

San Francisco Peak Oil Task Force: Questions for Food Security

Assumptions:

In order to meet the possible food system dislocations from sharp increases in the price of petroleum and other fossil fuels, the City of San Francisco will need to focus on two key challenges:

- 1) How to increase local food production within the 49 square miles of the City and County of SF.
- 2) How to improve food production and distribution within the SF Bay Area foodshed, roughly defined as a 100-mile radius from the City.

Needed Information:

How much food is produced in San Francisco currently?

How much food is produced in the nine Bay Area counties (SF, Alameda, Marin, Napa, Solano, San Mateo, Santa Clara, Sonoma, and Contra Costa)?

Or, put another way, how much food is produced within 100 miles of City?

Which foods are currently produced within 100 miles of City?

Which basic foods are NOT currently produced within 100 miles of City?

What percentage of retail food cost does transportation/shipping account for?

Or, put another way, what would be the expected increase in price of food given a sharp increase in gasoline and diesel?

Aside from long distance trucking, what other ways could food be transported into SF?

Rail? River/Delta barges? Ocean shipping?

How many community gardens are there in SF currently?

Total acreage of publicly owned vacant acres/rights of way in SF that could be converted to food production?

Total acreage of privately owned backyards that could be converted to food production?

What SF laws govern food production in City? For example, what are the rules around fruit trees on public sidewalks? Food bartering? Food sales? Urban animal husbandry?

What educational resources exist in City for increasing ability of residents to be their own food producers?

What is current profile of food distribution in SF? How many households currently depend on food banks or other assistance? How many households are currently food insecure in SF?

What are likely soil contaminants in SF?

How much, if any, soil would have to be imported into City to increase local food production?

What international examples are there—Cuba, Hong Kong, others—for urban food production?

Available Resources:

San Francisco Food Security Task Force
Community Alliance of Family Farmers
Food First
Agriculture Commissioners in Bay Area Counties
State Dept of Agriculture
San Francisco Food Bank
SF Victory Gardens
San Francisco Parks Trust
San Francisco Dept of Environment
San Francisco Dept of Public Works, Street Parks Division
Garden for the Environment
SF City Attorney
Roots of Change Fund

San Francisco Peak Oil Preparedness Task Force
Transportation Issues
Work Plan

Data needed:

Gasoline used (miles driven) in SF

- Commuting
- Municipal agencies
- Other auto
- Short-haul delivery

Deliveries into city (long-haul)

- By truck
- By train
- By air
- By sea

Air travel

- Price elasticity of business and recreational air travel
- Estimate passenger air arrivals, recreational vs business

Transit

- Diesel vs electric miles
- Cost of electrifying bus routes
- Proportion of city within ½ mile of electric transit
- Can Cal Train be electrified?
- Unused capacity - Cal Train
- Unused capacity - Bart to East Bay
- Proportion of poor neighborhoods within ½ mile of electric transit

Bicycle

- What are other cities doing to encourage bicycles?

Structure of congestion pricing plans elsewhere

Other cities' strategies for strengthening neighborhood shopping areas
(coordinate with Pat, Jan)

How many plug-in hybrids can the grid support?

How many cars are there in SF?

How many vehicles can use vegetable oil support?

Talk to Biodiesel Commission

Can planned BRT routes be electrified?

Other cities' experience with dedicated bus lanes

How about dedicated bus streets?

Why can't buses get themselves green lights right now?
How many new buses would MUNI need if oil prices doubled? Tripled?

Hybrid taxis, plug-in or otherwise
Chicago taxi study re monopoly pricing

Are there studies of special parking as incentive to drive efficient cars, scooters, bikes?
What kind of mileage do scooters get?
How much could we reduce gasoline consumption by encouraging scooter use?
Can we buy weather-protected scooters now, or are they only in development?

People to talk to:

Transit Effectiveness Project
SF's reps on MTC
SF bicycle coalition
MTA
Better Streets
Rescue MUNI
Neighborhood councils (with Jan)
Bart board members (remember, 40% of Bart trips are within SF)
Biodiesel Commission
DPT
Sierra Club
TALC, or whatever they are calling themselves now
Chicago Sustainability Department - arrange meeting while there
Portland task force, city officials

Data gathering

Sector analysis of SF economy
See Chief Economist's Strategy Report

Tourism
Jobs
Tax collections
Elasticity re increases in air fares
Potential increases in local "tourists"

Knowledge Sector
Jobs
Tax collections

Neighborhoods
Dependence on knowledge and "experience" sectors

Culture sector as economic asset

Transportation cost as a fraction of costs of goods

Relationship between gasoline price and oil price

Any direct oil use by business sector, other than for transport?
SF plastics industry

People to Talk To

SF Chief Economist; Mayor's Office of Economic and Workforce Development
Business for a New Vision
UC Berkeley Center for Responsible Business
UC Berkeley group on regional economics
Chamber of Commerce
Clean-Tech Task Force
Committee on Jobs
Yale sustainability group?
Energy Watch Group?

Strategy

Public meetings, business focus, *soliciting input* - need date for first one.
Look for help with oil price elasticity

Subject: Economists

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of interest:

- Ted Egan, Chief Economist, City of San Francisco
- Annalee Saxenian, Regional economics, UC Berkeley
- Daniel Esty, Yale Center for Business and the Environment
- Kellie A McElhaney, UC Berkeley, Center for Responsible Business

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