

# SFLCV November 2022 Election Board of Supervisors Questionnaire

Thank you for participating in San Francisco League of Conservation Voters' endorsement process. Please limit answers to the below questions to 2-3 paragraphs at most (250 words). We are accepting responses until June 29, 2022 at 11:59 pm.

Email \*

jack@rafaelmandelman.com

Please enter your contact info here (Name, District, Campaign contact, Phone, Email, FPPC#) \*

Rafael Mandelman, SF BOS District 8, Jack Hebb, (650)-350-9757, jack@rafaelmandelman.com,  
FPPC#1439601

Affordable Housing: What are your top priorities around supporting infill development within your district and throughout the City? How will you respond to pushback from your constituents regarding height, density and affordability? What have you done to advance housing initiatives in your district, neighborhood, SF? Specifically, how did you vote (or would have voted) on both the UCSF Parnassus expansion and the 469 Stevenson project? \*

I believe that it is too easy to build extremely large single family homes in San Francisco and too hard to build multi-unit residential buildings for less affluent folks. During my time in office, I have passed laws to constrain the development of “monster homes” in District 8 and to create a path to allow development of up to four units on any RH-zoned parcel in San Francisco and up to six units on corner lots. I wish that we had been able to get a more robust “fourplex” measure through the Board; I was disappointed that my colleagues felt they needed to limit it to long-time property owners, rather than allowing developers to participate in the program. Nonetheless, I feel we made some progress and will continue to push for reasonable upzoning that allows increased density in areas of the City that have not been producing much new housing, while still respecting the character of our existing neighborhoods.

We will need to make many and far bolder moves than “fourplex” if San Francisco is to meet the 82,000 new units needed to meet our Regional Housing Needs Allocation for the next Housing Element cycle. I worry that the current highly polarized debate between YIMBY and neighborhood activists gets in the way of our pursuing reasonable middle-path housing solutions, and I regret that I have not yet found a way to break through that ideological impasse, although I intend to keep trying.

I have supported the UCSF Parnassus expansion because I recognize the severity of capacity constraints at the existing facility which declined ~3800 patient transfers in 2021 due to overcrowding.

I voted to grant the appeal of the Environmental Impact Report (EIR) for the 469 Stevenson project, because I had concerns about the adequacy of its analysis of the land use and historic preservation impacts of the project. With regard to the merits of the project (not an EIR concern), I was sensitive to concerns from the community that the proposed development does not do enough to mitigate potentially gentrifying impacts of the project on the surrounding neighborhood. I anticipate that the revised EIR will be coming back to us sometime later this year; I would hope that the developer will have used some of the intervening time to further attempt to address such community concerns.

Walkable and Bikeable Streets: What are your top priorities for better and safer streets for pedestrians and bicyclists? How do you intend to advance those priorities if elected? How will you work with constituents who are opposed to bike/ped infrastructure improvements in your district (such as traffic calming, bike lanes, and bike share docking stations)? What have you done to champion these efforts up to now? Specifically, how did you vote (or would have voted) on Car Free JFK and Great Highway? \*

In order to achieve our climate goals, San Francisco needs to reduce the 40% of greenhouse gas emissions derived from transportation in combustion engine vehicles. One good way to do that is to encourage mode shift from personal vehicles to walking and biking. As a member of the Board and Chair of the County Transportation Authority, I have worked to help facilitate that mode shift.

At the County Transportation Authority, we have allocated hundreds of millions of dollars in local sales tax, vehicle registration fees, and TNC taxes to pedestrian and bicycle safety improvements, transit infrastructure investments, and paratransit operations in every part of the city. These safety improvements have included: re-timing stop lights to allow pedestrian priority at crossings, creating bulb-outs, traffic calming improvements, and creating protected bicycle lanes.

I have also used my platform on the Board and TA to push the City to more effectively advance its Vision Zero goals. At our most recent hearings on the topic, I directed our TA staff to work with DPH and MTA staff to figure out a way to more frequently update our mapping of high injury corridors. Additionally, I have consistently pushed MTA and SFPD to increase enforcement of traffic safety violations, including requiring regular pre-pandemic report-backs on MTA's enforcement of laws against blocking bike lanes. I have also worked with the Bicycle Coalition to push the MTA to speed up its installation of bike parking infrastructure.

I was an early and consistent supporter of Car Free JFK and I have supported slow streets in my District. I also support a Car Free Great Highway, although I think the issues there are more complicated than Car Free JFK and will require more time to resolve.

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Reliable, Fossil Free Public Transit: What are your top priorities for improving local and regional transit? How would you advance your priorities if elected? What have you done to improve transit operations, access to transit, passenger experience, etc.? Specifically, do you support efforts like SB-917 Seamless Transit Transformation Act? \*

My top electoral priority for this year (aside from my re-election) is renewal of the Transportation Authority's half cent sales tax. This sales tax helps fund approximately a hundred million dollars of investment in local and regional transportation systems that pass through San Francisco and will help fund our local match to draw down billions of dollars in Federal funding for downtown extension of Caltrain and eventually High Speed Rail into the transit center in the basement of the Salesforce Tower.

In addition to serving as Chair of the Transportation Authority, I serve on the Transbay Joint Powers Authority, where I work to help finally make the vision of high speed rail into our downtown a reality within the foreseeable future.

In 2019, I worked with the Mayor and then-Chair of the TA Aaron Peskin to convene the Transit Reliability Working Group to identify barriers to Muni service improvement and strategize ways to overcome these challenges. While the Covid-19 pandemic has delayed the implementation of these findings, they do provide a blueprint for progress at Muni.

I support efforts like SB-917 to enable greater coordination and cooperation between the Bay Area's 27 separate transit operators to achieve a more efficient and seamless public transportation system for everyone and enable us to better plan for a future Bay Area with more population and hopefully fewer cars. That said, the devil is very much in the details, and I understand that there are some thorny issues to be worked out relating to different levels of fare subsidy across systems.

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Green Energy Policy: What are your top priorities for improving energy conservation, household efficiency and renewable power, and how would you advance these efforts? What have you done to promote energy conservation in these areas? Are you, personally, a CleanPowerSF SuperGreen customer? Specifically, what efforts have you participated in to help fund the city's C.A.P. program? \*

I authored the resolution that declared a state of climate emergency in San Francisco and directed city departments to work together to devise a plan for meeting SF's net zero GHG emission goal by 2050. I authored the City's ordinance banning natural gas in new construction and requiring the use of electric alternatives, which in San Francisco that electricity is increasingly composed of renewable sources.

I co-sponsored legislation to allow for more electric vehicle charging stations in neighborhoods across San Francisco.

Over multiple budget approval processes, I have worked with environmental advocates to secure General Fund dollars for the Department of the Environment to work on issues like building decarbonization and expansion of electric vehicle infrastructure. I also have advocated and secured funding to support the Department in identifying potential dedicated revenue (e.g., a carbon tax) to pay for costs associated with transitioning to a green economy.

I have been a SuperGreen customer for many years and believe we should be converting to an opt-out system rather than an opt-in system for the SuperGreen tier.

If re-elected, I intend to continue working on building decarbonization, specifically: focusing on the conversion of existing buildings, as well as other environmental priorities, including the conversion of the City's vehicle fleet to all-electric and installation of infrastructure to support the broader transition of private vehicles to electricity as a power source, improving our public transportation system and bicycle/scooter networks to allow people to get around without a private automobile, and expanding the City's tree canopy, sidewalk gardens and green spaces.

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Water Sustainability & Conservation: What are your priorities for improving the sustainability of San Francisco's drinking and wastewater systems? If elected, what steps will you take to enhance the City's water resiliency and reduce its reliance on imported water? What have you done to promote conservation in this area? Specifically, how did you engage to support conservation efforts regarding the Tuolumne River? \*

Extended seasons of drought are our new normal. San Francisco needs to continue to explore innovative methods to accomplish more with our limited water resources. Between 2008 and 2017, SFPUC reduced the amount of water delivered by 77 million gallons per day (a 30% reduction). We need to continue this downward trend of water usage by exploring additional on-site water recycling and rainwater capture requirements for buildings in San Francisco.

I have authored legislation to substantially increase water reuse in new buildings and to lower the threshold for compliance from buildings larger than 250,000 square feet to 100,000 square feet. We have also directed the PUC to explore additional opportunities for water recycling. I have reviewed a draft of the PUC report and hope to work with the PUC, the Building Trades and the environmental community to advance more aggressive water recycling goals later this year and in my second full term.

In 2018 and again in 2021 I have co-sponsored resolutions introduced by Supervisor Peskin calling on the PUC to re-align our interests and litigation efforts away from the large irrigation districts and to support additional water flows in the Tuolumne River.

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Zero Waste: How can the city advance its Zero Waste goals in light of the temporary (we hope) move to suspend programs such as the required fee for grocery store bags that previously incentivized customers to reuse bags and containers, or purchase foodstuffs from bulk-stocked bins? What are your thoughts around recent legislation to reduce waste and what more can we do? How will you make it happen? What have you done to promote zero waste? \*

I have supported and co-sponsored a number of legislative efforts to reduce waste generated from construction projects, to improve the separation of recyclable and compostable waste in large commercial buildings, and to more effectively divert food waste. If elected to a second term, I would be very interested to work with LCV and others to further reduce the amount of waste San Francisco sends to landfills and to reduce the use of plastic materials in the City.

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Your Environmental Vision: Why should the San Francisco League of Conservation Voters endorse you? How will protecting the environment shape your agenda given the potential for ongoing pandemic conditions? With the passage of Prop E the city took over street tree and sidewalk maintenance from homeowners, but the urban canopy is still insufficient both in maintenance and the planting of new trees. What would you do to ensure a robust urban canopy?

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In 2018, the LCV endorsed my candidacy for Supervisor. During my time in office I have worked hard to advance smart climate policies in a number of areas discussed above. I would hope that record demonstrates my commitment to the issues LCV cares about, and I look forward to continuing to prioritize those issues in a second term.

With regard to the urban canopy, I share your concern regarding the insufficiency of Proposition E as a funding source. We very much need a new dedicated funding source to support the planting and maintenance of new trees. I have sponsored and co-sponsored hearings on the topic of Prop E implementation and have advocated for funding for trees and sidewalk gardens in the City budget; I have also dedicated District 8 addback funds specifically for tree-planting and installation of sidewalk gardens in District 8.

I acknowledge that, in addition to a candidate's environmental qualifications and activism, SFLCV will also expressly consider the way in which officials comport themselves, their ability to act with decorum, and respectfully engage with their colleagues and constituents.

☒ Yes

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# San Francisco League of Conservation Voters

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