

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)

For the last five years, I've been working at the San Francisco Bicycle Coalition and lead our organizing, advocacy and policy work. I deeply understand the intersection between transportation and environmental policy, and I've guided the organization to countless of victories for better bike infrastructure, more funding for transit and policies that encourage sustainable transportation.

I've served on Mayor Ed Lee's Transportation Task Force to develop a plan for our city's transportation investment needs. I've chaired the Port's 33-member working group to develop resilience, land use and transportation recommendations for the future of our waterfront. And most importantly, I'm a regular Muni and BART rider who believes that the west side of San Francisco deserves a seat at the table when it comes to transportation.

I would be honored to receive SFLCV's endorsement and believe that my body of work has aligned with the organization's mission and history.

Q3

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

My vision is simple: BART should be a safe, reliable transit system that puts people first.

That's why my top three priorities are:

1) Keeping BART stations clean, safe and welcome: If they aren't, people won't ride BART, and the current state is already beginning to push riders away to other less environmentally-friendly options like driving or taking Uber or Lyft. What we need are people-oriented solutions, like hiring more BART workers so stations don't feel empty and that there's enough staff to keep stations clean.

2) Fiscal oversight: Voters overwhelmingly passed the BART Bond in 2016, and we need to make sure those dollars are delivered with urgency so that our system is safe and reliable. With \$350 million for escalators and elevator replacement, I would know how to read budgets and hold the agency accountable to what they say they'll deliver.

3) Affordability: This means overhauling BART's fare policy to expand discounted/free fare programs and ending the wasteful enforcement for fare evasion. This means using BART's 200+ acres of land to build affordable housing to take a stand against massive gentrification and displacement. BART is a major regional player, and they need to be a leader in keeping the Bay Area affordable.

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've consistently fought to bring sustainable funding to Muni's discounted/free fare programs, like Free Muni for Youth. My work has helped ensure that any new transportation revenues would fund such programs.

If elected to BART, I would bring my knowledge of funding along with my pro-transit advocacy to push for an equitable fare policy that would create and rapidly expand discounted/free fare programs for BART. It is a top priority of mine and I think it's critical to ensure that low-income populations (which are often the most transit-dependent populations) can afford to use BART.

Regarding BART parking, this is one of the worst land uses possible for BART, given that their land sits directly next to high-capacity transit. I think that parking revenues should go directly into

supporting sustainable transportation options to/from stations, whether that's high-quality bike parking, better bike/ped infrastructure or public transit connections. Beyond that, I support Asm. David Chiu's BART transit-oriented development bill that's making its way through state legislature to develop BART owned land (much of which is tied up in surface parking lots in East Bay) into affordable housing. I still don't think it's enough though, and I would absolutely bring leadership to the BART Board to make smarter land use decisions to increase affordability and promote sustainable transportation to/from their stations.

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)

It's stunning the lack of an equitable fare policy both for BART and across the 27+ public transit agencies across the nine Bay Area counties.

Public transit agencies need to be more thoughtful about fare coordination/integration so transit can be seen as a viable option for a broader population and geographic region. Fare integration means that a passenger could transfer between two transit systems without having to pay two complete separate fares on top of each other. While Clipper has increased access and convenience of paying fares at the point of sale, the Metropolitan Transportation Commission has failed at integrating fares between transit agencies and implementing equitable fare policy like accumulators.

Lastly, schedules are not coordinated even though the infrastructure is there to do so. Millbrae should be a transit hub, but it doesn't because there are no (intentionally) timed connections between BART and Caltrain.

If elected, I would immediately establish bidirectional transfers (that is, between BART and another transit agency), prioritizing Muni first. BART + Muni alone account for over one million trips per day, so the impact would be significant. Beyond that, I would push MTC to be more responsible to all the regional transit agencies and being the convener for a broader conversation about region-wide fare policy and system integration.

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 be doing everything in its power to induce demand for transit, walking and biking to their stations and strongly discouraging driving. That is why I'm in strong support of de-prioritizing surface parking lots on BART property.

In San Francisco, I've been a strong proponent for the city's Transportation Demand Management ("TDM") program, which encourages developers to fund and actively promote sustainable transportation modes. San Francisco consistently ranks near the top for the most congested cities, and we need everyone and every agency on board with moving forward with solutions.

For BART, this means everything from equitable fare policy (#4) and schedule integration (#5), but also building out bike parking facilities like the 19th Street Bike Station in Oakland or working with local transportation agencies to build bike infrastructure to/from their stations. It's frustrating that BART hasn't taken more responsibility for the dangerous streets surrounding many of their SF stations. Balboa Park is surrounded by high-injury corridors like Ocean Avenue and San Jose Avenue; people biking are getting killed along the Embarcadero; and BART has been wholly absent from Better Market Street conversations.

If elected to BART Board, I would be able to bring my intimate knowledge of street safety advocacy to make sure BART was at the table.

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)

No. I'm proud to be endorsed by Rose Pak Democratic Club, Latino Democratic Club and Latina/o Young Democrats of SF. In my conversations with these clubs, it's clear that Chinese and Latino communities (some of the most transit-dependent communities) find BART unaffordable and inaccessible. Next time you're in a BART station, look for wayfinding and directions that are in Chinese or Spanish -- you'll see that there are none.

It is also stunning to me that if elected, I would only be the second Asian ever elected to the BART

Board and the first Asian woman ever to serve. Representation matters, and when we think about why BART doesn't serve people of color and immigrants, it's because we are not represented at the board level.

I would absolutely change that, as both a Chinese woman and an immigrant myself who regularly takes Muni and BART. I know my community and would be present to listen and advocate for changes, whether that's culturally-competent materials (maps to schedules to signage) or better outreach to communities of color.

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 admit this is a field I'm less familiar in, and I would look to organizations like SFLCV to provide more policy guidance and advice on what makes the most sense.

At this point, it's common knowledge that LEED certification is just short of greenwashing. Studies have shown that LEED-certified buildings are questionable with respect to whether they save energy or not. So yes, standards need to be updated, but more importantly, there needs to be accountability and enforcement measures, and the first place to start would be strengthening the BART Sustainability Action Plan.

Tragically, it took 14 years for the agency to issue its first Sustainability Action Plan even though the Sustainability Policy was adopted in 2003. That means that BART has a lot of catch-up to play, and it will take leadership from the BART Board to hold the agency accountable. I would be interested in SFLCV's thoughts about this plan and where BART needs to be more aggressive.

And with that said, as a long-time advocate for sustainable transportation, I'm both ready and experienced to do just that.

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)

First, it was an important and critical decision for the BART Board to strike down the last proposed extension, which was BART to Livermore. However, I actively supported Bus Rapid Transit (BRT) options for Livermore and was disappointed to see that was not an option approved by the Board. Second, I am a strong supporter of the second transbay tube, and the question of alignment could open up many possibilities of how we can build redundancy to the core system while making smart moves about significantly expanding capacity to our core system. I would only support conversations around extensions currently as it relates to the second transbay tube, and it's important to note that Regional Measure 3 (which I worked on and supported) has allocated \$50 million to studying this. Those studies must happen with urgency and there needs to be strong community buy-in early on. We have to learn from the failures of drawn-out transit planning processes like Geary or Van Ness BRT and make sure projects don't delay indefinitely. This is where BART Board leadership comes in, and I am committed to striking down costly, inefficient expansions and focusing on delivering progress on the second transbay tube.

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 top spending priorities are:

- Delivering on the funds from the BART bond and Regional Measure 3: I was part of the advocacy to develop expenditure plans for both measures, get them onto the ballot, and get them passed by voters. While I believe RM3 expenditure plans puts far too much money in expensive highway projects, there are still good funds there that will keep our region moving. And with all that said, there simply cannot be a delay to the \$350 million of access improvements (read: fixing elevators and escalators) or the delivery of the new BART cars. Making sure BART bond and RM3 dollars are spent effectively and efficiently is overwhelmingly my top spending priority.
- Establishing an outreach/social work team and funding more BART workers to do human services
- Expanding discounted/free fare programs
- Piloting late night service
- Identifying funding sources for second transbay tube

Having served on Transportation Task Force 2045 (a City-led working group to determine transportation investment needs), I was a leader in developing a wide range of revenue sources to fund those needs. I support creative mechanisms like a fee/tax on rideshare services and would certainly look to major financial reform efforts like establish an SF public bank or reforming Prop 13. We will need large sources of funding that reinvests corporate wealth if we are looking to truly invest back into our public goods, including BART and public transit in general.

