



SFMTA



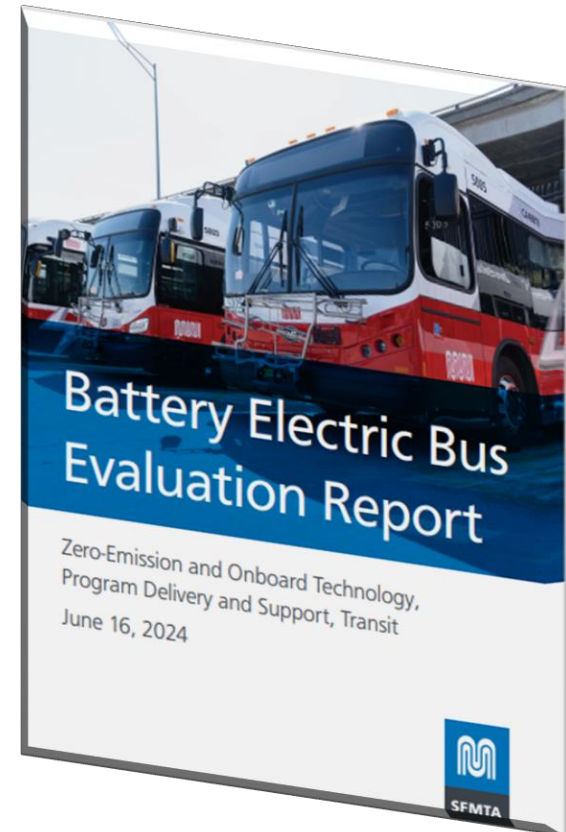
# Zero Emission Transition Plan

Briefing – Citizens' Advisory Council

October 2, 2025

# Pilot Evaluation Results

- The SFMTA should seek to procure buses from multiple manufacturers.
- New Flyer and Gillig are currently the only viable US manufacturers for the SFMTA's future battery-electric bus (BEB) procurements.
- Solaris, the largest zero-emission bus manufacturer in Europe, is planning to establish a presence in the US market.



# Pilot Bus Performance

- The SFMTA continues to operate the pilot BEBs in revenue service.
- We have encountered challenges keeping the buses in service, but we expect BEB performance to improve as adoption grows.
- We have not observed meaningful battery degradation. Buses perform the same today as they did at the start of the pilot program.



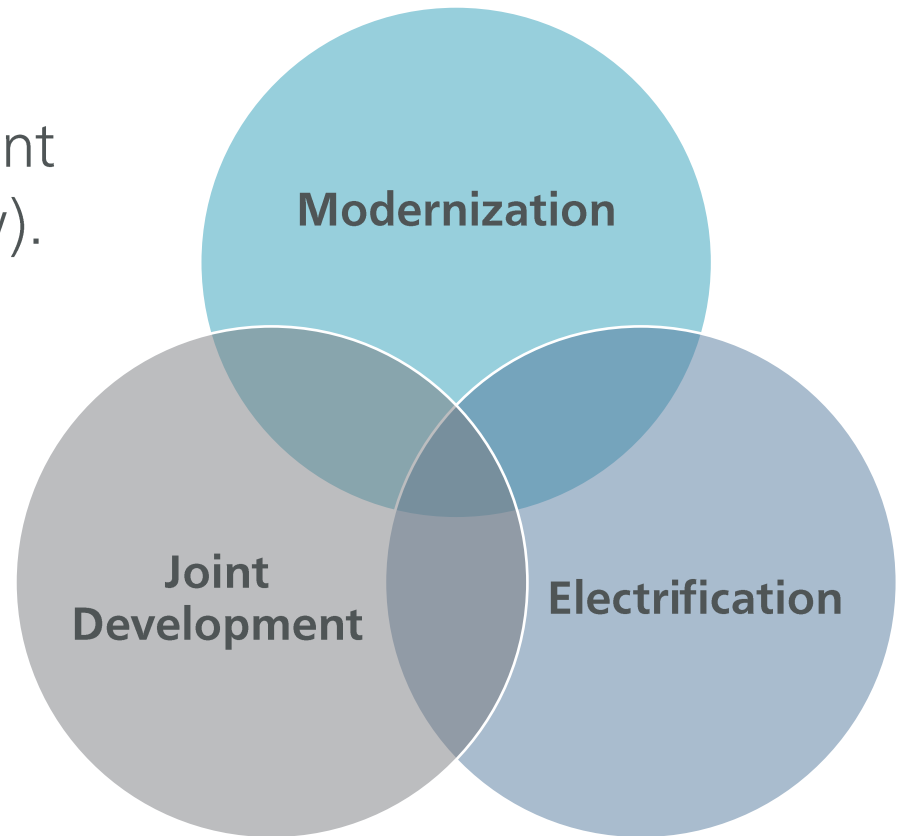
# Lessons Learned

## Zero Emission Transition

- BEB infrastructure is a significant challenge (cost and complexity).
- Needs alignment with Building Progress Plan.

## Risks to Electrification Goals

- Funding shortfalls, prolonged regulatory reviews, PG&E capacity and responsiveness



# Lessons Learned

## Challenges with New Technology

- BEB technology is rapidly evolving.
- Reliability is not comparable to existing buses but will improve over time.

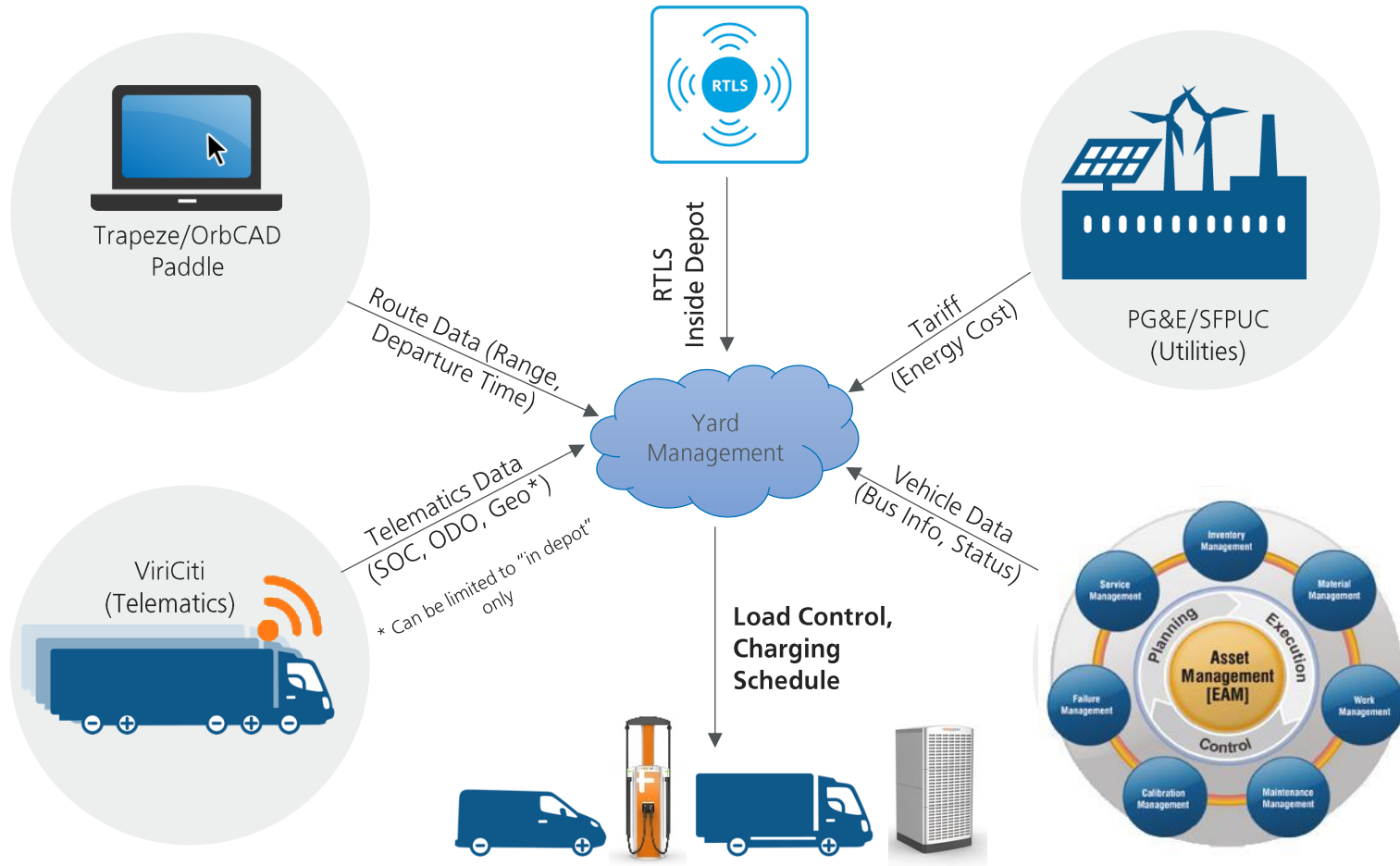
## Preferred ZE Technology for Hybrid Replacement

- BEBs are similar in design, operation, training, and versatility.



# Lessons Learned

## Yard Management and Smart Charging



# Future Procurement Strategy

- The US transit bus industry has lost several bus manufacturers in recent years.
- We should work with industry to mitigate risk and uncertainty and reduce costs.
- The SFMTA will seek to procure buses from multiple manufacturers.



# Upcoming Procurements

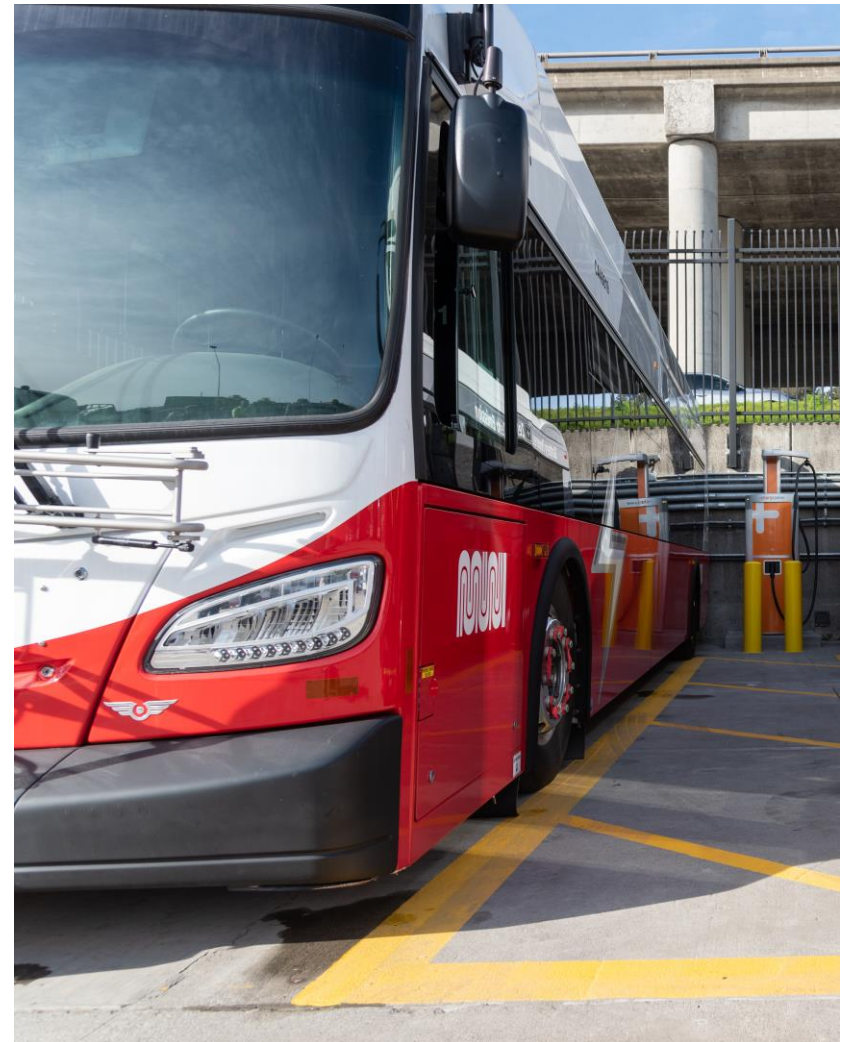
- The SFMTA has recently received approval for the following procurements:
  - Four 40-ft and three 60-ft BEBs from New Flyer
  - Three 40-ft and three 60-ft BEBs from Solaris
  - 94 40-ft diesel hybrid buses from New Flyer
- The SFMTA will seek approval for five 40-ft BEBs from Gillig by the end of 2025.





# Funding and Federal Support

- The SFMTA has been grappling with the reduced availability of federal funding for zero-emission projects.
- The current procurement of 18 BEBs is expected to be fully funded.
- We have a federal grant for 18 chargers, but it hasn't been obligated.
- Funding will continue to be a major obstacle to electrification.



# Procurement Plan

Calendar Year	Bus Deliveries				Total Buses
	40' Hybrid	60' Hybrid	40' BEB	60' BEB	
2026	78*		10*	3*	91
2027	16*		2*	3*	21
2028			48 <sup>+</sup>		48
2029		40	56 <sup>+</sup>		96
2030		92			92
2031	28	23		5	56

\*Buses have been ordered, or are in process of being ordered, as part of 112-bus replacement.

<sup>+</sup>104 buses will need to be converted to hybrid buses due to Kirkland project being postponed.

**2026-2027:** 12 40ft BEBs will be stored at expanded Woods pilot; 6 60ft BEBs at new Islais Creek pilot. There will be no additional electrification facility projects completed in 2025/26, so we are purchasing 94 hybrids that will be stored at Woods/Kirkland.

**2028-2029:** SFMTA to apply for exemption from CARB ICT regulation to convert procurement of 104 BEBs to hybrid buses.

**2029-2031:** 155 60ft buses need to be replaced, but we will not have an electric 60ft facility available. Buses will need to be either diesel hybrid or diesel.

# ICT Exemptions and Bonus Credits

Agencies can seek exemptions from ICT purchasing requirements under certain circumstances:

Delays in bus deliveries

Insufficient bus range or performance

No buses available in weight class

Financial hardship

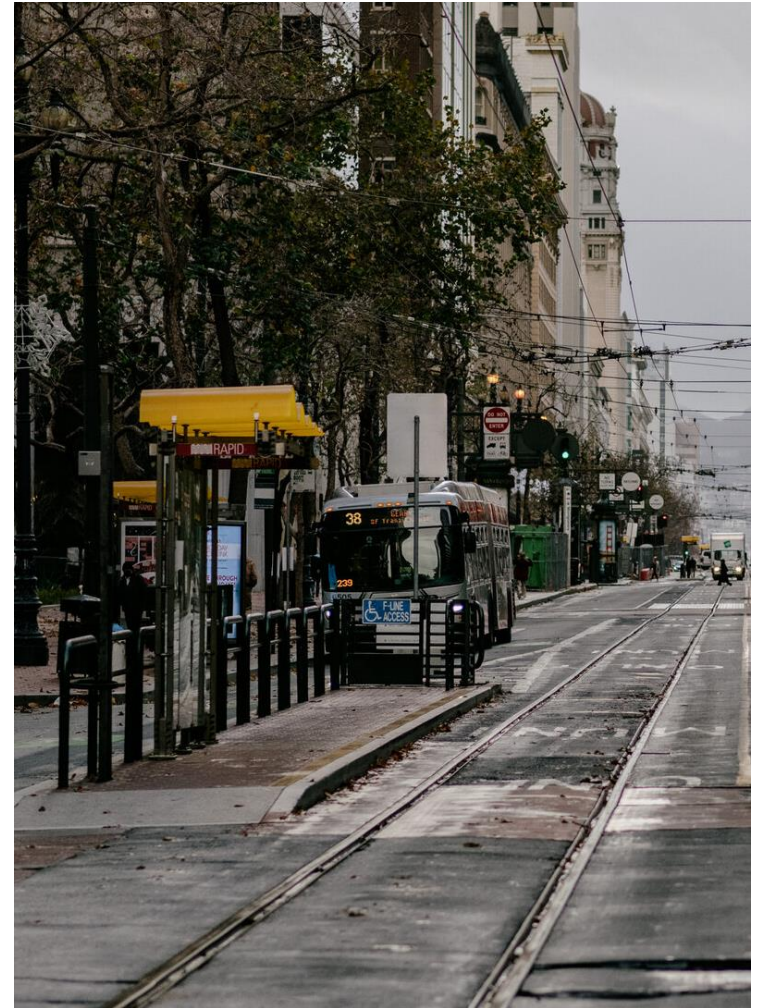
Agencies can also obtain bonus credits for early ZEB adoption. Bonus credits were used to purchase 94 hybrid buses in 2024.

# SFMTA Exemption – Financial Hardship

A transit agency may request an exemption from the ICT purchasing requirement due to financial hardship.

The SFMTA will need to:

1. Adopt a resolution to declare fiscal emergency; or
2. Demonstrate that we cannot offset the initial capital cost of purchasing zero-emission buses and infrastructure, or
3. Demonstrate that we cannot offset the cost of managed, net electricity costs.



# SFMTA Exemption – Financial Hardship

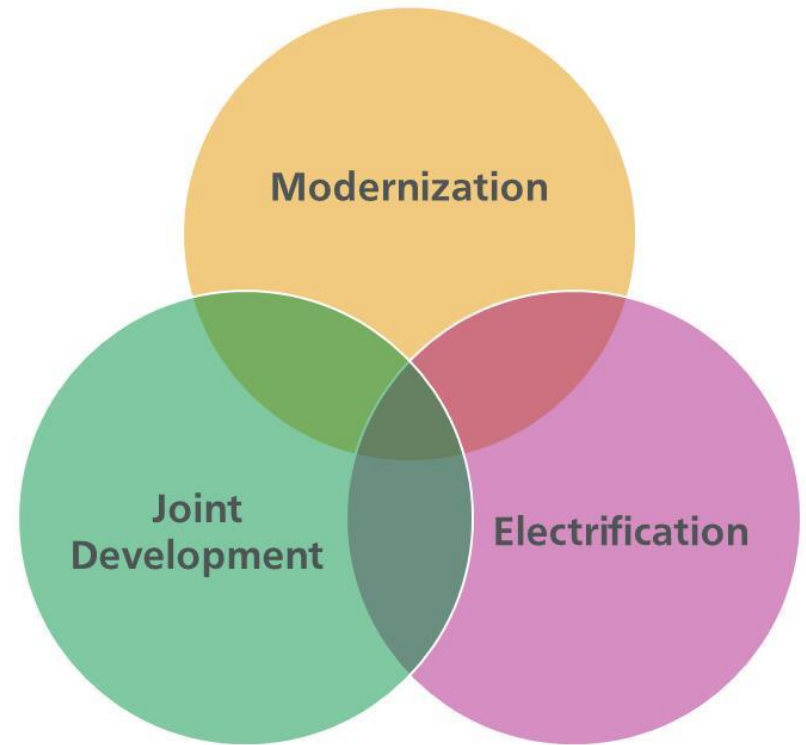
Financial hardship exemption will require the following:

1. Letter from MTAB – Good faith efforts
2. Documentation showing the SFMTA has been denied financing, or financing options are not available; and
3. Documentation showing the SFMTA cannot offset the higher incremental costs of available zero-emission buses and infrastructure.



# Next Steps

1. Submitted revised Zero Emission Vehicle Rollout Plan to CARB.
2. Begin the process of requesting multi-year ICT exemption.
  - Not explicitly allowed for in ICT regulation but in discussion.
3. Revise Rollout Plan and Facilities Framework Report to reflect decisions and schedule changes to Facilities, including Kirkland.





Thank you