

*Note:*

*Melanie Nutter's campaign filled out two surveys.*

*The earlier is first, then the later; both are worth reading.*

## **August 17**

Q1

Please enter your contact info here

Name:Melanie Nutter

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District: 8

Campaign contact:Sam Alcabes

Phone #: (415) 723-0255

Email: sam@melanieforbart.com

FPPC #: 1408937

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 a 20 year resident of San Francisco, a working mom, a BART rider and a transportation/sustainable cities expert, I'm passionate about ensuring that our City has a thriving, robust transportation system. BART is the backbone of our regional transportation network – over 420,000 riders a day rely on BART to get around. Yet, the problems at BART have reached a tipping point. BART is at the nexus of so many of our city's most pressing issues, from affordability to a breakdown in public safety. I'm ready to work to fix BART and help make BART safer, cleaner, more modern, more affordable and more reliable and I have the experience to get it done.

Q3

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

Safety For All – Too often demands for public safety come at the expense of the liberty of young people of color. BART needs to address the random violence in the system in a way that engages the community, works with BART Police, and protects the rights of all riders. I will oppose the use of facial recognition software and other invasions of privacy and believe BART should develop a data policy to ensure privacy. I will advocate for a BART Ambassadors program to increase community engagement to provide additional eyes and ears on the system.

Cleanliness – I'm honored to have the endorsement of Mayor London Breed and plan to work closely with her and her office to partner on station clean up. Mayor Breed has made cleaning up Market Street a top priority for her first 100 days and I intend to work with her office to help find the necessary services to achieve that goal inside of BART stations as well. Through my existing working relationship with multiple city agencies and having spent a decade in government, I know how to form the coalitions needed to tackle this difficult challenge effectively.

Reliability and Modernity – BART as a system looks and feels old, because it is. The stations and trains are falling apart under the stress of increased ridership and underinvestment. We need to invest in our core system to provide riders with efficient, timely, affordable, and renewably powered transportation systems.

#### 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)

Eliminate "excursion fares." BART charges \$5.75 if you enter and exit out of the same station. BART's own delays often inform people's decisions to leave the station and choose another transportation option, BART should not penalize people for leaving the same station they entered. Last year alone, BART had approximately 584,000 Excursion Fare trips, amounting to \$3.4 million in fares.

The Excursion Fare was originally created in 1972 when BART first opened because there were people just touring the station without riding and should be eliminated.

As BART Director I will look at flexible parking fees, so that prices increase during peak commute

hours to see if it successfully encourages people to take alternative forms of transportation to the station, like biking and walking.

#### 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 exists as a part of the broader network of public transportation and must seamlessly integrate with other transit agencies. There have been isolated programs where collaboration has occurred including the recent partnership of BART and Muni to bring cell service to Muni tunnels. There have also been efforts to provide joint station maintenance to address the quality of life issues in the downtown San Francisco stations.

However, riders have expressed concern that physical barriers still exist in stations when transferring from BART to Muni and vice versa. I will address the lack of coordinated payment systems and synchronized fares across systems to provide a seamless experience for the rider. I have deep connections to the various agency administrators and government officials required to make this a reality.

#### 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 make every effort to work with modes of transportation that are alternatives to car traffic. That means using BART owned land for affordable housing, not merely parking lots, strengthening connections to MUNI lines by extending lines and expanding hours of service to BART stations. From a public safety perspective that means improving pedestrian safety in and around stations by working with the City on its Vision Zero campaign. By providing better bike lane infrastructure and bringing bike storage and bike share hubs to all stations, we can encourage riders to use bicycles for the first and last miles of their journeys.

#### 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)

Currently, the system is not operating in a safe and reliable manner for those who most need its services, which include low income, transit dependent and communities of color. We need to provide safety that is not at the expense of people of color and allows people to ride alone at night. We need to provide low cost or free passes to youth, elderly, and those who cannot afford it. Bart should be playing an active role in our crisis of affordability and access. BART owns a significant amount of underutilized real estate that can be developed into affordable and middle income housing which would allow the residents easy access to transportation to and from work.

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)

YES! As Director of the SF Department of the Environment under Mayors Newsom and Lee, I brought San Francisco to the forefront of green building standards and was proud to be named the Greenest City in North America. I will do the same for BART. I also lead the effort to pass and implement the Existing Commercial Building Disclosure Ordinance, which requires any buildings 10,000 sf or larger report their energy use to the city. I will do the same for existing BART stations. The LEED Certification process provides a good framework for construction and all BART projects should be LEED Gold or greater. The requirements of Title 24, Part 11 (CALGreen) standards which provide for stormwater pollution prevention, increased bicycle parking and security, designated parking for clean air vehicles, EV car charging stations, light pollution reduction, and water efficiency and conservation should be a floor not a ceiling.

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 should invest primarily on making the core system operational. There is simply not enough money currently to continue expanding into suburbs. Expansions have come at a cost for those using

the core system. It's clear that our roads and the BART system as it is today are both nearing capacity. Since BART first opened in 1974, the Bay Area's population has grown from 4.3 million people to 7.6 million people. Meanwhile there is no new capacity through the BART tube or across the Bay Bridge. In order to meet the capacity needs and provide Bay Area residents with a viable, safe, clean and more modern transportation alternative to driving, a second transbay tube should be approved.

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)

Short term, I will advocate for investing in the core system to ensure a safe, clean, and reliable system. Station upgrades and place making to revitalize our decrepit looking stations. Infrastructure upgrades so that we can bring BART to modern standards. I will also work to begin the process in earnest on a second transbay tube. Specifically, I'll focus on:

- 1.) Address quality of life issues at stations and on trains and support innovative urban design for place making at stations.
- 2.) Ensure that the current BART system is in a state of good repair.
- 3.) Support the rollout of Fleet of the Future & the Hayward Maintenance Complex.

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**August 25**

Q1

Please enter your contact info here

Name: Melanie Nutter

District: 8

Campaign contact: Sam Alcabes

Phone #: (415) 723-0255

Email: sam@melanieforbart.com

FPPC #: 1408937

## Q2

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

BART is at the nexus of so many of our city's most pressing issues. From the homelessness crisis, to affordability, to mental health and drug addiction, the problems at BART are at a tipping point and affect all riders. Our system is falling apart under increased strain and perennial underinvestment. I'm ready to work to fix BART and help make BART safer, cleaner, more modern and more reliable for all riders including working families.

As a transportation and sustainability policy advisor, I have spent my career creating the solutions to the most pressing urban challenges including in regards to transportation and mobility. In the past few years, I've worked for a number of cities helping them address issues of congestion and on how to make our public transportation systems viable, accessible, safe, modern and clean.

I served as Deputy District Director for House Leader Pelosi, who will hopefully be returning as House Speaker soon. I was appointed by then Mayor and now Lt. Governor Newsom as Director of the San Francisco Department of the Environment. As BART Director, my professional relationships with these individuals as well as many other civic leaders will bring opportunities for more State and Federal funding resources for the system.

I would be honored if SFCLV considers endorsing my race for BART Board because my 25 year career in environmental protection, sustainability and government ensures that I would be a strong voice and fierce advocate for the environment and the issues important to SFCLV.

## Q3

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

As BART Director I will collaborate with the City and region to offer safe, reliable and affordable options to get people out of their cars and into low carbon or no carbon multimodal options. I will work to seamlessly integrate biking and walking with transit in order to provide the best possible network of core transit and first mile/last mile options nearest to where people live and work.

Other top priorities for ensuring that BART functions optimally include:

Safety For All –BART needs to address the random violence in the system in a way that engages the community, works with BART Police trained in de-escalation, and protects the rights of all riders. I will advocate for a community engagement program like the BART Ambassadors program to provide trained, unarmed accompaniment for riders.

Cleanliness – Mayor Breed, an endorser of my campaign, has made cleaning up Market Street a top priority for her first 100 days. I will work with her office to help find the necessary services for the homeless and mentally ill. Through efforts like the Homeless Outreach Team that are beginning to work at the street level, we can duplicate and expand successful programs into the stations through intergovernmental partnerships .

Reliability and Modernity – The stations and trains are falling apart under the stress of increased ridership and underinvestment. We need to invest in our core services to provide riders with efficient, timely, affordable, and renewably powered transportation systems. I will champion the implementation of the Fleet of the Future and bring the necessary resources to the system.

#### 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 will advocate for increased discounted fare cards for low income, youth, and elderly riders. I will also make sure that BART does not spend beyond its means, forcing fares to increase and will look to secure funding from areas that are not fare based.

There are certain BART structures that are hubs of commuters and we should encourage their use, as opposed to rewarding vehicle traffic. Other stations would be better served transitioning to housing and other uses, and I do believe should have fee based parking. Enabling public transit systems like BART to be a strong, core option in the Bay Area for a safe, reliable and sustainable ride is critical to reducing vehicle traffic. Toward that end, it's important to ensure that the system is affordable. As we see with the Oakland Airport Bart Extension, price aversion is a serious hazard with BART as competition from ridesharing platforms increases.

It is important also to review and address the uses of the multiple parking structures and land owned by BART. While a need still exists today to provide parking options, my priority will be how to ultimately

repurpose parking structures for transit-oriented development and other more sustainable uses that could be revenue neutral or revenue positive.

#### 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)

I support the pilot program that was passed at MTC this year "to approve a revised program framework for a Regional Means-Based Fare Program. The program will provide a discount of 20 percent to eligible low-income adults on transit rides for four large Bay Area transit operators — BART, Caltrain, Golden Gate Transit and SFMTA — during a pilot period." While it's clear that the program still needs to be refined and expanded over time, it's a step in the right direction to increase access to low income residents and provide them with transit options that can increase their job opportunities and support low income families staying in the Bay Area.

I also support adoption of a regional transit payment system through Clipper card or another provider that would allow seamless movement of transit riders between buses and trains to commute around the Bay Area. I understand that there are multiple barriers to implementing this kind of system including technology systems, data exchanges and fare recovery targets. However, a uniform regional payment system would allow for strong checks and balances on fares for riders as well as improve usability of the system and rider satisfaction.

I have strong working relationships with many leaders of city and transit governments and will work to adopt better communication between agencies to create an efficient web of transit.

#### 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)

In my career as a sustainability and smart cities advisor, I work with cities across the country on developing livable and sustainable communities centered around multimodal transportation options. We need an all of the above approach between transit, walking, and biking combined with transit oriented development to discourage the use of cars. There are still many areas that are not adequately served by transit options and by necessity rely on cars. By bringing transit to these areas, we can move towards a more sustainable future.



Near term solutions include implementing safe and secure bike storage as well as dedicated bike lanes leading to all BART hubs specifically Balboa station; encouraging carpooling and ridesharing to BART hubs by provide priority space for these vehicles where possible and implementing bike share to provide first mile/last mile solutions that are not based on cars. A medium term solution includes piloting a direct to BART shuttle system. A long term solution includes studying and implementing dedicated bus-only lanes and, if feasible, subway extensions.

#### 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)

Simply put, no. Fares have consistently increased while services, reliability, and safety has decreased. Elevator and escalators are consistently out of service preventing those with disabilities and mothers with strollers from accessing BART stations. Public Safety campaigns have largely come at the expense of the safety and liberty of communities of color, meanwhile they are being victimized by acts of violence.

As I advocate for increased public safety on BART, I do so knowing the history of over-policing communities of color in the past and am determined to not repeat that today. We need more BART officers trained in de-escalation as well as cultural sensitivity and look towards community based solutions to provide alternative ways to promote safety. One such was is a BART ambassador program of trained volunteers to accompany people on trains at night and walk them to their cars. I also oppose the use of facial recognition software for its intrusion of privacy and its potential for racial profiling.

I began my career as a grassroots organizer for Green Corps, a field school for environmental activists and learned early on that having a voice whether in politics, in your community or your workplace, is critical to a thriving and functioning democracy. I will ensure that underserved communities are proactively engaged in the public dialogue at BART and that decisions are made with equity and inclusion as a non-negotiable lens through which to make change.

#### 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)

Yes! As Director of the SF Department of the Environment under Mayors Newsom and Lee, I expanded San Francisco leading edge green building standards and I will do the same at BART. I lead the effort to pass and implement the Existing Commercial Building Disclosure Ordinance, which requires any buildings 10,000 sf or larger to report their energy use to the city, increase transparency as well as efficiency. I will seek opportunities to implement these same policies for the same for existing BART stations and offices. The LEED Certification process provides a important framework for construction and all BART projects should be LEED Gold or higher.

If elected, top priority will be continuing to advocate for and expand the Sustainability program at BART. The BART Sustainability Plan is relatively new (passed in 2017) and needs a champion on the BART to make sure the projects are implemented. I will also want to make sure that the two renewable energy contracts (solar PV and wind) that were approved last year are on track and will be online by the goal of 2021. While the 2 renewable energy contracts will bring BART's renewable energy mix from 4% to over 90%, there are opportunities to green the last 10% as well as focus on reducing energy use overall.

Further I will advocate for the following:

Expanding the number of solar installations at and over BART parking lots and parking structures.

Increasing the number of EV charging stations at BART parking lots and parking structures.

Moving toward electrification of BART service and employee vehicles.

Expanding the installation of LED lights at stations throughout the system to increase energy efficiency.

Examining opportunities for energy storage.

Supporting transit oriented (and affordable) development on BART owned property

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 should invest primarily on making the core system operational. There is simply not enough money currently to continue expanding into suburbs. Expansions have come at a cost for those using the core system. Although the Livermore BART extension was popular with BART riders in that community, the expansion comes at a steep cost - \$1.6 billion for 5.5 miles of track. The current shortfall for the project comes in at about \$1 billion. It's fiscally irresponsible to approve this extension without the necessary funds to build it. However, I am in favor of a bus rapid transit/light rail alternative that could be brought online much faster and built at a fraction of the cost for \$380 million. This is the best option for accommodating riders in that region while ensuring the funds earmarked for the core system are not

depleted. It's clear that our roads and the BART system as it is today are both nearing capacity. Since BART first opened in 1974, the Bay Area's population has grown from 4.3 million people to 7.6 million people. Meanwhile there is no new capacity through the BART tube or across the Bay Bridge. In order to meet the capacity needs and provide Bay Area residents with a viable, safe, clean and more modern transportation alternative to driving, a second transbay tube should be approved.

#### 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)

Nobody can look at the status quo and believe that BART is operating in accordance with its mission or in the best possible manner. Trains are delayed, stations are passing as shelters, and people do not feel safe. All while fares have continuously increased. BART suffers from severe lack of funding and underinvestment. We need new revenue streams to keep fares low while upgrading the system entirely.

Specifically I believe we should focus on the following in the near term:

- 1) Address quality of life issues at stations and on trains and support innovative urban design for place making at stations.
- 2) Ensure that the current BART system is in a state of good repair.
- 3) Support the rollout of Fleet of the Future & the Hayward Maintenance Complex.

With limited resources available, I will advocate for investing in the core system to ensure a safe, clean, and reliable system. I will also work to begin the process in earnest on a second transbay tube.



