

From: [Kimberlee Stryker](#)
To: [Carroll, John \(BOS\)](#)
Subject: Fwd: GAO Hearing, May 5, 2022
Date: Monday, May 2, 2022 4:07:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Mr, Carroll. If you are able, could you please add this letter to the file for public record? Thank you very much, Kim Stryker

----- Forwarded message -----

From: **Kimberlee Stryker** <kstrykerdesign@gmail.com>
Date: Mon, May 2, 2022 at 11:55 AM
Subject: GAO Hearing, May 5, 2022
To: <jessica.perkinson@sfgov.org>, <ChanStaff@sfgov.org>, <mandelmanstaff@sfgov.org>, <Dean.Preston@sfgov.org>, Melgar, Myrna (CPC) <myrna.melgar@sfgov.org>, <MelgarStaff@sfgov.org>

Dear Members of the Government Audit and Oversight Committee,

I am glad to see an inquiry by Supervisor Melgar on the agenda for the next GAO meeting. She is asking for an update regarding the status of the 2017 legislation sponsored by Sup. Katy Tang to require S.F. City's light vehicle fleet to be electric vehicles by this year. It seems nearly nothing has been done since the legislation was passed and 2022 has arrived. I thank and appreciate Supervisor Melgar for bringing this matter up for review again after a hearing in 2021.

The need for the City to move towards all-electric energy in both small and large fleets is a critical part of our city's, state's and nation's role in curbing greenhouse emissions. We all know this is imperative to avoid what may be an irreparable result of climate change if action is not taken NOW. While it is understood that COVID slowed down many city functions and purchases during the last two years, COVID only impacted 2 of 5 years since the measure was passed in 2017. EV trucks and vehicles are now and have been available for purchase in the US for years. Their quality is improved and while costs are initially higher to purchase, than other vehicles their maintenance expenses are quite low. There is no time to wait in dealing with the problems of increased carbon emissions.

Can you please explain the delay? Is every city agency on board with a plan for replacement of the current fleet with new EV vehicles? Do all agencies have a plan and procedures in place for charging them? Could you please let us know what those plans are? What are the obstacles to meeting this critical obligation to San Francisco's citizens who expect and are counting on these targets to be met? I am very concerned that if San Francisco is not able or willing to meet these mandated goals, how can we hold ourselves as a model of sustainability to other cities who may wish to use SF as a model? When will SF reach required climate goals?

In addition, I am also quite concerned that this delay will lead San Francisco administrators

more readily into the use of biofuel. While biofuels sound "green", they are no solution. Repeated tailpipe emissions tests have shown that they have only 2% - 4% less carbon emissions than diesel because they BURN in combustion engines. The land use footprint of soy, corn and other feedstocks has just as negative an impact - it is the cause of more rainforest clearings in Indonesia and the Amazon, and American farms are converting from food crop production to biofuel crops in a world that is having difficulty feeding its people. These land use changes are being subsidized by government grants. The EU has curtailed their use to only 7% of its energy supplies because of these problems.

I urge you to accelerate the move to EV vehicles and leapfrog over the false promises of biofuel "solutions" if they are being considered as a "bridge." The need to act responsibly, ethically and effectively couldn't be more important.

Kimberlee Stryker
San Francisco, 94110
415 860 1521

From: Kimberlee [REDACTED]

Sent: Monday, May 02, 2022 11:56 AM

To: Perkinson, Jessica (BOS) <jessica.perkinson@sfgov.org>; ChanStaff (BOS) <chanstaff@sfgov.org>; mandelmanstaff@sfgov.org; Preston, Dean (BOS) <dean.preston@sfgov.org>; Melgar, Myrna (BOS) <myrna.melgar@sfgov.org>; MelgarStaff (BOS) <melgarstaff@sfgov.org>

Subject: GAO Hearing, May 5, 2022

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Government Audit and Oversight Committee,

I am glad to see an inquiry by Supervisor Melgar on the agenda for the next GAO meeting. She is asking for an update regarding the status of the 2017 legislation sponsored by Sup. Katy Tang to require S.F. City's light vehicle fleet to be electric vehicles

by this year. It seems nearly nothing has been done since the legislation was passed and 2022 has arrived. I thank and appreciate Supervisor Melgar for bringing this matter up for review again after a hearing in 2021.

The need for the City to move towards all-electric energy in both small and large fleets is a critical part of our city's, state's and nation's role in curbing greenhouse emissions. We all know this is imperative to avoid what may be an irreparable result of climate change if action is not taken NOW. While it is understood that COVID slowed down many city functions and purchases during the last two years, COVID only impacted 2 of 5 years since the measure was passed in 2017. EV trucks and vehicles are now and have been available for purchase in the US for years. Their quality is improved and while costs are initially higher to purchase, than other vehicles their maintenance expenses are quite low. There is no time to wait in dealing with the problems of increased carbon emissions.

Can you please explain the delay? Is every city agency on board with a plan for replacement of the current fleet with new EV vehicles? Do all agencies have a plan and procedures in place for charging them? Could you please let us know what those plans are? What are the obstacles to meeting this critical obligation to San Francisco's citizens who expect and are counting on these targets to be met? I am very concerned that if San Francisco is not able or willing to meet these mandated goals, how can we hold ourselves as a model of sustainability to other cities who may wish to use SF as a model? When will SF reach required climate goals?

In addition, I am also quite concerned that this delay will lead San Francisco administrators more readily into the use of biofuel. While biofuels sound "green", they are no solution. Repeated tailpipe emissions tests have shown that they have only 2%-4% less carbon emissions than diesel because they BURN in combustion engines. The land use footprint of soy, corn and other feedstocks has just as negative an impact - it is the cause of more rainforest clearings in Indonesia and the Amazon, and American farms are converting from food crop production to biofuel crops in a world that is having difficulty feeding its people. These land use changes are being subsidized by government grants. The EU has curtailed their use to only 7% of its energy supplies because of these problems.

I urge you to accelerate the move to EV vehicles and leapfrog over the false promises of biofuel "solutions" if they are being considered as a "bridge." The need to act responsibly, ethically and effectively couldn't be more important.

Kimberlee [REDACTED] San Francisco, 94110

From: [Nancy Haber](#)
To: [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Perkinson, Jessica \(BOS\)](#)
Cc: [Carroll, John \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Imperial, Megan \(BOS\)](#)
Subject: Subject: File #210198 - May 5th, 2022 GAO hearing on Fleet Electrification
Date: Tuesday, May 3, 2022 1:05:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Government Audit and Oversight Committee,

I am writing in support of Supervisor Melgar's inquiry on Fleet Electrification at the GAO on May 5th, and I thank Supervisor Melgar for bringing this matter up for review again this year after a hearing in 2021. This hearing will be an important opportunity to update the Board of Supervisors and the public on the status not only of the 2017 legislation (Tang) which set targets for City light vehicle electrification, but to seek information on how the City is moving towards 100% electrification for all City vehicles. Our grid and charging infrastructure must be renovated and improved to support this electrification as well.

The City is way behind on the targets set for 2022 in the 2017 legislation, and way behind in the City Roadmap and Blueprint for the overall electrification of all City fleets. We must have an accounting of where we are, an elaboration of obstacles to a City fleet of 100% ZEVs, better data management, and a clearer roadmap with targets and timelines towards our goal.

The City must move with greater urgency towards all-electric energy in both small and large fleets, as a significant step towards fulfilling the goals set forth in our Climate Action Plan for a just transition to 100% clean energy, and to more effectively and rapidly reduce greenhouse gas emissions and improve air quality for all SF and Bay Area residents.

Sincerely,

Nancy Haber
San Francisco, 94112

From: [Paul Wermer](#)
To: [Perkinson, Jessica \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Chan, Connie \(BOS\)](#)
Cc: [Melgar, Myrna \(BOS\)](#); [Imperial, Megan \(BOS\)](#); [Bintliff, Jacob \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Mullan, Andrew \(BOS\)](#)
Subject: May 5 GAO, Item 7, 210198 [Hearing - Status of the City's Electric Vehicle Fleet and Current, Infrastructure Plans to Charge Future Fleet], Sponsor: Melgar
Date: Wednesday, May 4, 2022 6:58:25 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors:

I would like to thank Supervisor Melgar and the Government Audit and Oversight Committee for holding this hearing on San Francisco's progress on Fleet Electrification.

Converting the vehicle fleet away from carbon based fuels - be they gasoline, diesel, or methane - is essential if San Francisco is going to meet the urgent schedule for reducing GHG emissions. And it is essential for public health, as the air quality impacts are a significant cause of premature deaths, childhood asthma and damaged child development. It is important to recognize that the so-called renewable fuels are not clean nor are they carbon neutral nor are they sustainable at scale. They are not a safe bridge fuel, but a fuelish equivalent of the Tacoma Narrows Bridge.

In addition to the excellent questions Supervisor Melgar submitted, I believe that there needs to be some additional questions about what San Francisco City departments and enterprise agencies are doing by way of collaboration to:

- 1) reduce costs and implementation time.
- 2) for emergency services vehicles ensuring a level of interoperability required to support the mutual aid expectations, as well as strategies to provide energy to vehicles in the field.

With respect to item 1: A recent NY Times article highlights some challenges that New York City is facing, especially with respect to emergency vehicles.

(https://url.lavanan.click/v2/https://www.nytimes.com/2022/04/05/nyregion/nyec-electric-vehicle-evs.html?_YXAzOnNmZHQyOmE6bzo1MzRlMTJjYWRlMGMSOGU4N2VlZGMwYTlmYzAsMDgzT020JlU10GE6YTY5OGY2YzFhNWU2N2EzNzglNjFhODFmMmZlMzhmZmZmY1NjgWYjNjMwY2YmQ0ZGNlNjlyZGQyODJkMwQ0MDpwOkY).

This is an area where collaboration between cities could help manufacturers better understand requirements, reducing wasted engineering efforts, reducing development time and reducing costs. If there was agreement on performance standards for the various EVs it would help send clear signals to manufacturers. These EVs must reliably and cost effectively meet a city's performance needs. This is not the case with the private car. This strategy of collaborating in defining performance requirements was pioneered in the Semiconductor industry over 30 years ago with the formation of SEMI Sematech. It helped manage costs and speed development cycles.

As we electrify, it is important to recognize that we are changing systems - and that offers opportunities to redesign existing systems for better performance. Each agency independently replicating what they did with internal combustion vehicles ignores these opportunities - and we cannot afford to do so.

Sincerely,
Paul Wermer

--
Paul Wermer
2309 California St
San Francisco, CA 94115

paul@pw-sc.com

From: [Dave Rhody](#)
To: [Perkinson, Jessica \(BOS\)](#)
Cc: [Imperial, Megan \(BOS\)](#); [ChanStaff \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [MandelmanStaff, \[BOS\]](#)
Subject: GOA Committee Meeting 5/5 - Item #7 - File # 210198 - Fleet Electrification
Date: Tuesday, May 3, 2022 1:08:55 PM
Attachments: [RhodyLtrFleetElectrificationHearing55.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Jessica -

Please find attached (below) a letter with my comments on Item #7 on the GOA 5/5 Committee meeting. This relates to File #210198 - a hearing of Electrification of SF's Fleet.

Can you include this in the packets of the committee members, as John Carroll suggested?

-Dave Rhody / Climate Reality Project / San Francisco

Date: May 3, 2022
To: SF Board of Supervisors'
Government Audit & Oversight Committee
From: Dave Rhody
Climate Reality Project / San Francisco
Re: City Fleet Electrification – Item 7 – 5/5/22 Meeting
File #210198

Members of the Government Audit and Oversight Committee:

I was astounded to find out that the 2017 Legislation requiring electrification of vehicles by key city departments has been largely ignored. These departments who were supposed to achieve 100% electrification by the end of 2022 are nowhere near that goal.

I fully support Supervisor Melgar's requested Hearing on Fleet Electrification at the GAO on May 5th, and I thank and appreciate Supervisor Melgar for bringing this matter up for review again after a hearing in 2021.

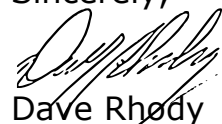
I urge you to support this effort to update the Board of Supervisors and the public on the status not only of the 2017 legislation (Tang) which set targets for City light vehicle electrification, but to seek information on how the City is moving towards 100% electrification for all City vehicles. Our charging infrastructure must be renovated and improved to support this electrification as well.

The San Francisco Board of Supervisors unanimously passed a 'Climate Emergency Resolution' in 2019. But what we hear are excuses about electrification of SF vehicles, including the idea that the right electric vehicles aren't available and that the city's massive use of 'renewable diesel' (\$36 millions of it per year) is achieving the goal. Neither of these is true.

Electric vehicles are widely available. And, when a lifecycle analysis is taken into account renewable diesel (a biofuel) pollutes our environment nearly as much as petroleum diesel. You have called it a 'bridge fuel' and yet continue to use more and more of it every year, pretending that it's a clean fuel. It is not.

It's time this city started acting on the Climate Emergency that it declared three years ago.

Sincerely,



Dave Rhody

From: [Adam Klaus](#)
To: [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Perkinson, Jessica \(BOS\)](#); [Carroll, John \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Imperial, Megan \(BOS\)](#)
Subject: File #210198 - May 5th, 2022 GAO hearing on Fleet Electrification
Date: Wednesday, May 4, 2022 10:55:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Government Audit and Oversight Committee,

I am writing to support Supervisor Melgar's inquiry on Fleet Electrification at the GAO on May 5th. If San Francisco is to meet its targets for carbon emissions reductions necessary to prevent the most catastrophic impacts of climate change, rapid electrification of transportation is essential. The city's own fleet of light-duty vehicles is a good place to start and will set an important example for other sectors.

The city set targets in 2017 for city fleet electrification. We need an update on progress toward those targets and more detailed information on the plan to move toward 100% electrification for all city vehicles. This includes upgrades and renovation of grid and charging infrastructure.

San Francisco is seen as a leader in progressive policies to combat climate change. Sadly, inaction by city leadership means we are falling further behind in achieving the goals laid out in the Climate Action Plan, including a focus on equity for the communities most impacted. I applaud Supervisor Melgar for pushing the issue and implore the GAO Committee to move forward with the urgency required by the scale and scope of the crisis.

Sincerely,

Adam Klaus

71 Sanchez St Apt C

From: [Elliot Helman](#)
To: [ChanStaff \(BOS\)](#); [Preston, Dean \(BOS\)](#); [MandelmanStaff, \[BOS\]](#); [Perkinson, Jessica \(BOS\)](#)
Cc: [Carroll, John \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Imperial, Megan \(BOS\)](#)
Subject: File #210198 - May 5th GAO hearing on Fleet Electrification
Date: Tuesday, May 3, 2022 9:19:38 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Government Audit and Oversight Committee,

I am writing in support of Supervisor Melgar's inquiry on Fleet Electrification at the GAO on May 5th, and I thank and appreciate Supervisor Melgar for bringing this matter up for review again after a hearing in 2021. This hearing will be an important opportunity to update the Board of Supervisors and the public on the status not only of the 2017 legislation (Tang) which set targets for City light vehicle electrification, but to seek information on how the City is moving towards 100% electrification for all City vehicles. Our charging infrastructure must be renovated and improved to support this electrification as well.

The City is way behind on the targets set for 2022 in the 2017 legislation, and way behind in the City Roadmap and Blueprint for the overall electrification of all City fleets. We must have an accounting of where we are, an elaboration of obstacles to a City fleet of 100% ZEVs, better data management, and a clearer roadmap towards our goal!

Elliot Helman
Mission Bay