



Zero Emission Vehicles Policy Resolution

Whereas, SFMTA has been one of the national leaders in supporting sustainable, reduced or zero emissions revenue transit vehicles.

Whereas, SFMTA currently operates the largest fleet of zero emissions electric trolley vehicles, running on 100% greenhouse gas-free electricity, in North America and a fleet of low emissions electric hybrid vehicles running on renewable diesel, and has been aggressively pursuing and implementing the latest in reduced or zero emissions technologies.

Whereas, SFMTA has replaced its older diesel buses with cleaner, more efficient electric hybrid vehicles. Electric hybrid vehicles offer dramatically lower fuel consumption, decreased engine idle time while in service, and a substantial reduction in emissions. For a transit fleet of SFMTA's size, the switch from conventional diesel to diesel hybrid vehicles has reduced consumption of fuel by 5.4 million gallons and 82,000 tons of CO₂ over the 12 year life of the fleet.

Whereas, SFMTA has taken steps toward converting its series of electric hybrid vehicles to zero emissions battery buses, starting with the implementation of engine auto stop-start functionality in 54 buses which will reduce idling time and allow for vehicles to drive short distances entirely under battery power.

Whereas, late last year, SFMTA formed a Zero Emission Fleet Technology Committee to help develop and implement plans and policies that support adoption of 100% zero emission fleet. The committee has been tasked to implement a pilot program that can be used to demonstrate the role of a zero emission fleet.

Whereas, SFMTA is implementing the San Francisco Municipal Railway 2004 Clean Air Plan, which established a strategy for achieving the lowest possible overall fleet emissions in working toward a 100% zero emission fleet.

Whereas, the City and County of San Francisco is one of 26 cities worldwide signatory on the "C40 Cities Clean Bus Declaration of Intent," calling for manufacturers and other key partners to work with cities to increase availability and affordability of vehicles that meet cities' needs.

It is Resolved that, in Fall 2018, SFMTA shall purchase new electric hybrid buses with higher capacity on-board battery systems, allowing SFMTA to run a test program to operate "Green Zones" along several electric hybrid routes. The "Green Zones" will be serviced by electric hybrid vehicles operating entirely on battery power with the vehicle engines off, and will encompass up to 25 percent engine off, zero emission driving daily.

Further Resolved that SFMTA shall also begin a pilot program to explore the possibility of converting its existing series of electric hybrid vehicles into plug-in battery electric buses by replacing the hybrid diesel powertrains with battery packs in the Spring 2018. This program will pave the way towards a significant conversion overhaul of our existing hybrid fleet.

Further Resolved that in 2019, SFMTA shall purchase a limited number of zero-emission battery electric buses and test them in revenue service throughout San Francisco to evaluate the battery electric buses that are currently available on the market and test how they perform on crowded and hilly routes, and will also allow staff to evaluate the extensive facility upgrades needed to house an all-electric fleet.

Further Resolved that the SFMTA will add as design requirements into facility planning infrastructure to support a future electrified bus fleet.

Further Resolved that starting in 2025, SFMTA will start procuring zero emission battery buses to replace the electric hybrid vehicles, with a goal of achieving a 100% electric vehicle fleet by 2035.

