

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 231107-092

WHEREAS, Environmental stewardship and mitigating the effects of climate change are core San Francisco Municipal Transportation Agency (SFMTA) values; and

WHEREAS, The transportation sector is the largest source of greenhouse gas (GHG) emissions in San Francisco, accounting for 44% citywide emissions; and

WHEREAS, private vehicles (cars and trucks) are the single largest source of GHG emissions within the transport sector, while less than 0.001% of emissions from all sources are attributable to the Muni fleet; and

WHEREAS, The SFMTA's highest priority for reducing transport sector vehicle emissions is to make riding Muni, walking, rolling, and biking more reliable and attractive options than driving, and believes acquiring more hybrid electric buses in the near-term is necessary to support this; and

WHEREAS, The SFMTA is a leader in low and zero-emission vehicle adoption and operates the greenest fleet of any city in North America, and currently operates a fleet of low-emission electric hybrid vehicles which run on renewable diesel and the largest fleet of zero emissions electric trolley vehicles in North America; and

WHEREAS, In 2007, the SFMTA was one of the first agencies in North America to procure hybrid vehicles at scale, and has now replaced 100% of its older buses with diesel electric hybrid vehicles, which will reduce consumption of fuel by an estimated 5.4 million gallons and CO2 emissions by 82,000 tons over the 12-year life of the fleet; and

WHEREAS, The SFMTA has continued to innovate to reduce vehicle emissions, including by incorporating an engine auto stop-start feature to reduce idling time, procuring hybrid vehicles with increased battery capacities to operate "Green Zones" where the vehicle produces no emissions, and testing 10 electric battery buses from four manufacturers in a pilot program to evaluate their performance; and

WHEREAS, On May 15, 2018, the SFMTA Board of Directors adopted a Zero Emission Vehicle Policy, directing the SFMTA to phase out both hybrid electric and trolley buses over a 10-year period and to begin procuring exclusively battery-electric buses in 2025 to achieve a 100 percent battery electric vehicle fleet by 2035; and

WHEREAS, The California Air Resources Board's (CARB) adopted the Innovative Clean Transit (ICT) regulation in December of 2018, and it became effective October 1, 2019; and

WHEREAS, The ICT regulation requires all public transit agencies in California to prepare a Zero Emission Buses Rollout Plan and is currently requiring all agencies to fully transition to zero emission fleets by 2040; and

WHEREAS, The ICT regulation does not require fully BEB fleets and accommodates other zero-emission vehicle types including trolleys; and

WHEREAS, In the years since its adoption, it's become clear that the SFMTA 2018 Zero Emission Vehicle Policy is infeasible, and must be updated to reflect new conditions and broader climate goals; and

WHEREAS, Due to challenges including the failure of the 2022 General Obligation Bond, a mixed record on obtaining federal grants, and a reliance on PG&E for electrical service and grid improvements subject to years-long delays, the SFMTA will not have a facility to house and charge 100+ battery electric vehicles by 2025; and

WHEREAS, COVID-19 decimated transit ridership and revenue, delayed BEB pilot progress, and highlighted the importance of fleet resilience and flexibility; and

WHEREAS, The 2021 Climate Action Plan puts fleet electrification in the context of broader climate action, emphasizing the importance of transit service reliability and mode shift; and

WHEREAS, The SFMTA Board of Directors adopted the San Francisco Municipal Transportation Agency's Zero Emission Bus Rollout Plan in March 2021 as a roadmap in pursuit of a full transition to zero-emission buses and infrastructure, in accordance with the California Air Resource Board's Innovative Clean Transit regulation; and

WHEREAS, To ensure that transit service is not adversely impacted by the ICT rule, Section 2023.4(c)(5)(A) and (B) of the regulation provides that an agency can request an exemption from the zero-emission bus purchase requirements for a procurement(s) if it can demonstrate that it cannot offset the incremental cost of purchasing zero-emission buses, including both the capital cost and associated infrastructure, as compared to a conventional bus; and

WHEREAS, On October 19, 2023, the SFMTA, under authority delegated by the Planning Department, determined that the amendment to the Zero Emission Vehicle Resolution is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors directs staff to amend SFMTA's Zero Emission Vehicle (ZEV) Policy to allow for the acquisition of zero emission vehicles including but not limited to battery electric buses and trolleybuses, and to extend the timeline for achieving

a 100% zero emission fleet to align with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation timeline, which is currently 2040 and to post the updated ZEV Policy to the SFMTA website; and, be it further

RESOLVED, That zero emission fleet is one strategy among a suite of program areas to reduce effects of climate change and that providing quality and reliable service is a critical way to reduce greenhouse gas emissions.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 7, 2023.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency