

**From:** [Kristin Tieche](#)  
**To:** [Chan, Connie \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [ChanStaff \(BOS\)](#)  
**Cc:** [Imperial, Megan \(BOS\)](#); [Comerford, Cyndy \(ENV\)](#); [Raphael, Deborah \(ENV\)](#); [Tanenberg, Diedre \(ENV\)](#); [Loosen, Suzanne \(ENV\)](#); [Breed, Mayor London \(MYR\)](#)  
**Subject:** 3/1/22 BOS Agenda: Resolution #220173: Dangerous Trend, please Amend renewable diesel contract  
**Date:** Tuesday, March 1, 2022 1:21:02 PM

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

Dear Supervisor Chan, Budget and Finance Committee members, and Board of Supervisors at large,

Here are three reasons San Francisco should require City Departments to *minimize* use of liquid fuels *including renewable diesel*:

**1: Environmental Justice:** The vast majority of renewable diesel is made from [food](#), and all of it is refined in an energy intensive, environmentally unjust process that creates continuous public health harm punctuated by acute exposures and explosion “accidents.” As Marathon Petroleum Company and Phillips 66 switch over their Martinez and [Rodeo refineries to “renewable” diesel](#), our neighbors in low income communities of color in Contra Costa County will be paying for San Francisco’s fuel with their health.

**2: Local air quality:** Anyone who has walked or bicycled by a MUNI bus when it leaves a stop belching exhaust can confidently debunk the claim that renewable diesel vehicles are “clean air vehicles.” Less toxic than regular diesel perhaps. [Dirty, definitely.](#)

**3: Climate emergency:** There is [mounting evidence](#) that the greenhouse gas reductions the California Air Resources Board attributes to renewable diesel are based on partial data which does not account properly for land use change (i.e. vast stores of carbon being released when rainforest and other biodiverse lands are destroyed for oil-crops).

**Please do Not rubber stamp Resolution #220173** which would increase the current contract for purchase of renewable diesel by 26 million dollars.

Instead consider, at minimum, adding requirements for the City Departments that use the renewable diesel:

- itemize to the board where they are currently using renewable diesel and for what purpose and
- how and when they can, *without cutting service*, reduce those miles traveled/gallons used, switch to electric, and/or mode-shift to walking or bicycling.

We are in a climate emergency which is a public health emergency. Please act to move towards real solutions at emergency speed.

Thank you for your consideration,  
Kristin

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Kristin Tièche - Executive Producer & Creative Director

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**From:** [Jeff Weitzel](#)  
**To:** [Board of Supervisors, \(BOS\)](#); [Board of Supervisors, \(BOS\)](#); [Ronen, Hillary](#); [Safai, Ahsha \(BOS\)](#); [Haney, Matt \(BOS\)](#); [Mar, Gordon \(BOS\)](#)  
**Cc:** [Imperial, Megan \(BOS\)](#); [Comerford, Cyndy \(ENV\)](#); [Raphael, Deborah \(ENV\)](#); [Tanenberg, Diedre \(ENV\)](#); [Loosen, Suzanne \(ENV\)](#); [Breed, Mayor London \(MYR\)](#)  
**Subject:** 3/1/22 BOS Agenda: Resolution #220173: Think Again about "Renewable" diesel  
**Date:** Tuesday, March 1, 2022 9:47:07 AM

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

Dear Supervisor Ronen, Budget and Finance Committee members, and Board of Supervisors at large,

"Renewable" diesel is a red herring climate solution, much like that corn based ethanol we used to hear about that was worse for the environment than gasoline.

Why? Many energy sectors that currently depend on petroleum are currently looking to biomass as a replacement feedstock, and the entire ecology of the planet earth could only replace a fraction of them. If we limit ourselves to biomass that can be sustainably obtained without competing with food or damaging the environment, bio-fuels are only a tiny, tiny part of the solution.

Diesel fuel, which powers easily electrified surface vehicles, should not be competing for that limited supply of sustainable biomass.

The renewable diesel industry is profiteering off this false climate solution while there is still poor awareness of the unsustainability of this industry. The more they invest, the harder it will be to unwind this mistake. San Francisco should not be supporting them.

Better to buy cheaper conventional diesel and invest the money saved in electrifying the City's vehicle fleet as fast as possible.

Thank you,

Jeff Weitzel  
District 9 resident  
2264A Bryant St, SF, 94110

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#)  
**Cc:** [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [Laxamana, Junko \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [BOS Legislation, \(BOS\)](#); [Jalipa, Brent \(BOS\)](#)  
**Subject:** FW: Support for Street Vendor Regulation  
**Date:** Thursday, March 3, 2022 1:26:42 PM  
**Attachments:** [TLCBD Letter re Street Vendor Regulation.pdf](#)

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**From:** Simon Bertrang <simon@tlcbd.org>  
**Sent:** Tuesday, March 1, 2022 11:01 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Safai, Ahsha (BOS) <ahsha.safai@sfgov.org>; Haney, Matt (BOS) <matt.haney@sfgov.org>; Mahogany, Honey (BOS) <honey.mahogany@sfgov.org>  
**Cc:** Ronen, Hillary <hillary.ronen@sfgov.org>; Lee, Ivy (MYR) <ivy.lee@sfgov.org>; Christy Shirilla <christy@tlcbd.org>  
**Subject:** Support for Street Vendor Regulation

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

Dear Supervisors:

Please find attached TLCBD's letter in support of the Street Vendor Legislation on the agenda of the Budget and Finance Committee tomorrow.

We will also call in during the public comment period.

Thank you,  
Simon

Simon Bertrang  
Executive Director  
pronouns: he/him

Tenderloin Community Benefit District  
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San Francisco, CA 94109  
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. . . a Vibrant Community for ALL.

[Subscribe to Tenderloin Talk](#), a twice monthly e-newsletter of TLCBD's work and other neighborhood happenings.

DATE: March 1, 2022

RE: Support for Street Vendor Regulation

TO: Budget and Finance Committee  
Supervisor Matt Haney  
Supervisor Gordon Mar  
Supervisor Ahsha Safai

CC: Supervisor Hillary Ronen

Dear Supervisors Haney, Mar and Safai:

The Tenderloin Community Benefit District (TLCBD) is a property-based assessment district covering 40 blocks of the storied Tenderloin District. We oversee an investment by the property owners in supplemental cleaning, safety and beautification and leverage it for the benefit of everyone who lives, works and visits the Tenderloin. Our core purpose is to lead the evolution of the Tenderloin into a vibrant community for all.

**TLCBD supports the proposed Street Vendor Regulation because it will establish a clear path to lawful street vending.** We ask you to create a city-wide permitting process that is low-barrier and easy-to-understand because it will be pivotal to ensuring the safety of our neighbors.

We urge you to include an extensive outreach and education campaign to people currently vending illegally with the option to be permitted.

We believe this legislation will play an important role in improving sidewalk conditions in the Tenderloin and better allowing safe passage for both children and seniors.

Sincerely,



Simon Bertrang  
Executive Director