



**Climate Action Plan
March 2014**



San Francisco Police Department
City and County of San Francisco

Title: San Francisco Police Department Climate Action Plan

Department: S.F.P.D.
Chief Gregory P. Suhr

Data Year: Fiscal Year 2012-2013

Climate Liaison: Officer Ivan Sequeira

Date: March 26, 2014

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1. Introduction

It is the intent of the Climate Action Plan to provide details and steps the San Francisco Police Department is taking to reduce its carbon footprint and ultimately protect the environment. The Climate Action Plan was implemented by the Mayor's Office of Climate Protection Initiatives. It is the goal of the City and County of San Francisco to reduce the City's operational emissions by 25% from a 2005 baseline by 2017. In response to the Mayor's Energy Conservation and Efficiency campaign, all City departments are required to submit a Climate Action Plan to the Mayor's office.

The Police Department is one of the City's largest departments with 24 facilities and a vast fleet of vehicles. The majority of these vehicles are marked units which officers utilize to carry out daily patrol functions. The buildings occupied or controlled by the Department are mainly police stations and are open 24 hours a day, 365 days a year. Energy consumption is attributed to the use of electricity and natural gas, and gasoline. For fiscal year 2009-2010, the Department produced 1,843.99 metric tons of CO₂e emissions from natural gas and 200.91 metric tons of CO₂e from electricity. Natural gas and fuel for our vehicles are the highest contributors to our carbon footprint.

The Police Department has an overall goal of reducing electrical consumption and increasing the percentage of waste we recycle at our facilities. By identifying the facilities, fleet vehicles, and other activities which may produce higher levels of greenhouse gases, these actions would result in the lowering of our carbon footprint. We can then continue to lessen the impact on our climate.

2. Department Profile

2A. Police Department Mission

We, the members of the San Francisco Police Department, are committed to excellence in law enforcement and are dedicated to the people, traditions and diversity of our City. In order to protect life and property, prevent crime and reduce the fear of crime, we will provide service with understanding, response with compassion, performance with integrity and law enforcement with vision.

2B. Departmental Budget

Fiscal Year 2012-2013:
\$526,936,967

2C. Number of Employees

Sworn Officers:	2129
Civilian Members:	472
Total:	2601

2D. Facilities

The Police Department has ten district stations across San Francisco. Our largest station, the Police headquarters, is located at the Hall of Justice. Police Headquarters is planning on moving to our

new location in November of 2014. Other facility units include our Crime Lab, Tactical Division, Stables, Firing Range, Marine Unit, and Academy. In addition to storage facilities, we also maintain other specialized training facilities.

2E. Vehicles

The Police Department fleet consists of marked vehicles, trucks, motorcycles, vans, and boats, as well as unmarked vehicles. The vehicles are utilized by personnel to conduct all facets of police functions 24/7.

2F. Departmental Contact Information

Deputy Chief David A. Shinn
Title: Deputy Chief of Administrative Services
E-mail: David.Shinn@sfgov.org
Phone: (415)734-3090

Officer Rich Lee
Title: Fleet Manager
E-mail: Rich.Lee@sfgov.org
Phone: (415)553-1221

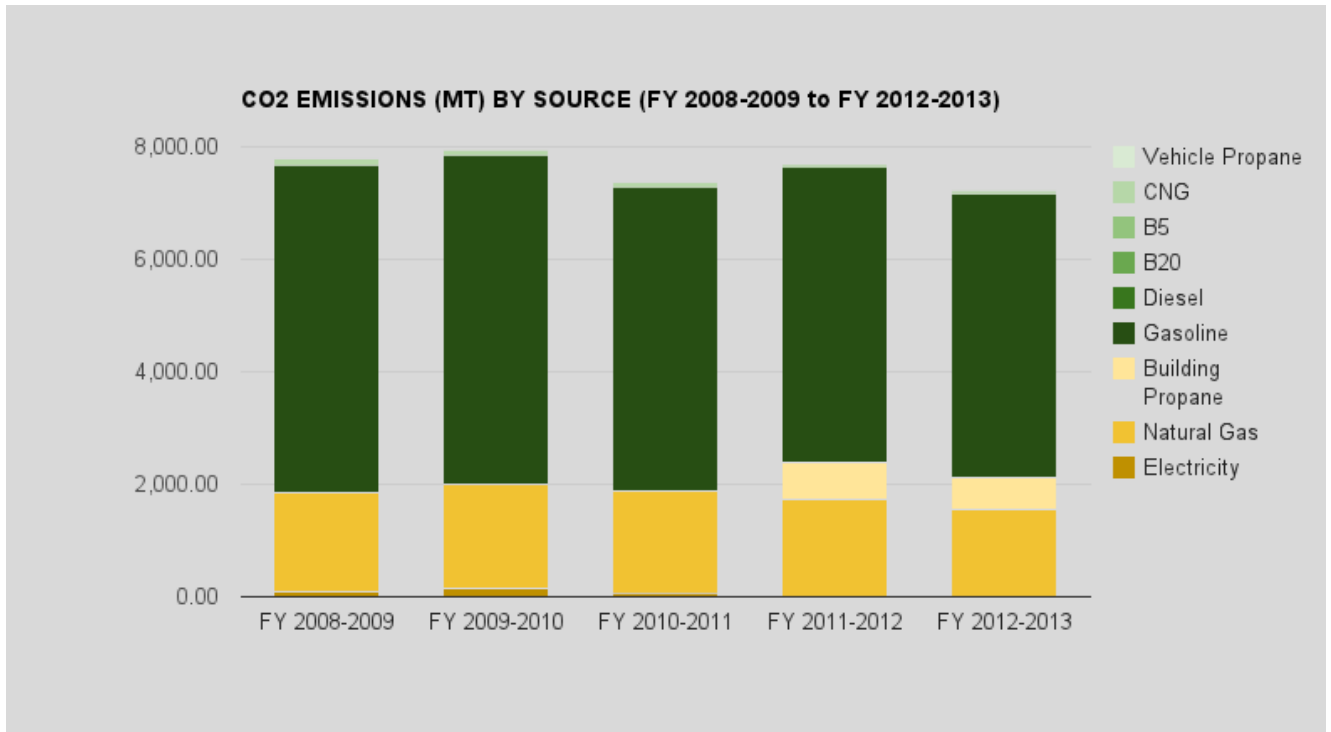
SFPD Climate Action Liaison
Officer Ivan Sequeira
Title: Facilities Manager
E-mail: Ivan.Sequeira@sfgov.org
Phone: (415)553-1076

2G. Other Sustainability or Environmental Plan

The San Francisco Police Department does not have any other sustainability plans besides this climate action plan.

3. Police Department Carbon Footprint

Over the fiscal year of 2012-2013, San Francisco Police Department's total CO₂ emission was 7,219.57 metric tons. Since the Police department is a 24 hour, 365 days a year operation, our use of energy and fuel are high. Mobile Fuel accounted to 5,094.44 metric tons of CO₂, and our building energy accounted for 2,125.23 metric tons of CO₂.



CO2 Emissions By Source (FY 2008-2009 TO FY 2012-2013)					
	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Total CO2 (mt)	7,779.63	7,947.59	7,359.50	7,686.24	7,219.57

According to the two charts above, San Francisco’s Police Department CO2 emission is the lowest it has been in the last 5 fiscal years

Over the past 5 fiscal years, our CO2 emission has dropped from 7,779.63 to 7,219.57. That’s a difference of 560.03 metric tons of CO2, a 7.19% difference. Our mobile fuel emission has dropped from 5,942 to 5,094.44 metric tons of CO2. This means that from 2008 to now, our fuel CO2 emission has dropped 848.43 metric tons, which brings us to a 14.27% difference.

3A. Facilities List Verification Statement

The list of facilities used by the Department of the Environment to calculate the FY 2012-2013 Departmental carbon footprint has been verified by the San Francisco Police Department to be accurate and complete.

In November 2014, the San Francisco Police Department will move from 850 Bryant to a bigger space in the Mission Bay district. We anticipate that a total energy use next FY of 2013-14 will change due to this move.

3B. Fiscal Year 2012-2013 Facilities Energy Consumption and Carbon Emissions

The consumption and GHG emission of Electricity, Natural Gas, and Building Propane for the Fiscal Year 2012-2013 of the San Francisco Police Departments is as follows:

The amount of Electricity consumed is 8,552,327 kWh and the associated GHG emissions are 0 metric tons of CO2 at a cost of \$275,161. The amount of Natural Gas consumed is 292,079 therms, and the associated GHG emission is 1,550.07 metric tons of CO2 at a cost of \$197,007. The amount of Building Propane consumed is 99,347 gallons, and the associated GHG emission is 575.06 metric tons of CO2 at a cost of \$128,836.00

Fiscal Year 2012-2013 Facilities Energy Consumption and Carbon Emissions			
Emission Source Detail (Units):	Consumption	CO2 Emissions (metric tons)	Cost
Electricity (kWh)	8,553,327	0	\$275,161
Natural Gas (th)	292,079	1,550.07	\$197,007
Building Propane (gal)	99,347	575.06	\$128,836

3C. 5-Year Historical Analysis of Facilities Energy Consumption and Carbon Emissions

The tables below summarize the San Francisco Police Department’s annual facilities energy consumption and associated GHG emissions for the past five fiscal years.

FY 2008-2009 to FY 2012-2013 Departmental Facilities Energy Consumption					
Emission Source Detail (Units):	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Electricity (kWh)	8,910,478	9,249,233	8,850,839	8,871,488	8,553,327
Natural Gas (th)	328,320	347,923	341,913	323,835	292,079
Building Propane (lbs)	0	0	0	113,146	99,347

FY 2008-2009 to FY 2012-2013 CO2 Emissions from Facilities Energy					
Emission Source (mt):	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Electricity	94.36	160.96	65.25	0.00	0.00
Natural Gas	1,742.40	1,846.44	1,814.55	1,718.60	1,550.07
Building Propane	0.00	0.00	0.00	654.93	575.06
Total Building Energy CO2 (mt)	1,836.76	2,007.40	1,879.80	2,373.53	2,125.13

Total GHG emissions from Building Energy use has decreased since Fiscal Year 2011-2012. From Fiscal Year 2011-2012 to 2012-2013 CO2 emission has dropped from 2,373.53 to 2,125.13. That’s a difference of 248.4 metric tons of CO2 and a difference of 10.47%. You can also note the reduction of Energy consumption from all previous years to Fiscal Year 2012-2013. Please refer to the section titled “Efforts in Facilities Energy Reduction” for details on reduction measures taken at the department.

3D. Vehicle List and Fuel Data Verification Statement

The San Francisco Police Department has a fleet of 936 vehicles consisting of marked police cars, unmarked cars, boats, trucks, SUV's, and motorcycles. The list of vehicles and the San Francisco Police Departments fuel totals used by the Department of the Environment to calculate the FY 2012-2013 Departmental carbon footprint has been verified by the San Francisco Police Department to be accurate and complete.

3E. Fiscal Year 2012-2013 Vehicle Fuel Consumption and Carbon Emissions

The amount of fuel consumed by the San Francisco Police Department, by fuel type, in Fiscal Year 2012-2013 is as follows:

The amount of Gasoline consumed is 572,770 gallons, and the associated GHG emissions are 5,044.69 metric tons of CO2. The amount of Diesel B20 is 27 gallons, and the associated GHG emissions are 0.22 metric tons of CO2. The amount of B5 consumed is 1,834 gallons, and the associated GHG emissions are 17.68 metric tons of CO2. The amount of CNG consumed is 5,187 GGE, and the associated GHG emissions are 31.67 metric tons of CO2. The amount of Propane consumed is 33 gallons, and the associated GHG emissions are 0.19 metric tons of CO2. The total cost for Fuel consumed by the San Francisco Police Department is \$55,674.

TOTAL FUEL	Fuel Consumption	CO2 Emissions (mt)
Fuel Type (units)	FY 2012-2013	FY 2012-2013
Gasoline (gal)	572,770	5,044.69
Diesel or equivalent (gal)	0	0
B100 equivalent (gal)	0	0
B20 (gal)	27	0.22
B5 (gal)	1,834	17.68
CNG (GGE)	5,187	31.67
Propane (gal)	33	0.19

In order to comply with Chapter 4 of the Environment Code Healthy Air and Smog Prevention Ordinance, Ordinance 278-10 which states “Beginning no later than July 1, 2015, and each year thereafter, the city Administrator and Department head or other City official with jurisdiction over passenger vehicles and light duty-trucks used for City business shall remove from service all passenger and light-duty trucks in the municipal fleet that are 12 years old or older ...”

3F. 5-Year Historical Analysis of Vehicle Fuel Consumption

The tables below summarize the San Francisco Police Department’s annual fuel consumption and associated GHG emissions for the past five years

FY 2008-2009 to FY 2012-2013 Departmental Fuel Consumption					
Fuel Type (units)	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013

Gasoline (gal)	661,411	663,403	613,391	597,008	572,770
Diesel or equivalent (gal)	0	0	0	0	0
B100 equivalent (gal)	0	0	0	0	0
B20 (gal)	1,241	1,122	169	2	27
B5 (gal)	0	0	1,502	1,541	1,834
CNG (GGE)	17,497	14,332	10,014	6,425	5,187
Propane (gal)	101	113	46	79	33

FY 2008-2009 to FY 2012-2013 CO2 Emissions from Mobile Fuel					
Fuel Type (units)	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Gasoline (gal)	5,825.39	5,842.94	5,402.46	5,258.16	5,044.69
Diesel or equivalent (gal)	0	0	0	0	0
B100 equivalent (gal)	0	0	0	0	0
B20 (gal)	10.07	9.11	1.37	0.01	0.22
B5 (gal)	0	0	14.47	14.85	17.68
CNG (GGE)	106.82	87.49	61.13	39.22	31.67
Propane (gal)	0.59	0.65	0.27	0.46	0.19
Total Mobile Fuel CO2 (mt)	5,942.87	5,940.19	5,479.70	5,312.70	5,094.45

Total fuel use by the San Francisco Police Department, Fiscal Year 2012-2013, has decreased when compared previous year. The difference from Fiscal Year 2008-2009 to Fiscal Year 2012-2013 is very notable. From Fiscal Year 2008-2009 to Fiscal Year 2012-2013 there is a 9.36% decrease in Gasoline used by the San Francisco Police Department. The total carbon emission from mobile fuel has decreased as well since the Fiscal Year 2008-2009.

4. Efforts in Facilities Energy Reduction

4A. Energy Efficiency and Retrofit Projects

While the Police Department buildings are eleven-plus years or older, efforts continue to identify and upgrade to a LEED standard wherever possible.

A proposed project was approved by the voters of San Francisco for the new construction of a Public Safety Building at Mission Bay which will be completed by June 2014. This building will be home to a new city-wide Police Administration Headquarters, Southern Police Station, and Mission Bay Fire Station.

LEED Project Name: Public Safety Building at Mission Bay

Project Sponsor: San Francisco Police Department/San Francisco Fire Department - Earthquake Safety and Emergency Response (ESER) bond.

LEED Goal: LEED BDC Gold (Building, Design, and Construction).

Status: Complete by November 2014

Square Footage: 260,000 square feet

Overall Building Program

Police Headquarters	118,500	SF
Police Station	28,200	SF
Fire Station	20,300	SF
Fleet Parking Structure & Service	<u>89,000</u>	SF

Public Safety Building **256,000** **Total square feet**

Project Budget Total **\$200,000,000**

The groundbreaking of the new public safety building occurred in the summer of 2011 and the projected move is scheduled for November 2014.

Currently the Police Department does not have a LEED-certified professional who could work with San Francisco Environment. This function is managed through the Department of Public Works, Project Management Group.

4B. Energy Benchmarking & Compliance with the Energy Performance Ordinance

In order to comply with the Existing Commercial Buildings Energy Performance Ordinance (Ord 17-11, SF Environment Code Chapter 20), the San Francisco Police Department assisted the SFPUC in producing the 2012 Energy Benchmarking Report for San Francisco Municipal Buildings by:

- Verifying the department's list of facilities.
- Verifying the existing facility data for each location (such as year built, gross square footage, and building type).
- Providing updated occupancy data specific to the primary EPA ENERGY STAR building category (such as weekly operating hours, number of workers on main shift, and if applicable, additional information on the facility, subspaces, and parking areas).

The 2012 Energy Benchmarking Report is available at <http://sfwater.org/modules/showdocument.aspx?documentid=4139>

Currently the Police Department does not have any buildings that contribute to renewable energy.

4C. Compliance with the Commercial Lighting Efficiency Ordinance

No Change: The Police Department has been in compliance with the requirements outlined in the Commercial Lighting Efficiency Ordinance since the spring of 2010.

4D. Information Technology

The Technology Division of the San Francisco Police Department currently uses Dell desktop computers which meet the Energy Star guidelines for energy efficiency. The desktops are set to log off after 20 minutes of inactivity and to default to a screen-saver mode. A Department informational bulletin has been re-issued to encourage members to turn off their computers and monitors at the end of their workday and during anticipated absences.

4E. Renewable Energy

Currently the Police Department does not have any buildings that contribute to renewable energy.

4F. Green Building

The police department currently is constructing a new Public Safety Building (PSB) which will consist of the new police headquarters, Southern police station and the San Francisco Fire Department Mission Bay Fire house. The estimated time for the new public safety building to be fully functional is November 2014. The PSB's goal is to be a Leadership in Energy & Environmental Design (LEED) in Building, Design and Construction (BDC) with a status of GOLD. Aside from the new Public Safety Building, the Police Department does not have any Green Building Projects.

5. EFFORTS IN WATER USER REDUCTION

5A. Water Data Verification Statement

The list of water accounts used by the Department of the Environment to calculate the annual departmental water use has been verified by the San Francisco Police Department to be accurate and complete.

5B. Fiscal Year 2012-2013 Water Consumption and Wastewater Discharge

In the Fiscal year 2012-2013, the San Francisco Police Department consumed **12,721,459 gallons of water**. Our Wastewater discharge for the FY 2012-13 consisted of **11,322,990 gallons of water**.

5C. 4-Year Historical Analysis of Water Consumption and Waste Water Discharge

TOTAL WATER	Annual Water Consumption (gal)			
	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Department Total (gal)	18,785,598	14,618,707	13,759,264	12,721,459
Non-RED Total (gal)	4,203,012	4,251,632	4,529,140	4,656,300

TOTAL WATER	Annual Wastewater Discharge (gal)			
	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Department Total (gal)	16,799,326	12,872,073	12,085,110	11,322,990
Non-RED Total (gal)	3,674,999	3,541,705	3,777,998	4,064,782

Total Cost (Service Fee + Consumption + Wastewater)			
FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
\$309,186	\$251,971	\$250,388	\$246,361
\$74,555	\$76,531	\$85,967	\$95,764

From the FY 2009-2010 to now, water consumption, wastewater discharge, and total cost have decreased. Water consumption has dropped from **18,785,598 gal** in the FY 2009-10 to **12,721,459 gal** in the FY 2012-13, which is a **32.28%** decrease of **6,064,139 gal**. Wastewater discharge has dropped from **16,799,326 gal** in the FY 2009-10 to **11,322,990 gal** in the FY 2012-13, which is a **32.59%** decrease of **5,476,336 gal**. Our total cost has dropped from **\$309,186** in the FY 2009-10 to **\$246,361**, which is a **20.31%** in cost over the last 4 years.

Water Conservation

5D. Water Conservation

In 2008, Mayoral Directive 08-05 was issued outlining the need to reduce water consumption by 10 percent. At that time, a Police Department bulletin was issued to remind all members of water conservation efforts. The San Francisco Police Department Facilities Unit Manager instructed all Department Facilities Coordinators to reduce sprinkler usage and to promptly report any water leaks. Broken shower heads were replaced with low-flow fixtures. In addition, throughout police department facilities any time an aerator, flushometer, or toilet needs replacing, the Department of Public Works replaces broken fixtures with low-flow more efficient units. As a result flushometer flow rates are now 1.5 GPM as opposed to 3.0 GPM, and toilet rates are 1.25 GPM rather than 2.5 GPM. These minor changes translate into a substantial savings.

In 2008, the Department partnered with the San Francisco Public Utilities Commission and conducted an audit of police facilities to identify cost saving practices.

The Mission Bay Public Safety Building Project is in the design and development phase and will be constructed with LEED BDC Gold as a goal.

6. EFFORTS IN VEHICLE FUEL REDUCTION

6A. Compliance with the Healthy Air and Clean Transportation Ordinance

The Healthy Air and Clean Transportation Ordinance (HACTO) is a mandate that all City employees and departments should use sustainable transportation such as public transit, walking, ridesharing or biking to minimize single-occupancy vehicle transportation as much as possible, and when it is not, to use green vehicles. To implement this ordinance, each department is required to develop a Transit First plan outlining how your department will implement the various sustainable option to reduce vehicle usage and a Transit First report on implementation. For departments that manage their own fleet of vehicles, fleet size must be reduced by 5% annually.

San Francisco Police Department is compliant with this year's Healthy Air and Clean Transportation Ordinance requirements, and the "HACTO Submission Forms – FY 2013-14" is attached as Appendix A to this document.

In order to comply with the Healthy Air and Clean Transportation Ordinance, San Francisco Police Department reported on the successes of its Transit First Programs and plans for improvement and growth.

The San Francisco Police Department encourages employees to walk or use transit for meetings. Most employees walk. This year, we will begin to offer Muni tokens to make the use of public transportation easy. Employees are also encouraged to access the City Hall City Cycle bikes.

The San Francisco Police Department encourages employees to commute sustainable to work by offering secure bike-parking and promoting participation in the Pre-Tax Commuter Benefits Program. This year, we will be looking into designating carpool parking spots and promoting the ride share match program.

6B. Transit First Campaign

This year, City departments implemented Transit First campaign to educate employees about their Transit First options. The San Francisco Police Department reviewed the results of the 2012 CCSF Transportation Survey and noted that many SFPD employees use public transportation for work-related trips. SFPD has encouraged this behavior but requires that employees request reimbursement for such trips. Consequently, SFPD this year chose to run a campaign that focused on getting prepaid Muni tokens for employees and educating/advertising this to everyone.

Thus far, SFPD has worked with SFMTA and SF Environment to obtain tokens and sign-out sheet. These have been distributed to our 10 different stations. The next steps for the campaign are outreach and education. For this, we will put up posters in each location, send emails and make announcements at team/staff meetings.

The receptions at some locations were hesitant, but after showing them the sign-out sheet and simplicity of the tokens, along with connecting this to our Transit First mission, they are going to participate.

6C. Biodiesel

Former City Mayor Gavin Newsom's Executive Directive 06-02, "Biodiesel for Municipal Fleets," mandates that all diesel-using departments shall begin using a B20 biodiesel blend as soon as practicable in all diesel vehicles and other diesel equipment, with the following incremental goals in each department's use of B20:

- Twenty-five percent by March 31, 2007; and
- One-hundred percent by December 31, 2007

All diesel-using departments shall then pursue further increases in the use of biodiesel through the use of greater-than 20% blends and/or neat biodiesel (B100)."

As part of the Department's fleet, there are now 35 alternative-fuel type vehicles which consist of hybrids and compressed natural gas. This number is expected to grow as fleet inventory changes.

TOTAL FUEL	Fuel Consumption				
Fuel Type (units)	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Diesel or equivalent (gal)	0	0	0	0	0
B20 (gal)	1,241	1,122	169	2	27
B5 (gal)	0	0	1,502	1,541	1,834

According to the chart above, we have been using 0 gallons of diesel over the past 5 FY, **27 gallons** of B20 in the FY 2012-13, and **1,834 gallons** of B5 in the FY 2012-13.

7. OTHER SUSTAINABLE PRACTICES

7A. Zero Waste

This year I am committed to meeting quarterly with the ZW Coordinators and the City Government Zero Waste from San Francisco Environment to complete this year’s action items and find tangible solutions for the challenges at their locations. I will also remind Coordinators to attend the annual workshop. The annual Waste Assessment Surveys are attached in Appendix B.

7B. Carbon Sequestration/ Urban Forest

Although the Police Department is not directly responsible for the planting or care of trees, the Department of Urban Forestry frequently responds to perform tree maintenance at our facilities. Figures for carbon calculations at police facilities may be available through SFE.

7C. Community Wide Impact

In an effort to promote sustainable practices in our community, San Francisco Environment has assisted the Police Department in conducting waste reduction and recycling audits. With the help of Ms. Soko Rusununguko, the Department has been able to substantially reduce refuse-related costs. Since the implementation of SFE recommendations, costs have lowered by \$40,219 in the first year. SFE continues to help us by providing us with containers, signs, and guidance applicable to our operations.

Our Facilities Unit conducts quarterly meetings with the district station Facility Coordinators. At every meeting, two of the top agenda items are energy conservation and recycling. We explore, discuss, and welcome ideas in which to optimize energy conservation efforts at our facilities. We include guest speakers from San Francisco Environment, the Department of Public Works, and the Department of Public Health to foster direct interagency communications.

The San Francisco Police Department as part of the Climate Action Team realizes small actions can effect large changes in our environment. It is the Department’s plan to continue the effort of reducing our carbon footprint and to minimize the deleterious effects on our planet.

7D. Resiliency and Adaptation

During times of heavy rain, our Northern Station located on 1125 Fillmore St. experiences flooding due to the impacted area. The San Francisco Police Department is currently working on a plan with the DPW and PUC to conduct an assessment to construct a vault and backflow prevention system to prevent flood water from coming into the station.

8. REPORT SUMMARY AND DEPARTMENTAL CLIMATE ACTION GOALS

The San Francisco Police Department's operations have shown that the department has been using less water as well as energy and fuel for FY 2012-2013. Overall the CFP has decreased in the Police Department. There has been a measurable decrease in gasoline consumption, a 9.36% difference from FY 2011-2012. For a department whose primary function is to respond to calls for services in patrol vehicles, on a 24 hour-365 days a year, demonstrates a successful effort in decreasing fuel consumption from previous years. By reducing fuel, energy, and water consumption the San Francisco Police Department is ultimately achieving the city's goal of decreasing San Francisco's carbon footprint.

The San Francisco Police Department plans to continue to decrease the carbon foot print. The San Francisco Police department plans to provide additional Commuter Benefits as information becomes available. Furthermore it is the Department's plan to provide additional information to all district station facility Coordinators on how to save energy thus reducing the carbon footprint as a whole. With the assistance of Department of the Environment, the Police Department continues to explore cost saving methods/strategies for recycling, composting, and repurposing in order to reduce the carbon footprint by the Department.

**A very Special Thanks to the San Francisco Police Department's Interns for compiling
and assisting in the completion of the Climate Action Plan**

**John Nobleza
Mike Iglesias
Gustavo Ponce**

HACTO Submission Forms 2013

San Francisco Police Department

Department *	Police
Name of Person Preparing Report *	Richard Lee
Title of Person Preparing Report *	Police Officer Fleet Ops
Email of Person Preparing Report *	rich.lee@sfgov.org
Name of Department Director *	Gregory P. Suhr, Chief of Police
Acknowledgement *	I acknowledge that the information provided is accurate.
Does your department promote or plan to promote employees to use public transit for work-related travel? *	No
What are the reasons for not encouraging or planning to encourage employees to use public transit for work-related travel? *	Public safety officers are in need of vehicles capable to respond in an emergency with emergency equipment, lights and siren
Does your department offer employees access to bicycles for work-related travels? *	Yes, as part of patrol duties
Are they part of the CityCycle program? *	No. However, the SFPD has 3 City Cycle bicycles for non-patrol purposes (i.e., travelling to meetings offsite)
How many bicycles are available? *	283 law enforcement equipped bicycles for patrol purposes
How many locations have CityCycle bikes? *	0
From looking at last year's HACTO Plan, please describe the successes and challenges of promoting bicycles for work-related travel:	Assist footbeat officers for quicker responses. Relieves vehicle need; however, with inclement weather the bikes are not used.

<p>Does your department belong or have a plan to belong to a City vehicle pool or car-sharing program for work-related travels? *</p>	<p>Yes</p>
<p>From looking at last year's HACTO Plan, please describe the successes and challenges of promoting car-sharing for work-related travel:</p>	<p>The internal vehicle motor pool is aging rapidly with high mileages. The control of department vehicles for maintenance is quarantined rather than having it issued to a department sector.</p>
<p>Is your department able or have plans to host a tele-conference call? *</p>	<p>Yes</p>
<p>Is your department able or have plans be able to host a video-conference call? *</p>	<p>Yes</p>
<p>Please use this space to describe in greater detail all of your department's Transit-First programs related to at work travel: *</p>	<p>The Police Department does not use transit first programs due to the need for emergency equipped vehicles</p>
<p>Does your department promote or have plans to promote the use of public transit for commuting to/from work? *</p>	<p>Yes</p>
<p>What are the reasons for not encouraging or planning to encourage employees to use public transit for travel to/from work? *</p>	<p>The Department encourages sworn members to participate in the BART Law Enforcement Security Enhancement Program (LESP). Having a LESP pass allows sworn members to ride BART systems free of charge. The Department has issued a bulletin outlining the process to obtain a pass.</p> <p>The Department also encourages all members to ride Muni vehicles to-and-from work as part of the City's Employee Commuter Benefits.</p>
<p>Does your department promote or plan to promote the use of bicycles for commuting to/from work? *</p>	<p>No</p>
<p>What are the reasons for not encouraging</p>	<p>Police bicycles are not take-home vehicles</p>

or planning to encourage employees to use bicycles for travel to/from work? *

Does your department plan to promote the use of ridesharing for commuting to/from work? *

No

What are the reasons for not encouraging or planning to encourage employees to use ridesharing for travel to/from work? *

Different hours dictate changes

D. Does your department offer or plan to offer tele-commuting? *

No

From looking at last year's HACTO Plan, please describe the successes and challenges of promoting tele-commuting: *

N/A

What are the reasons for not encouraging or planning to encourage employees to use tele-commuting? *

Public safety dictates department members to report to assigned units to perform official duties whether it is out on patrol or in the office providing support services to front-line officers.

Please use this space to describe in greater detail all of your department's Transit-First programs related to commuting to/from work: *

Officers are in need of vehicles with emergency equipment to respond to calls

Transit First – Commuting Campaign Options

Emergency Ride Home

Transit First – At Work Campaign Options

Emergency Ride Home

How many vehicles is your department *planning to remove from service in FY13-14 (July 1, 2013-June 30, 2014)?* *

1

How many vehicles is your department *planning to change the status of vehicles turned in for credit toward your vehicle*

0

reduction requirement in FY13–14 (July 1, 2013–June 30, 2014)? *

The number of vehicles your department plans to remove is: *

Fewer than the number needed to be compliant.

Your department is not in compliance with the HACTO reduction requirement. Please contact the Clean Vehicle team at HACTO@sfgov.org for assistance with the waiver process. *

I confirm that I will contact the Clean Vehicle team to discuss the waiver process.