worse. So train your kids to defend themselves, whether you're a peacenik or not.

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?

Yeah, of course I support it. And to advance it, I'll preach to the Chinese cities.

I saw a guy who makes electric vehicles in the United States, and he did an hour on PBS touring Chinese cities because he had a contract making electric – they were making his electric motors or something. And he hit cities and went through them where you aren't allowed to have a private car. Now, that's kind of ideal.

And I think given FSD with Musk and with Waymo – which 100 of them go under my window because their parking lot's down the street – I think we're going to be away from human beings behind the wheel anyway. And the faster – the sooner, the better, I say.

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 cops you can't count on for anything. A few years back we had a program that the cops were required to ride the bus. And I sat on a bus on a 14 Mission – a hot line – and watched the driver pull up at a red light and a cop car pulled up alongside of him and yelled at the driver and handed him a clipboard to sign to say that the cop was on the bus.

And that, that's a long time ago and the cops were much better then. So don't count on the cops at all.

Security is bring all your guns that you got because we are creating more criminals as we go because we have a failed, we have a failed criminal justice system, particularly with juveniles in San Francisco, which is my beat.

And it's going to come back to the same bottom line with me every time. We need an elected police chief so that we can have reform stick. It's like in the DA's office when we had an elected DA, we had some programs that were starting to be put in to play and didn't get a chance. You're going to have to add that with the police chief.

Now, the other thing is the answer to zero murders on the road by cars:

Every traffic light in San Francisco should have the speed bump of about the Safeway parking lot height on every single one of them, on every single stoplight. If it's important enough for a car to stop, cars will beat it and you know it. We would get a reputation instantly as the slowest major city in the world.

And if you've been to a few major cities, they can get pretty wild out there. But that's the answer. And if somebody's been killed in an intersection, put double speed bumps.

- 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?**

Well, you send a special cop team in with black masks on and kidnap a couple billionaires and hold them in the – hold them in the – what's a good hotel here? Hold them at the Hilton or something until they give enough money to cover the deficit.

Do you know who did that? MSB did that in Saudi Arabia. He brought in all these billionaire princes and put them up in a big old cell and promised to kill them and torture them until they gave up the money and they did.

And no, I'm not advocating that.

I'm advocating, as I will on everything, tax the rich, tax the rich, and throw in UBI with it. We need a universal basic income and we for certain need free public transport. I mean, it's not like we're reinventing the wheel here.

No pun intended. Tax the rich.

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?

Again, we'll go back to taxing our oligarchs. We've got 25 billionaires in this town. That's a lot of goddamn money.

A bottom problem inside the system is that the mayor controls everything that rolls in Muni. The mayor appoints every single member of the SFMTA board. The SFMTA board sets the price that Muni's going to charge as a fare.

And again, it should all be free, period. Elect a new mayor. Elect a new mayor.

Get one who won't raise fares at Muni.

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've driven cabs, school buses, across America, basically. I've driven all these things, and there's various levels of safety to operate these things that you have for the operators. On the school bus – maybe somebody's been able to get seat belts, which you need to have, but we don't.

But overall, I think that the structure of vehicles in San Francisco, the rolling Muni vehicles, is terrific. I mean, it's fantastic. I mean, it has not been that long – and not that long to me is 25, 30 years – when there was no wheelchair access on any vehicle.

I mean, they started putting those things on. I thought, boy, those damn things will never work because they won't keep them up. And they've kept them up fantastically.

So structurally, except for seat belts, we're set. But if you put those speed bumps, buses got to go over them, too. You know, you put those speed bumps in, and you're going to make it a hell of a lot safer for all vehicles, including public transit vehicles.

**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?**

Yeah, I walk to work. I walk to city hall for committee meetings. I don't live that far, you know, right at about 30 minutes.

So I walk. I walk for the exercise, man. If you're my age, if you don't get out and move, you fucking die, you know.

**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?**

SFMTA is only accountable to the mayor.

Peskin in 2007 – that was Peskin's Prop A. And he praised it and jumped all over it and supported it. He wrote the goddamn thing.

I'll tell you what it did. It got rid of the Taxi Commission, which I loved – the best show on TV. But they amended it so much that when it went to the ballot, he didn't even support it himself. And what it did was gave control of SFMTA to the mayor – the mayor ends up controlling them both.

So you're going to have to do another election, another charter change or something, but you've got to get it out of the hands of the mayor. Like the appointment of the police chief.

You know, those are things that you have to change with the charter.

–I talk like a politician. I can't understand anything I'm saying either. That's because I listen to them too long.

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?

Oh, Lord. Of course I'm in favor of transit-only lanes. I support increasing them.

I think transit-only, I mean, I would make the main shopping centers foot traffic only, except for delivery vehicles, and keep them as far out as you can. But, yeah, I think Valencia from one end to the other, North Beach, the places that have a lot of small businesses in them should not have any auto traffic. You know, if there are buses running by them, of course, you know, you've got to hold on.

But I don't like cars, okay? Neither does Mother Earth.

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

Yeah, of course. I always vote to spend other people's money.

The mayor fucks up spending it. Like the hundreds of millions that have gone out on this "kill zero people" thing. And I watch out my window and watch the contractors that they have come in, which are all no bid contracts and bullshit. I'm off and I'm stuck on that. Get a new mayor.

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?

For Dede Wilsey? No, of course, I want to keep cars out of the park. Parking meters, too.

So one difference I had in Matt Gonzalez over the years, he was going to let parking meters in the Golden Gate Park. Uh-uh, no, I'd like to see a car free park, but people my age would need somewhere to get in and out. And we do have buses in and out of there, but I'm as much for a car free park as possible.

And you put any proposition anywhere on any ballot that gets rid of cars and I'm going to vote for it.

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

Of course, that was that was originally Jake McGoldrick's thing. He brought it in and pushed it and pushed it. And Wilsey spent a bundle of money and they kept it to only on Sundays.

And then as soon as Jake went out of office, they made Sunday Streets and did exactly what he advocated all over the city. I love it.

Willie Brown used to say, come into my office with a great idea, and by the time you walk out the door, it'll be our idea. And by the time you hit the street, it'll be my idea. So, yeah, give them good ideas to steal.

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?

Yeah, of course. Of course. It's a regressive tax, but fuck it, you know.

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

Anything with Weiner's name on it, I'm going to look at it often. I'm assuming if it said Weiner, I voted against it. But I don't remember.

Like I said, it sounds like it's a tax the rich thing, which I would jump at. But look out for the soldiers and the Trojan horse before you vote for a Weiner thing. I don't remember. I really don't. I mean, I'm for regional authority. We went through that before – even a national authority.

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, sure. Sure.

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?



Yeah, god's been trying to close that highway since they built it by blowing sand on it. And so I might as well, might as well give in. And no, I'm not a religious nut and anybody who believes in religion is a nut.

Yuval Harari says that the biggest stories in human history are lies. And the first lie that everybody has is religion because it helps assuage their fear of death. And almost everybody accepts that.

What's the only lie bigger than religion that everybody buys? Money. Money is nothing but paper and somebody's word.

**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'd work with SFMTA by electing another mayor, because SFMTA is not going to listen to you to begin with. Manny Yekutieli, from Manny's down the street, the mayor put him on SFMTA and he backed out because she told him to put a center bike lane down Valencia. And he voted for it. And he said because she told him to, and then he quit the commission. So get a new mayor, for starters.

I would put the squeeze on drivers, period, like I say, with speed bumps. I would totally discourage people driving in cars. I don't know.

Cars are on their way out, but that's another question about AI and the like. But under my window every day go the safest drivers in the world, and they're Waymos. So I would balance it out.

Let's get all of the driverless vehicles out there that we can, because human drivers suck. So I would say – can I say, "fuck the cars and yay on public transit?" Okay, I just said that.

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