

Member, Board of Supervisors
District 4



City and County of San Francisco

KATY TANG
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Contact: Ashley Summers

(415) 554-7460

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**SUPERVISOR TANG RECEIVES UNANIMOUS SUPPORT FOR LEGISLATION REQUIRING
CITY TO PROCURE ZERO EMISSION SEDANS BY 2022**

*New law reinforces transit first policy and directs city departments to procure Zero Emission Vehicles
and right size the fleet to reduce greenhouse gas emissions and achieve climate change goals*

Today the Board of Supervisors unanimously voted to support an ordinance authored by Supervisor Katy Tang which requires all light-duty passenger vehicles in the City fleet to be Zero Emission Vehicles (ZEV) by December 31, 2022. Supervisor Tang's legislation will advance the City's commitment to reducing greenhouse gas emissions from light-duty vehicles while improving electric vehicle (EV) charging infrastructure at municipal facilities. The ordinance was developed in partnership with the San Francisco Department of the Environment and the City Administrator's Office.

Supervisor Tang held a hearing last November to highlight existing city policies and initiatives targeted at reducing greenhouse gas (GHG) emissions. The City has an ambitious goal to reduce GHG emissions by 40 percent by 2025, and 80 percent by 2050. The City also has a goal of attaining 100 percent renewable energy (electric) by 2030. In order to achieve this, the City will have to look first at vehicle usage given that cars and trucks make up 40 percent of GHG emissions in San Francisco.

In 2010, the City adopted the Healthy Air and Clean Transportation Ordinance (HACTO), which outlines a pathway to achieving these goals by promoting zero and low-emission vehicles, achieving energy efficiency, reducing fleet size, reducing the use of single occupancy vehicles, and expanding alternative fueling infrastructure.

"We need to reduce our reliance on fossil fuels, and I hope San Francisco can push the market to provide more incentives, products, and choices for us all to use alternative, renewable energy sources," said Supervisor Tang. "Mandating a cleaner and greener municipal fleet is just the beginning of our efforts to ensure we have a sustainable future."

Legislative Requirements

There will be a different set of requirements for light-duty passenger municipal vehicles depending on whether or not they are parked on city owned facilities.

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For vehicles parked on city owned facilities:

- 75% of vehicles must be Zero Emission Vehicles (ZEVs)
- Up to 25% may be Plug-In Hybrid Electric (PHEV) with a waiver due to charging/operational challenges.

For vehicles parked on non-city owned facilities:

- Department must make every effort to purchase/lease ZEV
- Otherwise, must obtain waiver to purchase/lease PHEV due to charging/operational challenges. No cap on how many PHEVs may be procured.

Public safety departments and emergency response vehicles are exempted from requirements, as per existing law.

To replace approximately 400 light-duty passenger vehicles parked on city owned facilities with ZEVs, it may cost between \$1.7 to \$2.6 million per year, depending on the types of vehicles purchased/leased (and if all 400 vehicles were replaced with ZEVs). To replace 300 light-duty passenger vehicles (75% of the fleet, as required under the legislation) with ZEVs and the remaining 25% with PHEVs, it may cost the city around \$1.8 million to \$2.5 million per year, depending on the types of vehicles purchased/leased. Charging infrastructure costs are estimated at \$1.06 million per year.

Each year, the City already spends around \$1.8 million to \$2.5 million to replace 75-100 aging sedans in the City fleet. Projected fuel cost savings are \$1,042 per vehicle per year, which could amount to over \$640,000 annually once the fleet is electrified.

At the national level, President Obama released an Executive Order in 2015 that requires 30 percent of federal fleet passenger vehicle acquisitions to be zero emission vehicles (ZEV) by 2020 and 50 percent by 2025. In 2012, California Governor Jerry Brown also released an Executive Order to bring 1.5 million ZEVs onto California roadways by 2025. And while California represents one-third of the world's EV market, EVs represent only 1 percent of worldwide car sales. California has ambitious climate goals that include promoting transportation electrification, doubling energy efficiency, and requiring 50 percent renewables by 2030. California has also adopted a ZEV Action Plan that includes a commitment to procuring 50 percent of the state's annual light-duty vehicles as ZEV by 2025. Most recently, President Obama announced this month an unprecedented initiative to advance EV infrastructure that will include 48 national EV charging corridors covering 25,000 miles across 35 states.

“Nearly half of San Francisco’s harmful greenhouse gas emissions come from transportation. Getting people out of cars and on to sustainable transportation plus switching to zero emission vehicles is how San Francisco can reduce its emissions,” said Debbie Raphael, Director of the San Francisco Department of Environment. “San Francisco continues to lead by example thanks to Supervisor Tang’s legislation to

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convert the City’s vehicle fleet to electric and when combined with renewable electricity from CleanPowerSF is a real win for the environment plus operational savings for the City.”

San Francisco is already well on the way to having a green fleet, as the City’s 859 sedans include 15 PHEVs, 37 BEVs, and 106 compressed natural gas vehicles (CNG). Of the remaining gasoline powered vehicles, 491 are efficient hybrid vehicles with only 210 internal combustion engine vehicles.

“The passage of this ordinance by the Board of Supervisors is a positive step towards making our fleet even more environmentally friendly,” said City Administrator Naomi Kelly. “Central Shops has worked for years on a cleaner fleet and we look forward to adding more electric vehicles in the future as part of that effort.”

Additionally, the City is developing a vehicle pool system and a Vehicle on Demand System that will operate much like a car share system – both of which can help reduce overall fleet size. Moving forward, the City Administrator’s office will use existing telematics data and conduct analyses on vehicle costs, maintenance, fuel types, lease versus purchase options, charging infrastructure, electricity sources and costs, and disaster response.

“As a transit first city, we can all lead by example when choosing how to get around during our work day. When we must use a vehicle, I am pleased that soon our city vehicle fleet will also reflect a strong commitment to the environment,” said Supervisor Tang. “Through collaboration and leadership here in city government, we are demonstrating that there is a wide demand for better technology, a need for expanded infrastructure, and a commitment to reducing greenhouse gas emissions, and advancing the conversation around climate change policy.”

For more information, please contact Supervisor Katy Tang’s office at (415) 554-7460 or Katy.Tang@sfgov.org.

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