

# Transportation Questionnaire for Bay Area Candidates

March 5th, 2024 Primary Election

**Name:** Dan Kalb

**Which office are you running for?:** California State Senate District 7

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**1. Which counties does the jurisdiction of the office cover?**

Alameda, Contra Costa

**2. Which forms of transit and active transportation (bicycling, walking, scooters, wheelchair) do you use on a regular basis and for what types of trips-- and why?**

Frequently Walk, BART, and Bicycle, occasionally AC Transit -- for all types of trips.

**3. Would you seek additional funding for Bay Area transit and what form of funding do you think makes sense?**

YES --- I want to see a larger portion of the State's transportation funds go toward public transit and transportation safety improvements. I'm open to new regional funding sources for public transit in the Bay Area. Perhaps this would not be just one source. We could piece together a few state and regional sources to achieve this vital objective of maintaining and increasing transit options/availability in the Bay Area.

**4. Public transit in the Bay Area is highly fragmented, with 27 transit agencies, each with different fares, schedules, branding, and customer information. Do you believe it should be a priority for the region to create an well-coordinated transit system? And as an elected leader or potential member of a local transit agency board, would you support state legislation that advances a more integrated, high ridership system, even if it diminishes local control?**

I support some consolidation of transit systems within the Bay Area. 27 is too many. We should be able to reduce that to a half-dozen or so. Then, I also support the State REQUIRING cooperation and specific commonalities among Bay Area transit agencies. We can achieve this without having one big mega-agency.

**5. Transportation is the largest single source of carbon emissions in California, and in the Bay Area, and the largest share of transportation emissions come from single occupancy vehicles. What are your top priorities to achieve substantial reduction in transportation-related GHG emissions?**

Reducing Vehicle Miles Traveled (VMT) is a critically essential element of reducing our overall GHG emissions profile. We must implement the priorities and vision of the state's Climate Action Plan for Transportation Infrastructure. Building more housing near transit centers/hubs and existing job centers, and not building where it would create sprawl and increase VMT. I am proud to have Assemblymember Laura Friedman's endorsement and plan to take the baton from her and lead on bills that understand the nexus between climate and transportation planning. I also support parking cash-out programs and increased incentives for carpooling options. While cars will still exist, we should make sure they are as least impactful as possible. I support ZEV mandates and want to see

new cars be as close to zero emissions as possible.

**6. The Bay Area still has road projects under development that would increase Vehicle Miles Traveled (VMT), greenhouse gas emissions, and air pollution. What decisions would you make about projects that increase VMT and pollution?**

All Transportation infrastructure funding decisions--state, county, regional--should align with the Climate Action Plan for Transportation Infrastructure. Projects that would increase VMT, which means an increase in overall emissions, should be deprioritized and rejected.

**7. Transit priority improvements are proven to make taking the bus faster and more reliable, while also reducing operating costs. Should local governments be able to stop transit priority improvements on local roads?**

No. Public Transit decisions should be made with input and engagement from local jurisdictions, but not with their veto capability. Local governments should be able to weigh in on the specifics of how, not on whether it happens at all. I strongly support well-designed Bus Rapid Transit (BRT) projects and safety design improvements. Many public transit decisions could and should be made regionally if at all possible.

**8. What do you think are the most important actions that can be taken to make public transit comfortable, accessible, and safe for all communities?**

Increase frequency of buses--especially at hours where there is higher demand. Create more dedicated bus lanes with signal prioritization. Transit districts often use on-board cameras to identify those who are engaging in illegal behavior. Riders need to feel safe, so deterring criminal activity is important and investigating actual violent crimes is critical.

**9. Traffic violence and deaths in California are increasing annually; in 2021, 4,258 people died in vehicle crashes, a 10.7% increase from the prior year. If elected, what will you do to reverse the trend, increase street safety, save lives and reduce injuries in our community? What policies or specific projects would make the greatest impact?**

Prioritize portions of state funding to implement Rapid Response safety improvements. It has always been a high priority for me to fight for allocating a higher portion of transportation dollars to pedestrian and bicycle safety projects and to safer routes to schools. I will be leader in Sacramento on this.

**10. What do you think are the biggest access and mobility needs for disadvantaged populations in your district, and how would you propose to solve them?**

More frequent bus schedules so people with few options can get where they need to go (often to/from work). The state needs help with on-going funds for operating expenses--particularly during down budget years. We must avoid reduction in services and on-going funding from the state will help. Maybe a rainy day fund for public transit systems.

**11. In what circumstances do you support removing parking or repurposing vehicle travel lanes to create safer and more efficient bus, biking, and walking options? How do you propose balancing the demands of different interest groups who may disagree on how streets should be designed?**

I have supported the reduction of parking spaces and lanes numerous times in order to facilitate more efficient and safer streets for pedestrians, creation of safe bikes lanes and bus priority options. This should continue to be a priority and the state should incentivize these priorities through funding

allocations.

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*The "Transportation Questionnaire for Bay Area Candidates for Office" is sponsored by a coalition of partners- Transbay Coalition, SPUR, Seamless Bay Area, San Francisco Transit Riders, Silicon Valley Bike Coalition, and Bike East Bay to help educate the public on these important issues.*

