

Q1

Please enter your contact info here

Name: Brian J Larkin

District: BART Board District 8

Campaign contact: Brian J Larkin

Phone #: 4158107840

Email: brian@brianjlarkin.com

Q2

What are your qualifications for the BART Board of Directors and why should SFLCV endorse you? (please limit your response to 250 words)

My qualifications include:

- More than eleven years working on BART capital programs, helping deliver the Pittsburg-Antioch, Dublin Pleasanton, and Warm Springs extensions. I did this both as a direct employee and as a consultant.
- Service as an ombudsperson to resolve disputes between general contractors and their disadvantaged business enterprise (DBE) subcontractors.
- Member of Citizens Advisory Committees for the San Francisco County Transportation Authority (four years a chairperson), Geary BRT feasibility study, and Transportation Effectiveness Program
- Member (former chairperson) of the Citizens General Obligation Bond Oversight Committee (CGOBOC). Liaison for the 2014 Transit and Roadway Improvement bond.
- Member American Public Transportation Association (APTA) Rail Transit Committee, Light Rail Transit Technical Forum & Automated Guideway Technical Forum
- Systems Design Coordination Manager for the Tasman East Light Rail Extension for Santa Clara VTA.
- Project Management Oversight Consultant for Phoenix Valley Metro Rail south central extension.
- Member of Board of Directors for Planning Association for the Richmond (PAR).
- Quality Control/Quality Assurance services for BART's Train Control Modernization Program (TCMP) and the California High Speed Rail Program.

Q3

What should BART do to better meet San Francisco's transportation needs? (please limit your response to 250 words)

BART should expand into the west side of San Francisco as part of its planned second transbay tube. It should team with Muni to build a joint tunnel out to the Richmond and then south under 19th Avenue to join the mainline near Balboa Park. The joint use tunnel would be similar to the Market Street tunnel with

Muni Metro rail on top and BART tracks beneath it. As BART's project would require a longer lead time, Muni could install its tracks first and have trains running to the westside sooner.

Q4

What changes, if any, would you make to BART's fare structure? Do you support parking charges at all BART parking spaces -- why or why not? (please limit your response to 250 words)

I would consider lowering the fare to SFO. I support charging for parking. There is no such thing as free parking; there is only parking where someone other than the driver is paying for it.

Q5

What can BART and Muni do to improve fare, schedule and service coordination with Muni and other transit agencies? (please limit your response to 250 words)

BART took a large first step by implementing the Clipper Card. Better coordination with the Capital Corridor to make the Richmond BART station more attractive as a transfer point between services.

Q6

How do you think BART should balance the use of driving, transit, walking and biking to its stations? (please limit your response to 250 words)

BART should provide more sheltered and secured parking for bicycles. There are other opportunities to provide safer and more secure access for pedestrians to the stations, and BART should avail themselves of these.

Q7

Does BART adequately address the transit needs of low-income and transit dependent people and communities of color? If not, what should BART do to better meet their needs? (please limit your response to 250 words)

BART should ensure that income (or lack of it) is not a barrier to use of its system. One of BART's missions is to provide a viable alternative to driving, and driving in America is cheap!

Q8

Do you support green-building standards for BART construction? What should the standards include? What else should BART do to improve its environmental practices? (please limit your response to 250 words)

Building to green standards is a worthwhile investment. BART's largest use of energy is to power its trains, which is why one of my platform planks is the installation of wayside energy storage - in these systems, the energy generated by dynamic braking (when electric motors provide most of the train braking power when the trains decelerate to a stop) is stored and used. Currently, that energy is wasted.

Q9

What is your opinion of BART's extension program? Under what conditions would you support extensions or additions to the BART system? (please limit your response to 250 words)

I am a proponent of system expansion - my main reason for running is to bring grade-separated rail service to the west side of San Francisco. While other things are also important, e.g. safety and cleanliness of the trains and stations, these things are not exclusive. Both of them can happen simultaneously. The lead time for system expansion is long. If BART committed to a second transbay tube and expansion to the westside tomorrow, it would be 20 years before passengers could ride there. The stations will be cleaned and re-dirtied thousands of times between now and then.

Q10

What are your spending priorities, given that there are always more projects than money to spend on them? (please limit your response to 250 words)

Same answer as to questions 3 and 9 above - a BART extension (with Muni Metro rail) to the west side of San Francisco.

