



Dear Candidate:

The San Francisco Democratic Party (SFDCCC) is eager to learn more about your candidacy and invites you to participate in our endorsement process.

If you would like to be considered for an endorsement by SFDCCC, please complete the attached Endorsement Questionnaire and return to [info@sfdemocrats.org](mailto:info@sfdemocrats.org) by **Monday, August 13 at 5:00pm**. Our Endorsement Committee will meet candidates for interviews on **August 18, 2018**. The exact time of your interview and location will be provided to you after we review your completed Candidate Endorsement Questionnaire and have determined that you meet our bottom line requirements to be considered for an endorsement. At the time of the interview, you may also provide additional information to supplement your questionnaire. You are limited to four (4) total pages, and you must provide 5 copies.

SFDCCC seeks to encourage the election of qualified local candidates who will help to advance our shared Democratic values. We are only able to endorse registered Democrats, except in the case of a nonpartisan race in which no registered Democrat has qualified for the ballot. We also seek to support those candidates who express agreement and have demonstrated support for our core issues and priorities, which are included in the California Democratic Party Platform, our Bylaws, and Policies and Procedures Manual (which can all be found at [www.cadems.org](http://www.cadems.org) and [www.sfdemocrats.org](http://www.sfdemocrats.org)).

To qualify for an endorsement interview, all candidates must indicate that they support the Democratic principles in our party platform, complete the Candidate Endorsement Questionnaire, and return it by the deadline of **August 13, 2018 at 5:00pm**.

Candidate interviews will be brief and will be open to both SFDCCC members and members of San Francisco's chartered democratic clubs. Following the Endorsement Committee interview, the full body will deliberate and vote on a final endorsement at our

meeting scheduled for August 22, 2018, at 6:30pm, at the Tenderloin Community Elementary School. Meetings are open to the general public and are live streamed on our Facebook page. You are welcome to attend or follow our progress online.

The following rules also apply to the SFDCCC endorsement process and any violation may be subject to further actions, including a revocation of the endorsement:

1. Candidates may only use the "SF Democratic Party" name and image after the full membership endorsement;
2. Once endorsed, the SFDCCC will provide a high-resolution copy of our logo which may be used in your materials **only** for the race for which you were endorsed;
3. In the case of elections in which Ranked Choice Voting (RCV) is employed, listing of the SFDCCC endorsement must accurately reflect the ranked endorsement as detailed in our Policies and Procedures Manual;
4. Third parties wishing to utilize the SFDCCC name or logo in their campaign materials must submit a request to our Executive Director.

Thank you very much for your interest in the SFDCCC endorsement. Please do not hesitate to contact us should you have any questions. We look forward to learning more about your candidacy and your campaign.

Respectfully,  
The San Francisco Democratic Party

By signing below, you acknowledge that you will comply with the SFDCCC's Bylaws and Policies and Procedures and you will not utilize the SFDCCC name, the San Francisco Democratic Party, or its logo without written permission.

\_\_Jonathan Lyens\_\_\_\_\_  
(name)

  
\_\_\_\_\_  
(signature)

\_\_BART Board Director, D8\_\_\_\_\_  
(position you are seeking)

\_\_8/12/18\_\_\_\_\_  
(date)

**SF DCCC Candidate Questionnaire  
BART Board**

Name \_\_\_\_\_ Jonathan Lyens \_\_\_\_\_

Address \_\_\_\_\_ PO Box 591262 \_\_\_\_\_

City, State, Zip \_\_\_\_\_ SF, CA 94159 \_\_\_\_\_

Campaign Phone Number \_\_\_\_\_ 415-446-8896 \_\_\_\_\_

Cell Phone Number \_\_\_\_\_ 415-446-8896 \_\_\_\_\_

E-mail Address \_\_\_\_\_ lyensforbart@gmail.com \_\_\_\_\_

Are you a registered member of the Democratic Party?    **YES**                      No

Have you read the California Democratic Party Platform?    **YES**                      No

Will you fight for its implementation in policies?                      **YES**                      No

What office are you running for? \_\_\_\_\_ BART Board Director, District 8 \_\_\_\_\_

Are you running for re-election?    Yes                      **NO**

What other elected positions have you held previously?

\_\_\_\_\_ n/a \_\_\_\_\_

**INSTRUCTIONS:**

- Please complete this questionnaire and bring 5 copies (for the 31 Committee members and for Democratic Clubs) with you to be distributed just prior to your interview appointment on ***August 18, 2018***
- ***\*\*IMPORTANT\*\**** Please send electronic copies to info@SFDemocrats.org by ***5:00 PM on August 13, 2018***

· **With the *possible exception* of a Democratic candidate filing to run after the questionnaire due date, *only* candidates who return a completed questionnaire electronically by the due date will be allowed to present before the committee.**

· At the time of the interview, you may also provide 45 copies of up to 4 pages of supplemental information attached to your questionnaire for distribution to SFDFCC members (materials are not to be passed out during the meeting).

· We may distribute the questionnaires in preparation for event and post them on the SFDFCC website for the public to view.

· If you have not heard from the committee by **Thursday, August 16**, please contact Executive Director, Adam Mehis at 415-626-1161 or [info@sfdemocrats.org](mailto:info@sfdemocrats.org) to schedule a time slot during the Endorsement Interview Meeting.

### **PART I: GENERAL QUESTIONS (200 words or less)**

Why are you committed to serving on the BART Board? What stake do you have in decisions made at the BART Board (e.g. transit rider, BART employee, etc.)?

Growing up blind wasn't always easy. From an early age, as I battled discrimination and misperception about my disability, I knew that to be seen as an equal I needed to live somewhere with strong and viable public transportation; enabling me to get where I need to be when I need to be there. I have spent my life advocating for people with disabilities, standing for those without a voice. Now, that viable transportation my community needs is in jeopardy. I am confident that my life experience, as well as my professional background has prepared me well to serve as a BART Director that will never stop advocating for those like me who are truly transit dependent.

Please describe your contributions to the Democratic Party and/or increasing civic engagement in the democratic process at the local, state and or/national level in the most recent years.

Growing up in a labor family, I learned early to stand for the causes that I believe in and the values I hold dear. I have been a registered Democrat since age 18 and have been involved on Democratic campaigns on the East and West Coasts. Since moving to California in 2005 I have been active in Democratic politics. I have been a delegate to the California Democratic Party since 2008 and currently serve as the CoChair of the CDP Platform Committee (I'm proud to have led the drafting of the platform this questionnaire inquires about). More locally, I serve as President of the FDR Democratic Club, for seniors and people with disabilities. The FDR Dems have been leading successful advocacy efforts and help to elect leaders willing to fight for our communities.

Are there any other civic causes or organizations that you are involved with? Please describe.

I was twice appointed by Governor Brown to the local Area Board of the State Council on Developmental Disabilities. Additionally, I am the former President of the Board of Directors of the Richmond District Neighborhood Center, the largest nonprofit in the Richmond District that serves nearly 3,000 neighbors a month. Further, I am an active member of the National Federation of the Blind, an organization of more than 50,000 – the voice of the nation’s blind. I am also a former member of the Richmond District Police Community Advisory Board.

Please summarize your qualifications and experience for the office you are seeking.

I hold a Masters in Public Administration and I have dedicated my life to public service. I spent four years in the SF Mayor’s Budget Office, helping guide the city’s budget through the Great Recession. In 2012, I served on the city’s bargaining team, facilitating successful labor negotiations with 26 of the city’s unions. I was on the team that helped rebuild SF General Hospital, the only level one trauma center in SF and northern San Mateo counties. In addition, I was President of the Board of Directors for Richmond District Neighborhood Center, with fiduciary responsibility for the program serving 3,000 San Franciscans each month through after school, senior and family programming.

Please list any organizations or elected officials who have endorsed you.

**Organizations:**

SEIU 1021  
San Francisco Firefighters, Local 798  
International Brotherhood of Electrical Workers, Local 6  
International Longshore Workers Union  
Teamsters Joint Council 7  
UA Local 38, Plumbers and Pipefitters

**Elected Officials And Democratic Leaders:**

Kevin de León, immediate past President Pro Tem, California State Senate  
Mark Leno, former California State Senator  
Fiona Ma, Member, California Board of Equalization  
Tom Ammiano, former Assemblymember  
Phil Ting, Assemblymember, District 19  
Art Agnos, former San Francisco Mayor  
Sandra Lee-Fewer, Supervisor, District 1  
Aaron Peskin, Supervisor, District 3  
Norman Yee, Supervisor, District 7  
Rafael Mandelman, Supervisor, District 8  
Eric Mar, former Supervisor, District 1  
Jake McGoldrick, former Supervisor, District 1  
Brigitte Davila, President, City College Board of Trustees  
Thea Selby, Member, City College of San Francisco Board of Trustees  
Eric Bauman, Chair, California Democratic Party\*

Alexandra Gallardo-Rooker, Vice-Chair, California Democratic Party\*  
David Campos, Chair, San Francisco Democratic County Central Committee\*  
Alysabeth Alexander, San Francisco Democratic County Central Committee\*  
Petra De Jesus, Member, San Francisco Democratic County Central Committee\*  
Keith Baraka, Member, San Francisco Democratic County Central Committee\*  
Leah LaCroix, Member, San Francisco Democratic County Central Committee\*  
*\*Titles are for identification only. Does not imply part endorsement.*

If you are elected, what are your top concerns? How would you address these concerns?

As a BART Director my goal will be a system that is accessible, safe and reliable, while planning for the BART of the future. Achieving these goals will require focusing on the basics, such as keeping escalators and elevators clean and functioning, and building partnerships and programs that will meaningfully address the growing crisis of drug use and mental illness with compassion. Additionally, it is critical BART is staffed with a workforce representative of the Bay Area's diversity that is treated with respect and fairly compensated. I will also push forward the need to plan for BART of the future. We must come together (BART leadership, workers and the communities we serve) to assess where BART should be for the next generation – ensuring we are able to meet our region's anticipated population growth with a high level of service.

Three main challenges at BART include:

- Budget Stability – to include projected deficits and the potential for a repeal of the gas tax in November 2018.
- Accessibility, Safety and Reliability – providing riders the confidence that the trains and stations will be accessible, clean and safe. Making sure that escalators and elevators are functioning for those that depend on them to access the system.
- Ridership – the decline in ridership for non-transbay trips.

The California Democratic Party Platform mentions building healthy, livable, and sustainable communities, what does this mean to you?

The CDP Platform mention of healthy, livable and sustainable communities is a broad reference to developing communities as diverse places where all can thrive. This includes an economy that works for everyone, jobs available for all, housing as a human right, a clean environment that allows all neighbors to be healthy, and so much more. Looking at transportation specifically, a healthy, livable and sustainable community would have a seamless network of multimodal transportation options that is safe, accessible, reliable and affordable.

Would you support the idea of BART using its land throughout the Bay Area to develop affordable housing?

Yes. Much of the land in question is currently used as parking lots, and under the current model BART is subsidizing the housing of cars. The better use of this public land is to prioritize the housing of people, not cars. I believe that this public land should be used for maximum public good and housing should be developed with extremely high levels of affordable housing.

## **PART II: YES/NO QUESTIONS**

While it may seem that some of these questions do not apply to the office you are seeking, they represent California Democratic Party Platform principles and since many people run for higher office where they will be called upon to answer these questions, we would like them addressed.

We may distribute the questionnaires in preparation for event and post them on the DCCC website for the public to view.

### **ECONOMIC JUSTICE**

Do you support the separation of retail and investment banking to safeguard Californians from speculative investment activities? (page 2)

**YES**

No

Do you believe that the government should provide foreclosure relief for borrowers who were victims of unethical financial service practices? (page 2)

**YES**

No

### **CRIMINAL JUSTICE/POLICE REFORM**

Do you support overhauling the bail system? (page 7)

**YES**

No

Do you support reducing prison overcrowding and the drain on our economy by decreasing penalties for minor drug offenses and other victimless crimes, making the punishment fit the crime?

**YES**

No

Do you believe in ending mass incarceration and supporting the abolishment of capital punishment? (page 6)

**YES**

No

Will you support the full restoration of funding for the Courts? (page 5)

**YES**

No

Do you support the use of tasers by law enforcement?

Yes

**NO**

Do you support using jails as mental health facilities and substance abuse treatment programs? (page 7)

Yes

**NO**

Will you commit to encouraging “ban the box” to ensure that those formerly incarcerated are given an equal opportunity for housing and employment (page 16)

**YES**

No

## **EDUCATION**

Do you believe in a “debt-free college” and free community college (i.e. Education financed entirely without student loans)? (9)

**YES**

No

## **ENVIRONMENT**

Do you oppose new fossil fuel infrastructure projects and supporting the divestment of fossil fuels?

**YES** No

Do you believe in Free MUNI for youth?

**YES** No

Do you agree with safe routes to schools?

**YES** No

## **HEALTHCARE**

Do you support a publicly funded single payer health care system for all people?

**YES** No

Do you support the idea that women have access to safe and reliable access to reproductive services without their spouse, judicial, parental, or guardian consent?

**YES** No

## **CIVIL RIGHTS AND IMMIGRATION JUSTICE ISSUES**

Will you support Sanctuary policies and Due Process for All -- limiting the ability for local authorities to collaborate with Federal government on immigration enforcement which incites fear in immigrant communities?

**YES** No

Do you support speaking out in public against all forms of racism, discrimination, hatred and violence and support standing in solidarity with movements that promote equity, including Black Lives Matter? (page 13)

**YES**

No

Will you protect the right of all people to use facilities and participate in all aspects of society regardless of their true gender identity and the gender assigned at birth?

**YES**

No

### **LABOR**

Did you support the push for a statewide minimum wage for at least \$15 per hour and will you support living wages for areas that have high cost of living?

**YES**

No

Are you committed to fully funding our public employee pensions and opposing attacks to convert defined benefit programs to defined contribution programs?

**YES**

No

Do you support employee rights to organize and collectively bargain and support enforceable organizing agreements?

**YES**

No

### **CAMPAIGN FINANCE REFORM**

Do you support full disclosure of funding sources for political advertisements (19)?

**YES**

No

**HOUSING, TENANT, & LAND USE ISSUES**

Do you believe that housing is a human right?

**YES** No

Do you believe that Proposition 13 needs to be reformed?

**YES** No

8

Would you support repealing Costa Hawkins and the Ellis Act?

**YES** No

Do you support use of BART property to build affordable housing?

**YES** No

Do you support SB 827 as it was proposed?

Yes **NO**

**PART III: SHORT-ANSWER QUESTIONS ON ISSUES (250 words or less)**

- 1) What programs or initiatives would you undertake to address the disparities for BART riders?

Affordability is one of the most significant drivers of public transportation use. Currently, BART has an overly high dependence on rider fares – the single highest source of revenue for the District – that reliance will only increase unless something changes. As Director I will work to decrease this dependence by making our fare structure more equitable. I believe it is critical for transit agencies to collaborate on a cross agency fare structure. We need to continue incentivizing transit use and each agency must step up to allow passengers to use transit for each leg of their trip. In addition, I would like to explore reforming the systems current fare structure that requires riders to pay more per mile for shorter trips.

2) What would be your budget priorities for BART?

- o Finding ways to reduce reliance on rider fares as the largest source of revenue.
- o System accessibility through focusing on core issues such as reliability, and cleanliness of elevators and escalators.
- o Advancing socially equitable ways to reduce fare evasion, such as through structural changes to the fare gates and bringing elevator access inside the fare gates.

3) Do you believe that BART's transit system needs reform? If not, why? If so, how would you change it?

Yes, I do believe the system needs reform. BART struggles to provide the basics – safety, accessibility and reliability. We need to make the system safer for all riders, cleaner, more accessible for families and people with disabilities. The BART budget needs to be stabilized, decreasing the system's dependence on rider fares, reforming those fares to make them more socially equitable, while finding new sources for revenue. BART also must improve the way it works with the cities and counties that it serves through standing working groups to improve areas of collaboration and find new ways to work together.

4) Do you believe BART should focus on expanding its service to more urban areas, or metropolitan areas (ex. San Jose)? If not, why?

BART has, and continues to see, a significant amount of growth and expansion – 15 new stations coming online with more in the pipeline. The District should be wary of unchecked expansions, which have the potential of putting more riders on the system while the system core continues to struggle. Any new expansion needs to consider both capital costs required to bring the project online and the added operational cost required to operate the new stations, as well as an equity analysis to ensure we are expanding into areas that serve communities most in need. That said, certain expansions can make sense, such as the partnership with the VTA that enabled the extension to San Jose. Additionally, the extension that, as Director, I will advocate for the loudest is extended service to Ocean Beach. BART Board District 8 is by far the district least served by BART and providing service to the West Side of San Francisco will help address that issue.

5) What is your belief on the fare evasion officers? Do you believe they are effective in retrieving the lost funding when riders evade paying for fare?

No, I do not believe fare evasion officers are the best path forward in retrieving lost revenue for BART when people fail to pay their fare. While seemingly innocuous, too many social justice issues arise with these plans. BART should concentrate its efforts on making it easier for riders to pay their fare at

all points, as well as station hardening – making it much more difficult for riders to jump the fare gates and bringing the elevators inside the fare gates.

- 6) BART ridership in the Bay Area has hit its highest point ever, with increased population in the area relying on its transit systems to get around. However, our transit systems are strained and overcrowded. What would you do to fix this?

Increasing ridership on BART is a good thing for our community and the District. The challenges for BART to deal with the increased ridership is a result of a generation of under investment and disinvestment in public transportation. First, BART needs to improve the technology behind its system. Behind the scenes projects such as replacement of the train control system will go a long way to improve BART efficiency and effectiveness. The new cars will also be helpful in addressing the increased demand. A huge issue that needs to be addressed is a second Transbay crossing. The current system requires any rider traveling between the East Bay and San Francisco/San Mateo to travel through the same tube. A second tube will have a significant impact on decreasing this throughput issue by enabling riders to be dispersed through the two Bay crossing options.

- 7) Do you think BART needs a second Transbay Tube into San Francisco? Why or why not?

BART definitely needs a second Transbay Tube for a number of reasons. First, a second tube will be essential for the system to keep pace with the region's anticipated population growth and maintain a high level of service. Additionally, a second tube is necessary to get the system to 24 hour service – essential for many service workers and emergency personnel. Further, a second tube, as a redundancy, will make the system more likely to be able to continue providing service in the wake of a disaster.

- 8) Currently, fare and bonds are the two main income resources for BART. What other funding resources would you examine to bring additional funding into the system?

Having spent four years in the San Francisco Mayor's Budget Office during the recession, I know that diversifying revenue is key in stabilizing budgets. As Director I would advocate the formation of a working group including BART leadership, regional leadership and community leaders to assess BART's long term financial needs, both met and unmet, and develop viable options for meeting those unmet revenue needs. All progressive revenue options should be on the table, including a tax on ride share companies and a regional transit impact fee on new development. Additionally, we should explore reforming the BART District itself. BART already serves San Mateo County and will soon be serving Santa Clara. These counties can be brought into the district and broaden the tax base supporting BART.

- 9) After the death of Nia Wilson at its MacArthur station, BART has recently proposed using facial recognition technology to catch riders who commit crimes on its system. Do you support or oppose this? Why?

Safety on BART is a huge issue. While the recent tragedies on BART have brought this to the forefront of the media, this is not a new issue, and many of these proposals were an overreaction. I oppose the facial recognition proposal that was before the BART Board recently. BART is currently considering an organizational privacy policy that directly impacts this exact type of proposal. Despite the fact this policy will be before the Board for a vote in the coming months the facial recognition proposal was rushed through in an attempt to appear responsive to safety concerns. Additionally, there are definite concerns about the reliability of the technology. Furthermore, the security of the recorded information is a significant risk. No doubt the data will be classified as Personally Identifiable Information (PII). This information will be sitting on a computer server somewhere with an undefined level of security.

- 10) Riders complain of open air drug usage and the cleanliness in stations, in addition to the overall safety of the BART system. What would you do to ensure riders feel safe, and how would you maintain clean stations and train cars?

The safety challenges at BART are significant and need to be addressed. Violent crime is on the rise and riders feel increasingly unsafe. As the BART Board has noted, station hardening needs to be prioritized. There needs to be a greater BART personnel presence within the stations and on the platforms, and additional technology needs to be available for riders to call for help in an emergency. Moreover, BART is experiencing other challenges they are ill equipped to deal with, such as open air drug use. As Director I will work to establish a standing working group between BART and the City, to coordinate service between BART and Muni, and to find avenues to work together to address the quality of life challenges ever-present in the BART stations. I will also advocate for providing permanent space for the City's Homeless Outreach Team to provide on the ground service inside the BART system to those in need.

- 11) How would you improve accessibility for BART especially for riders with disabilities and families with children?

As a candidate with a disability, accessible and reliable BART is deeply personal to me. BART's track record on accessibility is terrible. For years people with disabilities have been fighting with BART for clean and functioning elevators and escalators, and clear paths of travel within the stations; and in exchange for this advocacy BART's first iteration of the new Fleet of the Future included significant accessibility barriers, and BART management appeared to be uninterested in addressing this concern once raised. Repairing this history will require attention on multiple levels. First, people with disabili-

ties deserve equitable representation on the BART Board and *only* Directors from the disability community will be able to give a real voice to these issues. Second, more needs to be done to improve accessibility to the stations. Elevators need to be brought inside the fare gates to keep them more secure and clean. Until this happens, the elevator attendant program should be expanded across the district. Furthermore, clear paths of travel must be maintained from the platforms up to the street level.