* Name:Nick Josefowitz
* District: 2

Q2

Affordable Housing: How will you support infill development throughout the City along with affordability measures to keep residents in SF? How will you respond to pushback from your constituents regarding height and/or density? How will you support more compact walkable mixed-use neighborhoods as the City addresses its housing needs? (please limit your response to 250 words)

San Francisco needs to focus on building more affordable housing around our existing high-capacity transit infrastructure. As a BART Director, I passed a policy to bring 20,000 new units to the immediate vicinity of train stations, and 35% of those units will be affordable. I also passed one of the strongest Station Access policies in the country, prioritizing active transportation and the creation of walkable communities around BART stations. Along with Assemblymember David Chiu, I’m leading efforts to significantly increase the speed and number of units that will be built around BART stations with AB2923. This legislation, if passed, will set new standards around inclusionary zoning, mandating 30% affordable housing across the entire BART system. Its tough anti-displacement provisions would also be groundbreaking for California. And it requires BART to develop a strategy to prioritize units on BART land for essential workers. As Supervisor, I will work collaboratively with the community to build housing affordable to working families and retirees at the appropriate level of density adjacent to high-capacity transit stops. I will also push relentlessly to ensure not only that all new buildings contribute to the walkability of our communities, but that we work tirelessly to make all our neighborhoods more walkable.

Q3

Walkable and Bikeable Streets: How will you support safer streets? How will you help implement Vision Zero? How will you support walkable and bikeable streets in the City? Please include your thoughts about existing initiatives other than Vision Zero and what your response would be to opposition to better bike infrastructure in your neighborhood (such as traffic calming, bike lanes, bike and bike share docking stations?) (please limit your response to 250 words)

As a BART Director, I worked to pass a bold and ambitious Station Access policy that committed BART to eliminating deaths and serious injuries for those accessing BART in the immediate vicinity of our stations, as well as significantly expand the active mode share of those accessing BART stations. As an MTC Commissioner, I am in the process of developing the country’s first region-wide Vision Zero policy in deep collaboration with the Vision Zero Network. As Supervisor, I will be the Board’s strongest champion for Vision Zero. San Francisco must put greater focus on enforcing traffic laws, and I will continue to champion Automated Speed Enforcement legislation at the state level. We also have to reform SFMTA’s project delivery process, including more efficiently receiving and incorporating community input, so safer roads and active transportation infrastructure projects don’t take months or even years to deliver. I bike to work almost every day, either on my own or on a shared bike, and will be a strong advocate for the expansion of electric bike sharing throughout the city. I have two young kids and understand personally the dangers of speeding cars. I will be a strong advocate for effective and evidence-based projects that reduce speeding, especially around schools, playgrounds, and retirement homes.

Q4

Reliable, Fossil Free Public Transit: How will you close the MUNI funding gap identified in the Mayor’s Transportation 2030 Task Force? How will you help fund vital new BART cars and station improvements? How will you address opposition to transit lanes in your neighborhood? Will you recommit MUNI to its fossil free pledge and ensure our future procurements eliminate diesel from San Francisco's public transportation fleet? (please limit your response to 250 words)

As a BART Director, I led the effort to pass a regional $3.5 billion infrastructure bond. As Supervisor, I will be the strongest advocate on the Board for implementing the task force’s recommendations and putting a sales tax and a VLF on the ballot. This will provide the essential funds we need to keep our roads maintained, our transit infrastructure in a state of good repair, and build the active transportation and transit expansion projects that are so badly needed. But alongside finding new revenue sources, we also need to dramatically improve our maintenance practices and project delivery methods so that we can do more with the money we have, an effort I have championed at BART. SFMTA should use all the data that is being generated by the sensors on its buses to maintain its fleet more effectively in a data-driven way. As a BART Director, I led the effort for the agency to become the first transit operator in the nation to power itself with 100% renewable energy. Muni can do the same. Earlier this year, I led the effort to get SFMTA to recommit itself to phasing out dirty diesel buses by 2035 and as Supervisor I will work tirelessly to try and bring that date forward. I will also work to wean the entire City Government off of fossil fuels, starting with eliminating the use of diesel by 2033.

Q5

Energy Efficiency: What should the City do to encourage energy conservation by residents, businesses, and the City itself? Please include your thoughts on how the City can work, or continue to work, with homeowners and landlords to improve overall housing efficiency with efforts to upgrade windows, insulation, thermostats, fuse boxes, refrigerators, etc. (please limit your response to 250 words)

As an Environment Commissioner in 2013 and 2014, I co-authored a resolution that called for mandating solar on new construction. A few years later, the Better Roofs Ordinance was passed by the Board of Supervisors to mandate solar and living roofs on most new construction. As Supervisor, I will work to cut the cost of installing a solar system in half by reducing the unnecessary, deeply burdensome, and incredibly costly process and regulations associated with such work. On the Environment Commission, I led efforts to kick start GreenFinanceSF and provide homeowners with affordable loans to perform energy and water efficiency upgrades, or renewable energy installations. As Supervisor, I will look to implement SF Environment’s Municipal Decarbonization Report recommendations to drive down the emissions and energy use arising from space and water heating in municipal buildings. More broadly, I will look to create the right incentives for departments to reduce emissions in their buildings by charging departments market rates for electricity, and creating a revolving loan fund that these departments can draw on to fund their energy efficiency improvements. For non-municipal buildings, the largest emissions gains come from building automation and the replacement of fossil fuel heating with electric heating that can be powered with renewables (which alone would lead to a 14% reduction in citywide GHGs). Electric heating is cost competitive, and as Supervisor I will explore mandating electric heating. I will also work to create incentive programs to accelerate the adoption of electric heating prior to fossil heating replacement.

Q6

Renewable Energy: What specific changes would you make to CleanPowerSF to expand residents’ awareness of the program, affordability, and environmental impact? (please limit your response to 250 words)

I’m a strong supporter of community choice aggregation efforts (CCAs) at the local and state level. I have even signed up to its greenest tarif myself! CleanPowerSF is the only way the City can reach its carbon reduction goals, and it’s also a tremendous opportunity for San Franciscans to save money on their electricity bills and create good paying green jobs for local residents. As Supervisor, I will work to make the 100% renewable option the default, allowing customers to opt into a 50% renewable option. Once the roll out is complete, I will use the revenue from the program to create even stronger incentives for lower income households and community serving nonprofits to improve energy and water efficiency, and to support programs to electrify local diesel-using trucks and equipment to further reduce greenhouse gas emissions and drive down air pollution.

Q7

Water Sustainability & Conservation: How will you ensure the City sustainably manages its water supply, wastewater, and stormwater runoff? How will you enhance the City's water resiliency and reduce its reliance on imported water through efficiency programs, recycling, distributed and green infrastructure, regional coordination, and/or stormwater management? (please limit your response to 250 words)

As Supervisor, I will work with SF Environment to release a 2050 water plan that sets long-term goals and how to get there -- similar to the climate change plan. I will work to fully modernize water infrastructure, to aggressively drive down leaks and waste. I will invest deeply in water efficiency, with a particular focus on the highest value opportunities and the potential for intelligent irrigation systems. I will continue to build on the City’s initial efforts for a robust municipal water recycling program for both gray and black water, both at the building level and the citywide level. The City has partnerships in North San Mateo County for recycling water and using it for golf courses, for instance, and we need to expand this coordination for other uses as well. With less waste, more efficient use of water, and better recycling, SF will be more resistant to future droughts. The city can much more aggressively invest in distributed green infrastructure for stormwater management -- both reducing flow and managing pollution. As Supervisor, I will explore building on Philadelphia’s model for how to incentivize individual building owners to install the distributed green infrastructure required to manage stormwater on existing buildings and not just on new construction. Over time, I will explore a long-term plan to partially extricate ourselves from our combined sewer system -- we are the only coastal city in California that still operates in this fashion -- as well as create permeable surfaces out of our less used roads and sidewalks.

Q8

Zero Waste: What specific actions would you take to ensure the City meets its Zero Waste by 2020 goal? Have San Francisco’s recent steps to meet its goal, including banning styrofoam containers, some bottled water sales, and plastic bags (and potentially soon plastic straws) been successful? What’s next? (please limit your response to 250 words)

We are currently diverting about 80% of waste from the landfill, so there’s much work to be done in the next year and a half to reach the goal. SF must continue to be aggressive with its policy initiatives around waste. The recent ban on plastic straws is another great step, and we need to continue these precedent-setting actions. Plastic waste is still by far the most environmentally damaging thing we throw away. We need more educational campaigns in the coming year so residents and businesses know where that last 20% is going to be achieved and how to achieve it. These campaigns were effective in getting people to compost properly. One of the major final hurdles will be reducing waste generation. While SF has diverted the amount of waste going to landfills, the total waste created has actually increased. To reduce this, we will need strong commitment from businesses and residents combined with new financial incentives, educational outreach, and sound government policy.

Q9

Combating Climate Change: How would you update and implement San Francisco’s Climate Action Plan? How would you push City departments to meet their Climate Action Plan goals? Would you support divesting from fossil fuel investments? (please limit your response to 250 words)

As an SF Environment Commissioner, I helped drive the creation and adoption of the Climate Action Plan in 2013. As Supervisor, I will work to update the Climate Action Plan and require that all City departments create their own five-year Climate Action Plans with firm metrics and objectives. I will require all departments to report out on their progress in meeting those climate action plans on an annual basis. I will make meeting the City’s 80% reduction goal by 2050 one of my top priorities, and work to make San Francisco the first net zero carbon city in the country. I led the effort to divest from fossil fuels at BART and will support the City divesting from fossil fuels.

Q10

Your Environmental Priorities: Why should the San Francisco League of Conservation Voters endorse you? What will your top environmental priorities be in office? If you are an officeholder, please highlight the environmental achievements you are proudest of. (please limit your response to 250 words)

I’ve worked to combat climate change my entire adult life. I founded and ran a solar power plant building company. I’ve served on the board of California League of Conservation Voters for several years and worked to drive environmental policy at the state level. I helped found and continue to lead the Cleantech Party, devoted to electing clean-economy leaders nationwide. At BART, I led efforts to pass the Sustainability Policy with aggressive goals and make the transit agency the nation’s first to be powered with 100% renewables. I also led efforts to pass a new station access policy to prioritize active transportation and shared modes, and also build more dense mixed-use communities around stations. At MTC, I led efforts to create a funding stream for diesel to electric vehicle transition; for SFMTA to recommit to a zero-emissions fleet by 2035; and to link transportation funding to communities putting in place more sustainable land use policies. At Capitol Corridor and WETA, I’ve worked to transition fossil diesel used in the ships and trains to renewable diesel. As Supervisor, I will be a leading environmentalist working tirelessly to meet our climate goals and be the nation’s first zero net energy city. I will work to deliver significant water use reductions and minimize waste generation and stormwater runoff, and put in place the first long-term policy around toxics in our environment. And I will focus on ensuring those who are most vulnerable are the greatest beneficiaries of pollution reductions and good clean-economy jobs.