

<b>Name</b>	<b>Office Sought</b>	<b>Website</b>
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**What San Francisco street/intersection would you choose for an epic street party and why?**

Oooh. If I could control the weather as part of this, I would 100% choose Judah at Great Highway when sand closures are in effect due to coastal erosion. 1) It's a reminder of how fragile our space is and how we need to take care of the land and the earth that we're on, 2) surprise open streets!, and 3) most accessible by transit and by bike. Outer Sunset has opened its arms as my new home and I would take this opportunity to celebrate with my neighborhood, block party style.

**Please list the 3 endorsements you are most proud of:**

Supervisor Jane Kim, Assemblymember Phil Ting, BART Director Bevan Dufty

**What are the top three issues you will work on, and how will you implement solutions in a timely manner? (1250 character limit)**

- Station maintenance, which includes funding operations to have adequate staffing and specialized training to fix elevators and keep stations clean, and expanding and maintaining the core system through infrastructure investments and new BART cars
- Developing a more equitable fare policy by fighting against fare hikes and championing free and discounted passes, like San Francisco's Free Muni for Youth and Seniors and People With Disabilities programs
- Adding oversight to bond issuance and contract administration, while seeking new public funding streams to enhance workforce resiliency and the aforementioned maintenance and affordability priorities

**What for-profit or non-profit boards do you serve on, including political organizations?**

N/A

**What local and state commissions and policy bodies have you served on -- currently or in the past?**

- Co-Chair, Waterfront Plan Task Force (2015-present)
- Member, Better Market Street Citizens Advisory Committee (2015-present)
- Member, Emerging Mobility Task Force (2018-present)
- Member, San Francisco Fines & Fees Task Force (2016-2017)\*
- Member, BART Bond Citizen Advisory Committee (2015-2016)\*
- Member, San Francisco Transportation Task Force 2045 (2017-2018)\*
- Member, BCDC-Port of San Francisco Working Group (2014-2015)\*
- Member, Late Night Transportation Working Group (2014-2015)\*

**Do you support San Francisco Employees' Retirement System (SFERS) fully divesting from fossil fuels within three years and holding SFERS accountable at the ballot if they do not divest?** Yes

**Have you signed up for CleanPowerSF?** Yes, for SuperGreen service

**Do you support California Prop 10 that repeals the Costa Hawkins Rental Housing Act?**  
Yes

**Do you support renewing SFPD's involvement with the FBI's Joint Terrorism Task Force?**  
No

**Do you support congestion pricing for the downtown core?** Yes

**San Francisco suffers a continued affordability and housing crisis. Please explain how you think this crisis should be addressed (in general), then list actionable concrete steps you would take, if elected, to move toward those solutions. Include an explanation of whose interests you will prioritize.**

The two biggest expenses for any family or any individual are housing and transportation, and every level of government needs to urgently set policies and pass legislation to actively tackle the growing unaffordability and displacement of residents.

On both housing and transportation, BART plays a critical role in affordability -- particularly on BART property and in the immediate areas surrounding BART stations.

[On housing]

Estimates show that BART already owns 200 acres of land on its property, and 2015 guidelines set a goal of 20,000 housing units near BART by 2040, or approximately 1,000 units of housing per year going forward. It's an ambitious goal but I am committed to meeting that. Going one step further, we need to be approaching this development with a Public Lands Agenda, focusing on every parcel of publicly-owned land as a critical opportunity to maximize housing affordability and invest in the long-term maintenance of that affordable housing, in turn furthering our long-term environmental and social equity goals. We have a narrow opportunity in order to capture that long-term public benefit, and I will push hard not only for maximum affordability but for community self-determination in these projects and development processes.

In that respect, AB 2923 sets a disappointingly low bar of 20% affordable housing, and I want to see far higher requirements and stronger language in affordable housing requirements. To the extent that feasibility of higher affordability is a figment of funding sources and profitability estimates by developers, I would advocate for massive public investment in these critical opportunities and much higher rates of affordability.

[On transportation]

Transportation affordability and accessibility is a top priority of mine, which I see as an evolution of my work to advance Free Muni for Youth and to build support for new transportation revenues to fund operations specifically to fund affordability programs. I am against fare hikes (outside of formula, inflation-based increases) and want to see affordability programs expand for BART, including passes for youth, students, seniors and people with disabilities.

Further, BART needs to end enforcement for ticket fare evasion. This is a waste of public resources and racially biased. We now know that two-thirds of people banned from BART are black, a shocking number, and further enforcement will further perpetuate structural racism in the public sphere while failing to recoup revenues lost.

I would propose ending tickets for fare evaders, given that out of 1,300 tickets issued by BART inspectors in a recent audit, only 100 actually paid their fines. The highest percentage of people banned from BART and most likely to receive fare evasion tickets are Black. With fares continuing to rise across transit networks regionally, the amount of resources devoted to trying to penalize fare evaders would be better spent on developing low-income and affordability programs, as well as workforce pipelines into good union jobs.

Lastly, as a bicycle advocate for so many years, I know that a transit-friendly city is a bike-friendly city. It's also critical that BART stations and the surrounding streets are safe for vulnerable road users so that people are able to connect bike trips with BART trips, especially for transit-dependent folks. I would continue my advocacy in pushing for protected bike lanes along the Embarcadero, Market Street, Folsom and Howard, and Ocean Ave to better connect to the three BART stations in District 8 (Embarcadero, Montgomery and Balboa Park).

**Voters approved Measure RR in November 2016 to give BART \$3.5 billion in bond funding to address the most critical safety projects and improve system reliability and service. As you speak to voters during this campaign, what do you tell them you see as the most important projects to BART riders? Are these projects currently funded by Measure RR?**

- New BART cars (no, this is funded by mostly Regional Measure 3), and making sure they're delivered on time
- Core maintenance (yes, funded by RR), and making sure that the maintenance is delivered urgently, with transparency
- Increased service and operations (no, not funded by Measure RR); often, big bonds and other measures bring in significant funding for capital infrastructure, but those investments are not paralleled with the needed operations funding, whether to increase service and/or staffing for maintenance needs. This is something I've fought for through the Transit Justice Coalition and the Muni Equity Strategy, and I'd continue that work if elected BART Director

**How do you understand the impacts of the Supreme Court ruling of Janus v. AFSCME on BART's labor force? Will you support organized labor during the next set of negotiations? How do you envision that support looking like? (Please answer all three questions.)**

1) The Janus ruling was absolutely devastating. There will be immediately negative impact on unions in losing funding and bargaining power, but the not-so-long-term impacts will be an erosion of workers' ability to negotiate, bargain and fight for fair wages, worker protections, safety in the workplace and so much more.

2) I absolutely will support organized labor during 2021 negotiations.

3) Outreach, Listen, Outreach, Listen and really try to understand the core issues causing concerns. I know that my first priority is to build these relationships up so that unions trust that I will always make myself available and be ready to listen -- starting with my campaign right now and if/when I am elected to serve as BART Director. My job is to really hear out workers and have workers tell me what their needs are as a prerequisite to navigating the negotiation process.

To that end, I would meet with union officials beforehand to hear what requests are and what concerns there are with working conditions. I would urge management to accept their conditions and as needed, I would further urge management to agree to an arbitrator swiftly if an agreement cannot be reached.

**How would you advance equitable public safety? How do you envision police reform within BART's policing services? How do you envision working with BART Police Citizen Review Board? (Please answer all three questions.)**

1) I've personally heard many public safety concerns (particularly from women) about the lack of late-night travel options and fear of personal safety at stations. Single mothers with jobs are the fastest-growing population of low-income workers at risk of homelessness, and many endure long commutes using multiple modes of transit to juggle multiple service-industry jobs and childcare. They should be leading the conversation about safe and accessible transit options that reflect this reality. Before proposing solutions, I would actively convene women who ride BART, live or work near BART and who work for BART as operators, station agents, etc. to hear out the problems and identify immediate improvements. I would further like to explore expansion of service to provide safe late-night travel alternatives through this effort.

2) Police reform is a massive subject, but two key areas of reform I would champion as BART Director are:

- Ending enforcement for ticket fare evasion as a waste of public resources that is also racially biased. (See full answer to previous question on affordability.)

- Immediate disarming of BART police: Sahleem Tindle. Oscar Grant. Charles Hill. Too many men of color have died at the hands of BART officers. I would require de-escalation training for all BART police along with the eventual phaseout of all firearms, including tasers. As a supporter of the successful No on H campaign in June, we know that tasers do not lead to de-escalation or eliminating of fatalities by the hands of law enforcement -- Marcellus Toney's death last year proves just that.

3) I've worked with so many citizens review boards, and like many of BART's other task forces and working groups, BPCRB has at least two vacancies right now. So my first task would be to identify and encourage strong law enforcement reform advocates to join. Secondly, I would push hard for BPCRB to investigate what happened in the incident that killed Sahleem Tindle, and I would bring findings and recommendations to the full BART Board as appropriate. Lastly, I would work with BPCRB to see how I can best support their initiatives and push forward reforms listed above.

**Please explain your position on maintaining and improving BART's infrastructure, specifically whether you support expanding BART's service throughout the Bay Area versus focus on supporting BART's existing core system. How would you pay for expansions and core system support, given that Measure RR funds are allocated to set projects? (Please answer both questions.)**

1) Expansion for expansion's sake foregoes funding upgrades and maintenance to the core system, which is the primary reason that I actively opposed the BART extension to Livermore. Expansion is often discussed in terms of how to expand the rail network itself, with inadequate consideration of the network of alternate public transit modes. There is tremendous value in building local support and funding for high-quality, affordable surface transit/buses. I actively supported Bus Rapid Transit (BRT) options for Livermore and was disappointed to see that was not an option approved by the Board.

We need a more adept body and better framework for coordinating regional transit planning. A great example is the need for a second transbay tube is necessary. The redundancy is needed for a variety of reasons, including expanded access and better hours for maintenance staff. The principle concerns around complexity and size of the project should be addressed through more rigorous regional planning, and MTC has largely failed at serving as the regional body for that purpose.

2) I have actively built coalitions, crafted legislation and campaigned for more transportation funding in San Francisco through the Transit Justice Coalition. We have established a expenditure framework, which would fund a variety of projects and programs that Measure RR is unable to fund, including operations funding for discounted fare programs and late night transportation, more BART cars, and bicycle/pedestrian projects to build out safe connections to BART stations.

While the success of Regional Measure 3 (a measure I supported) is promising, I do think MTC has largely failed at being a critical body the Bay Area needs for regional land use and transportation planning. In Fiscal Year 2016-2017, MTC had an overall annual revenue of over \$250 million, and RM3 will significantly increase that amount. I hope to have an opportunity to serve on MTC (Nick Josefowitz currently holds one of the San Francisco seats) to rein in the spending and bring accountability to an agency that rarely has oversight. I would ensure any bloat in funds were actively repurposed back in funding public transit, including BART.

**BART's Board of Directors has only one person of color on this nine-person Board. If you are elected, how will you bring in voices of marginalized communities?**

As a queer woman of color and an immigrant from Hong Kong, I would immediately bring diversity onto the BART Board.

I would not be shy about bringing my values and my perspective into the room as I have done for years as a bicycle advocate. I believe that society is only as healthy as the most marginalized in our communities. It should be the role of government agencies such as BART to always find ways to serve their most vulnerable constituents, and I would bring that perspective to the board if elected BART Director as a way to frame all decisions I would make.

Lastly, while BART Director is far from the most politically powerful role, I would have an opportunity to make recommendations to a variety of advisory boards and task forces, and I would seek to make sure the people I support for those roles represented marginalized communities.

**Please share your thoughts on means based fares to address transit affordability for low income residents.**

As shared above, I have a strong platform for increasing transit affordability. As part of that, I think there needs to be a comprehensive examination of fare policy for BART as well as connections to other transit agencies. Means-based fares would be one possible outcome, as would expansion of discounted/free passes for low-income passengers to better fare integration across transit agencies. I think all of these ideas (and more) should be explored and piloted to see which would have the most impact and be well-received by low-income residents.

**Do you support the "Our City, Our Home" tax on gross receipts of businesses to fund homeless services? Yes**

**Do you support the gross receipts tax on transportation network companies (TNCs) and other private transit vehicle services? Yes**

**Who are you supporting for D2 Supervisor?**

**Who are you supporting for D4 Supervisor?**

**Who are you supporting for D6 Supervisor?**

**Who are you supporting for D8 Supervisor?**

**Who are you supporting for D10 Supervisor?**

**Who are you supporting for Board of Education?**

**Who are you supporting for Community College Board?**

**Who are you supporting for BART Board, D8?**

William Walker, Janice Li

**Who did you support for Mayor?**

Jane Kim	1st
Mark Leno	2nd

**Did you support June 2018 Prop C, Tax on Commercial Rent for Child Care & Early Education?**

Yes

**Did you support June 2018 Prop D, Commercial Tax for Housing? Yes**

**Who did you support for D1 Supervisor?**

Sandra Lee Fewer	1st
Andy Thornley	2nd

**Who did you support for D3 Supervisor?**

Aaron Peskin	1st
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**Who did you support for D5 Supervisor?**

**Who did you support for D7 Supervisor?**

Norman Yee	1st
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**Who did you support for D9 Supervisor?**

Hillary Ronen	1st
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**Who did you support for D11 Supervisor?**

Kimberly Alvarenga	1st
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**Did you support 2016's Prop D "Let's Elect Our Elected Officials" to have special elections to fill vacancies on the Board of Supervisors? Yes**

**Did you support 2014's Prop G, the anti-speculation tax? Yes**

**Is there anything else you want to tell us? (3000 character limit)**

I have not had a chance to meet with many of the Supervisor, School Board and City College Board of Trustee candidates. At this point, I don't feel comfortable making any endorsements, particularly for Supervisor races, given how much turnover there will be on the board.

By the time this candidate questionnaire is posted publicly, though, I expect to have made endorsements in many/all of those races.