* Name:Tony Kelly
* District: 10

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)

I have always enthusiastically supported the construction of 100% affordable housing in San Francisco and always will. I think more should be done to manage the amount of housing that is built for profit, because decades of evidence have shown that the housing marketplace will not build for ordinary San Franciscans. Also, in District 10, many residents don’t earn enough to qualify for our local affordable housing programs. (This is one of the many flaws in the notion that expanding neighborhood preference programs will automatically lead to more neighborhood residents gaining access to new affordable housing.) That’s why I’m a strong proponent of using our publicly-owned land for affordable housing, and for establishing a public bank to remove the profit motive from some housing financing. The largest expenses in new housing are the cost of the land and the cost of the money; the City needs to use its land and its financial power to bring affordable housing to more people. The City must also step up on further limiting the tools of displacement and speculation. A tax on vacant units, expanded eviction protections, and limits to corporate housing must all be considered and passed. Re height/density: My primary duty to my constituents is to ensure that planned projects will keep them healthy and securely housed. If a project is opposed for more trivial reasons, then it is my responsibility to negotiate both with the developer and with concerned constituents that desperately need truly, deeply affordable housing in their community.

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)

District 10 has more cars per capita than we did 10 years ago, because we have struggled with multiple waves of “transit-oriented development” without transit improvements. We must fully implement Vision Zero, and find more ways to get cars and their hazards off of our streets. In recent years, I was instrumental in creating a Pavement to Parks ‘parklet’ at 8th and 16th Streets, volunteering the site to Planning Department staff and leading public advocacy and site design improvements. At the Potrero Boosters, I worked with MTA staff to develop a traffic calming plan for the Potrero Hill neighborhood, and developed comprehensive neighborhood-based parking management plans in multiple communities. I have consistently advocated for protected bike lanes in City and Port planning over the years, and for the dedication of entire streets as dedicated bikeways. I would continue all those efforts at the Board of Supervisors. I would also be interested in measures such as these: o Embedding bicycle infrastructure into land use decisions in District 10, especially along transit corridors like Potrero Avenue, Third Street, and Bayshore Boulevard o Fully funding the Bike Plan and Vision Zero and holding departments accountable on their implementation, to make sure walking and bicycling is safer in disadvantaged neighborhoods o Community Bike Builds and similar efforts to restore and recycle bicycles at low cost o Discounted bike-share plans o Subsidized Bike to School programs for low-income youth.

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)

The biggest City transportation issue is funding for our public transit network, followed closely by our City’s current failure to regulate private transportation that threatens to choke our streets and infrastructure. I believe MUNI has an even larger funding gap than you do, because I believe MUNI should ultimately be free for everyone – it would make for a faster, more reliable transit system, and it’s cheaper than you might think to do that! Until then, I would be interested in: o Reducing transit fares and expanding service as a central strategy for reaching San Francisco’s climate objectives. o Assessing large developers and corporations a fair share for the benefits they receive from the transit system. o a vehicle license fee increase, and/or a congestion-pricing program for vehicles entering downtown and entering the City through its freeways, if either or both are combined with a clear upgrade of Muni services before their introduction. o a franchise fee for state-regulated TNC providers like Lyft, Uber, and corporate shuttles (nothing in current law stops us from charging franchise fees for private interests that use City infrastructure to provide their services) For additional funding, including BART improvements, I’ve been one of the leading community advocates for public banking solutions to San Francisco’s budget and infrastructure struggles for most of the last decade. I am happy to recommit MUNI to its fossil-free pledge; I was a community volunteer organizer on 2004’s Proposition I that got conventional diesel fuel out of MUNI buses.

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)

First, the City needs to look in the mirror and make city agencies and city-owned property as efficient as possible. Because the city subsidizes the already low power costs of most city agencies (aside from enterprise agencies like the port, MUNI and the airport) there is little incentive to pay for conservation measures. San Francisco should change its own Hetch Hetchy power rate structures to reflect the true costs of that power to all public agencies, and then should use the extra revenues to pay for energy efficiency programs in all city-owned properties and programs, making all of local government more energy efficient. As for non-city-owned properties, San Francisco can do much more. State-level studies demonstrate that local governments do a better job of running energy efficiency programs than PG&E does. (It’s not hard to see why, because PG&E first takes over 11% of every energy efficiency dollar for its own profit, unlike local governments. Then PG&E subcontracts out the actual work, but not before taking 10-30% more from every energy efficiency dollar for overhead. Then the actual contractor has implementation and profit costs as well.) PG&E then lards on tens of millions of dollars every year in branding costs for television, radio and print ads which promote PG&E and incidentally have an energy efficiency message. That money should be redirected to non-PG&E branded consumer education about energy efficiency. So, San Francisco should run its own programs for energy efficiency, and cut the for-profit middle men out of the equation.

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 SuperGreen subscriber to CleanPowerSF, and have always supported the Board’s efforts to push CleanPowerSF past the obstructionism of the Mayor and the PUC in past years. Those past experiences give me reason to pursue more Board of Supervisors oversight over the PUC, especially after the passage of Proposition A in June. I appreciate the PUC’s desire for more revenue, but they have not always been as focused on the need to spend it appropriately and promptly. I support the City’s efforts to defeat PG&E’s attempts to derail or slow-walk public power in new buildings and developments. I’ll also urge the City to leverage additional CleanPowerSF revenue streams from energy efficiency monies (spent by PG&E but collected from all ratepayers, as described in #5 above) and the uncounted costs of fossil fuels (the state and federal subsidies given to fossil fuels, the health and pollution costs paid by all citizens for the use of fossil fuels, and the environmental degradation costs of fossil fuel extraction). In the future, the City should implement Proposition A as aggressively as possible, focusing on local, distributed power as well as large renewable-energy projects. San Francisco has a unique resource that can assist it in becoming a model for CCA programs – its entitlement to clean, cheap Hetch Hetchy power for municipal use. The City needs to think creatively about maximizing its use of Hetch Hetchy power to contain costs within the CleanPowerSF system. I welcome the League’s members as partners in that creative thinking.

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)

We have extraordinary stormwater challenges, where San Francisco violates the Clean Water Act by discharging our often-polluted stormwater, and sometimes wastewater overflows, into San Francisco Bay. Ultimately, we must replace our antiquated one-pipe system that combines wastewater and stormwater runoff with a two-pipe system that separates those streams, allowing greater recycling and reuse possibilities and ensuring that San Francisco complies with Clean Water Act requirements. Doing so will enable us to safeguard our unique marine resources, and give us the opportunity to create and restore the City’s creeks and wetlands. And we will be giving future generations the ability to use the best water management practices when clean water becomes even more scarce and more expensive. We can finance this big project by changing the SF PUC rate structures to bring in more fee revenues from commercial properties and, if necessary, residential properties, to support revenue bond financing of this capital construction project. We have critical capacity at the SF PUC to fund such projects through fees, not taxes, and through revenue bonds rather than general obligation bonds, which can help us avoid the raising-taxes drama and stalemates that exist with other kinds of infrastructure issues. Another thing regarding the Bayview Sewage Treatment Plant: We need to improve the current facility immediately, and we need to move it in the future. Failing on either count is an inexcusable failure of vision, and a continued insult to the Bayview.

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)

I support Zero Waste, of course, and agree with restricting and banning environmentally harmful packaging. But I will be especially (and respectfully) candid here: my primary focus as an environmentalist in District 10 has been on the the largest disparities in wealth, income, employment, and life expectancies in San Francisco. We have the worst public housing in the City; the worst-performing parks, schools and transit; a chronic deficit of city services, especially those dedicated to immigrants in a district where well over 40% of our residents were born outside of the US; the worst pollution, by far; and a severe shortage of health services. • A child born in Bayview-Hunters Point can expect to live 14 years less than a child born on Russian Hill. • African American mothers in San Francisco are more than six times as likely to lose infants as white mothers. • A planned development site for 12,000 homes has had eight years of faked tests for radioactive soil, and environmental concerns plague the entire district. So I do not have a specific program in mind for reaching the goals of Zero Waste, especially with the current lack of transparency in Recology’s operations and the admittedly murky definitions of waste and landfill ground cover. I look forward to working with SFLCV members, Recology, and my comrades on the Board in good faith to learn and to think creatively about Zero Waste policy, achieve the goals of Zero Waste, and reduce all forms of pollution in the City.

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)

I absolutely support full divestment from fossil fuel investments, along with many other measures to promote responsbile investment of City pension funds and reserves. San Francisco’s energy plan, its transportation policies, and the overall planning and development process are the three legs of the stool that can ensure that the city meets its greenhouse gas reduction goals. o The City’s renewable energy policy could be strengthened by building its own transmission line into San Francisco, to take full advantage of Hetch Hetchy power. Or, we could put solar and wind arrays all along our current pipeline rights of way and either use that power ourselves, or sell that in-state renewable power to others, using the monies to fund additional renewables, efficiency or electric transportation programs within the city. o San Francisco has the unique ability to use its Hetch Hetchy power for its own transportation fleet – with more electrified mass transit, and charging stations throughout the city for city-fleet cars (or for use by private electric car owners at the cost of service). o Very few EIR analyses for development projects actually show how the proposed construction will meet greenhouse gas emission reduction standards – and no specific regulations have been issued about what does meet the standards. Our planning and development processes could push all new developments to include distributed renewables, the best energy efficiency improvements and upgrades, gray water collection and use systems, solar water heating as well as solar generally, etc.

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)

There is no other candidate in San Francisco this year who has the experience, values or grass roots organizing history that I have on environmental issues, public health, affordable housing, tenants rights, police violence, or Sanctuary protections. I am the only major candidate in District 10 with a corporate-free campaign, with no contributions from developer LLCs or lobbyists. The remediation-fraud scandal at the Lennar shipyard is emblematic of a much larger City scandal: A child born today in Bayview can expect to live 14 years less than a child born on Russian Hill. We must address multiple pollution and environmental issues in southeast San Francisco – from the two freeways carving our District and polluting our air, to the sewage treatment plant that processes 80% of the City’s waste across the street from people’s homes, to the Circosta Metals junkyard and Darling International and other corporate polluters, to groundwater contamination from hundreds of underground fuel tanks – and specific health dangers affecting immigrant communities and people of color throughout the City. My environmental priorities: o restore neighborhood oversight over the shipyard cleanup, and restore Board authority over land use issues on former Redevelopment sites o mandate a full cleanup of the entire shipyard site to the highest standards, as mandated by 2000’s Proposition P o update the Maher Ordinance to add public review and oversight of site mitigation plans for toxic soil o address the longstanding serious health disparities in District 10 due to water, ground and air pollution and systemic racism.