

Q1

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Q2

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

As an experienced and successful business owner and community activist, I want to change the culture of a BART board I believe has not focused enough attention on ridership. Unlike other candidates, I have no ties to special interests – unions, developers or construction interests – and want to do all I can to ensure the safety of all riders and return BART to the world class transportation system it was designed to be.

Q3

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

BART needs to get back to the mission of providing safe, clean and reliable transit to all Bay Area commuters. Instead of focusing on housing development around BART stations, the BART directors should work on improving the ridership experience for all commuters, including disabled commuters, and providing more parking at stations throughout the system. BART needs to first get transit right, and work with other agencies to interconnect the regional transit systems so that commuting around the Bay is seamless and efficient.

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 do not believe it is necessary to change BART's fare structure. Instead, I believe the BART directors should be more fiscally responsible and address the issues important to all riders. By encouraging fiscally responsible policies and reworking priorities, I believe we could achieve enough savings in the system that we would freeze future fare increases.

For instance, BART's parking charges should be competitive with surrounding parking charges. BART should issue more monthly parking permits and rent open lots to community organizations for weekend fairs, farmers markets, and other public events. BART should also consider investing in electronic

parking pay gates for its parking lots and/or license plate readers at all stations to generate additional revenue.

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)

There needs to be much better communication and coordination between transit agencies so that our region's transit is as efficient and affordable as possible.

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 continue to work hard to connect people to places in the Bay Area. Continuing to efficiently enhance the multi-modal access of cars, buses, ride-shares, pedestrians and bicyclists to BART stations is critical to taking cars off of the road, and to a cost-efficient BART. Transit Oriented Development at certain stations is also important to the balance as it provides a way of life for people who are transit dependent, helps reduce greenhouse gas emissions, and helps increase the ridership of BART. We should also invest solidly in transit development that creates reverse commutes for workers as that is a very efficient way for BART to increase revenue prior to the completion of the capacity expansion efforts underway.

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 is not meeting the needs of its riders – of all incomes, ethnicities and backgrounds. My platform is focused specifically on addressing the transit needs of all riders. We must in particular improve public safety, cleanliness, and access for everyone, no matter how they arrive at BART. In particular, we must improve access for the disabled by ensuring that our elevators are all in working order and monitored. We must also better integrate muni and other local and regional transit systems and make parking easy and available so that BART access is maximized for all to use.

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)

I support green building standards that provide the most environmentally sound structures while being fiscally responsible to the taxpayers and riders funding the system. BART recently enacted the Wholesale Electricity Portfolio Policy which sets goals for BART to requires BART to maximize the use of

low-carbon, zero-carbon and renewable electricity supplies while supporting low and stable operating costs. In addition, BART also passed in 2017 a Sustainability Policy affirming its commitment to advancing cost effective regional sustainability.

I will be a strong steward of these policies with a commitment to their continual improvement in the most cost efficient manner.

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)

BART's current extension policy was written almost 20 years ago and should be revised. The aging of the system over that time, with very little infrastructure renewal investment, has brought us to a time when we should focus on renewal and not expansion. No further expansion of the BART system should occur until BART has fully funded the following projects that are planned or underway: • Hayward Maintenance Complex • Computer Based Train Control System • Rail Car Replacement and expansion • Replacement of all aged and break-prone elevators and escalators. • Track, cable and substation replacements • Earthquake safety retrofit of all tunnels and aerial structures • Station modernizations of the remaining original stations, including upgrading of the fare collection systems. Once we have established a renewed core system, only then should we return to planning new expansion.

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)

My priorities for the operating budget would be for initiatives related to public safety, cleanliness, and system reliability. BART should add to the Police Budget what is needed for adding more officers (sworn and unsworn) and CSOs to the system. BART may need to cut spending in other areas to be able to do this. I also believe BART should improve access for the disabled and ensure that all riders have safe access to transit options like BART.

On the capital budget, BART should prioritize the following projects:

- Capacity Expansion projects (New railcars, Train control system, and maintenance facilities)
- Earthquake Safety projects
- Fare gate and fare machine upgrades to new technology
- Parking technology upgrades
- Station Modernization of the downtown SF stations
- Infrastructure replacement and renewal projects
- Replacement of all aged and break-prone elevators and escalators.

