

File No. 240270

Committee Item No. 4

Board Item No. 35

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: May 20, 2024

Board of Supervisors Meeting:

Date: June 4, 2024

Cmte Board

- Motion
- Resolution - VERSION 2
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract / DRAFT Mills Act Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER

- SFMTA Presentation – May 20, 2024
- _____
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- _____

Prepared by: John Carroll

Date: May 16, 2024

Prepared by: John Carroll

Date: May 31, 2024

Prepared by: _____

Date: _____

1 [Affirming Support for SFMTA and SFE, in Partnership with Public Works, SFPUC, and
2 SFCTA to Expediently Implement Curbside Electric Vehicle Charging Feasibility Study and
3 Pilot Program]

4 **Resolution affirming support of the San Francisco Municipal Transportation Agency**
5 **(SFMTA) and San Francisco Environment Department (SFE) in their work with Public**
6 **Works, San Francisco Public Utilities Commission (SFPUC), San Francisco County**
7 **Transportation Authority (SFCTA), climate and transportation advocates, equity**
8 **groups, and other relevant agencies and stakeholders to expediently implement the**
9 **Curbside Electric Vehicle (EV) Charging Feasibility Study; and requesting a report**
10 **containing recommendations, cost estimates, and funding strategies for a Curbside EV**
11 **Charging Pilot Program before the end of 2024.**

12
13 WHEREAS, Climate change poses immediate and extraordinary threats to
14 ecosystems, economy, and public health in San Francisco and beyond; and

15 WHEREAS, July 2023 marked the hottest month in global human history, and San
16 Francisco's average temperature has increased by 2.9°C (5.22 °F) since 1970 due to rapidly
17 rising global greenhouse gas emissions; and

18 WHEREAS, Climate change not only poses significant economic threats, but also
19 impacts community health and welfare; and

20 WHEREAS, The Los Angeles Times reported that 3,900 Californians died from
21 extreme heat exposure between 2010 and 2019, and the San Francisco Department of Public
22 Health Climate and Health Adaptation Framework highlights that these climate-driven health
23 impacts disproportionately affect low-income communities of color in San Francisco; and

24 WHEREAS, The transportation sector accounts for approximately one quarter of global
25 greenhouse gas emissions, is the largest source of carbon dioxide emissions in the US with

1 motor vehicles producing 83% of these emissions, and accounts for 47% of San Francisco's
2 emissions; and

3 WHEREAS, The City and County of San Francisco (City) has a transit first policy and
4 recognizes the critical role of transit, walking and bicycling in reducing emissions which
5 simultaneously generate important health, safety and economic benefits; and

6 WHEREAS, The City has already committed to reach net zero greenhouse gas
7 emissions by 2040 with an interim target of cutting emissions 61% below 1990 levels by 2030;
8 and

9 WHEREAS, On September 23, 2020, California Governor Gavin Newsom signed
10 Executive Order N-79-20, which mandates that 100 % of in-state sales of new passenger cars
11 and trucks are zero-emission by 2035, a target that would achieve more than a 35% reduction
12 in greenhouse gas emissions and an 80% improvement in oxides of nitrogen emissions from
13 cars statewide; and

14 WHEREAS, The City has also set a goal that 25% of all registered private vehicles be
15 electric by 2030 and it is crucial that the City expand access to affordable and convenient
16 charging options to meet this benchmark; and

17 WHEREAS, Zero emission vehicle sales accounted for 37.4% of annual vehicle sales
18 in the City in 2023, more than four times the US average of 7.6%; and

19 WHEREAS, The percentage of Electric Vehicle (EV) ownership is expected to increase
20 with fully-electric and hybrid vehicles representing 50% of new retail vehicle registrations in
21 San Francisco in March 2023, nearly tripling the national average and making San Francisco
22 the first U.S. metro area to reach this milestone; and

23 WHEREAS, The Bay Area's hybrid share is 15.8%, six percentage points above the
24 U.S. average, and with approximately 500,000 commuters driving into San Francisco daily,
25 the City's EV charging infrastructure must also meet the needs of these drivers; and

1 WHEREAS, nearly 70% of San Francisco residents reside in multi-dwelling units and
2 most do not have access to off-street parking or home charging, including one-third of
3 vehicles (157,000 cars) that are registered for parking at multi-unit dwellings, and an
4 additional third of all registered vehicles (128,000 cars) that are street-parked without private
5 garage or driveway access; and

6 WHEREAS, San Francisco’s approximately 1,193 public charging ports equate to
7 only 0.04 public ports per EV currently registered in the City, not accounting for commuters or
8 visitors who drive EVs; and

9 WHEREAS, San Francisco needs over 5,000 public and workplace chargers to support
10 EVs by 2030; and

11 WHEREAS, The City’s EV Roadmap, published in 2019, does not fully address how
12 the supply of public chargers will meet increasing demand. The study assesses that the
13 charging needs of street-parked EVs can be met by workplace charging infrastructure or at
14 publicly available charging networks, although concerns have been raised regarding
15 availability and accessibility of publicly accessible off-street EV charging stations; and

16 WHEREAS, Public EV Charger access is lower in Black and Hispanic majority
17 neighborhoods and areas with below-median household incomes in California, with more
18 pronounced public charger access disparities in areas with a higher proportion of multi-unit
19 housing; and

20 WHEREAS, Other cities leading on addressing the climate crisis have ambitious EV
21 charging plans, including the City of Los Angeles, which as of March 2022 installed 16,749
22 Level 2 EV chargers and aims to create a network of 44,000 Level 2 EV chargers by 2025
23 and 120,000 by 2030; and

24
25

1 WHEREAS, Cities such as New York City have implemented curbside EV charging
2 pilots with promising results, such as the installation of 100 Level 2 EV curbside chargers
3 in 2021 with 81% charger efficiency and 99.9% charger uptime; and

4 WHEREAS, In light of the need for expanded public EV charging infrastructure in San
5 Francisco, the Municipal Transportation Agency (SFMTA) and San Francisco Environment
6 Department (SFE), in partnership with Public Works, San Francisco Public Utilities
7 Commission (SFPUC), and San Francisco County Transportation Authority (SFCTA), have
8 committed to jointly collaborating on a Curbside EV Charging Feasibility Study, which would
9 evaluate the feasibility of installing, operating and maintaining public charging infrastructure at
10 the curb in selected locations in San Francisco, develop a framework for a Curbside EV
11 Charging Pilot Program that can be implemented shortly after the conclusion of the study, and
12 both establish and leverage strong working relationships with private sector partners and key
13 City departments to establish the pilot framework; and

14 WHEREAS, The final deliverable for the Curbside EV Charging Feasibility Study will be
15 a pilot program framework that identifies key components, cost estimates, and parameters
16 necessary for implementation of a future pilot beginning in 2025; now, therefore, be it

17 RESOLVED, That the Board of Supervisors of the City and County of San Francisco do
18 hereby support the efforts of SFMTA and SFE in partnership with Public Works, SFPUC, and
19 SFCTA, to expediently implement the Curbside Charging Feasibility Study, and request that
20 SFMTA and SFE submit a report containing recommendations, cost estimates, and funding
21 strategies for a Curbside EV Charging Pilot Program that is meaningful in scope, spans
22 across multiple neighborhoods throughout San Francisco, and sets a foundation for
23 deployment of EV curbside charging infrastructure Citywide, before the end of 2024 to the
24 Board of Supervisors; and, be it

25

1 FURTHER RESOLVED, That the San Francisco Board of Supervisors affirms support
2 of the SFMTA and SFE, in partnership with Public Works, SFPUC, and SFCTA to build in
3 equity considerations, as well as clear data-monitoring and reporting processes, into the
4 Curbside EV Charging Pilot Program, and provide regular updates to the Board of
5 Supervisors; and, be it

6 FURTHER RESOLVED, That these EV curbside chargers are intended exclusively for
7 the public benefit and not intended for commercial uses; and, be it

8 FURTHER RESOLVED, That the San Francisco Board of Supervisors urges the Office
9 of the Mayor and SFCTA to work with relevant City departments and leverage all available
10 sources of local, state, and federal funding to implement a Curbside EV Charging Pilot
11 Program beginning in 2025.

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SFMTA

Curbside EV Charging Feasibility Study



Outline

- Climate Goals & EV Trends
- Project Overview
- Study Details & Timeline
- Questions

Climate Action Plan Goals

Where vehicle use is necessary, accelerate the adoption of zero-emissions vehicles and other electric mobility options.

2030

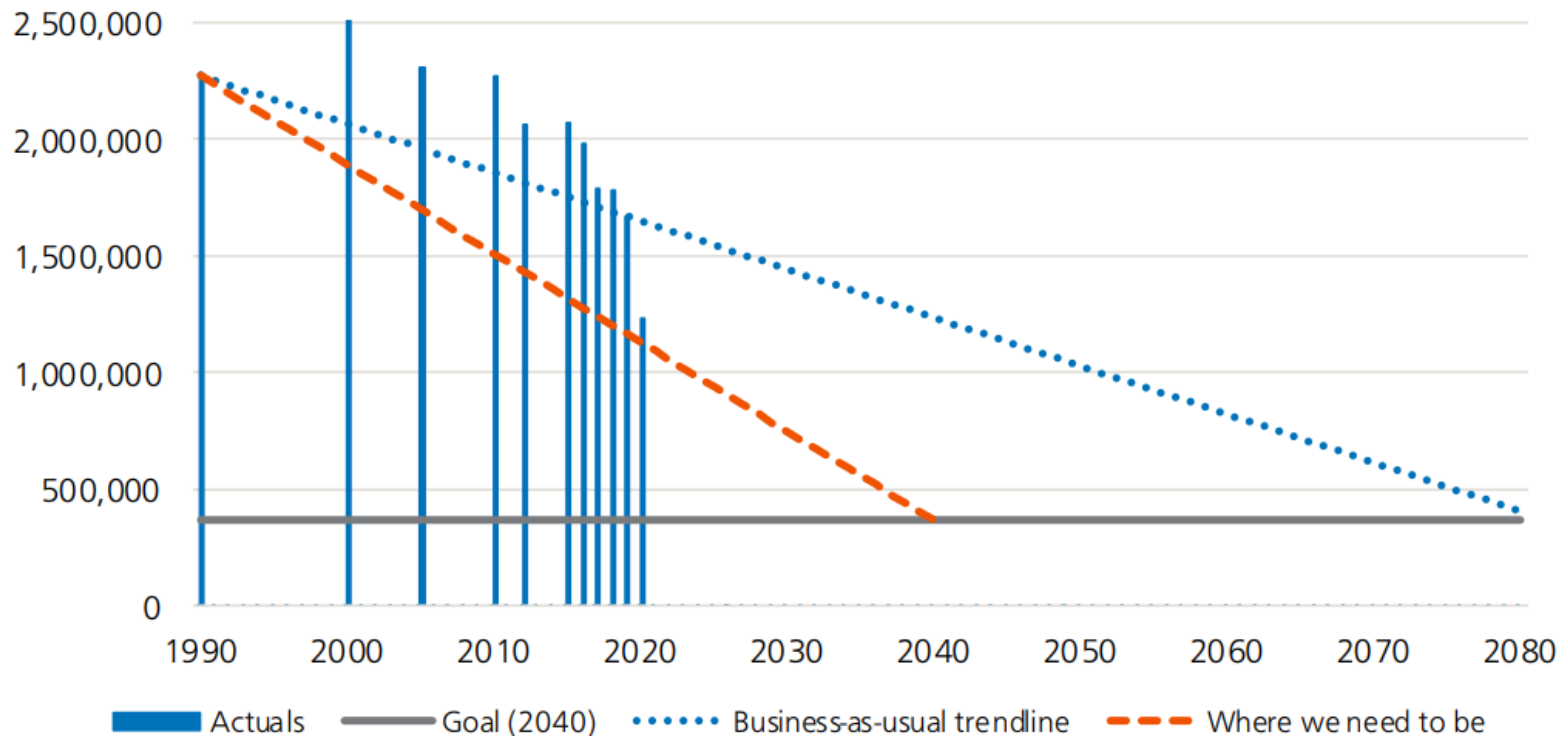
80% of trips taken by low-carbon modes
25% of registered private vehicles are EVs

2040

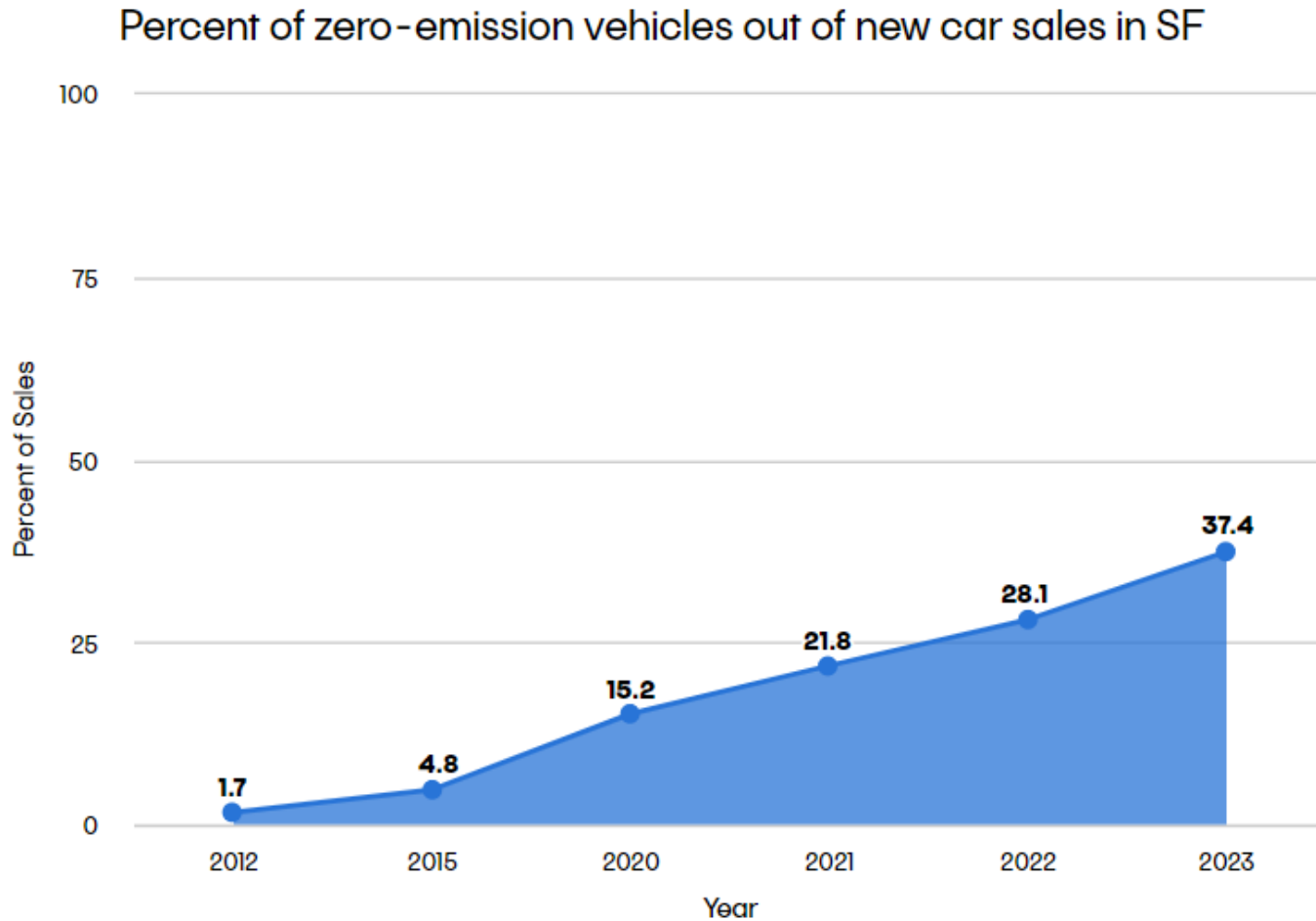
Net-zero emissions
100% of registered private vehicles are EVs

Progress towards target

San Francisco GHG Emissions from Ground Transportation
1990-2020 (mtCO₂e, excludes maritime and off-road
emissions)



EV Adoption in SF



Types of EV Charging



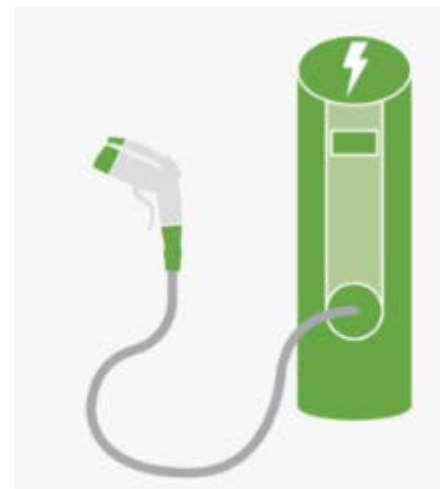
Level 1

40 mi. in 10 hrs



Level 2

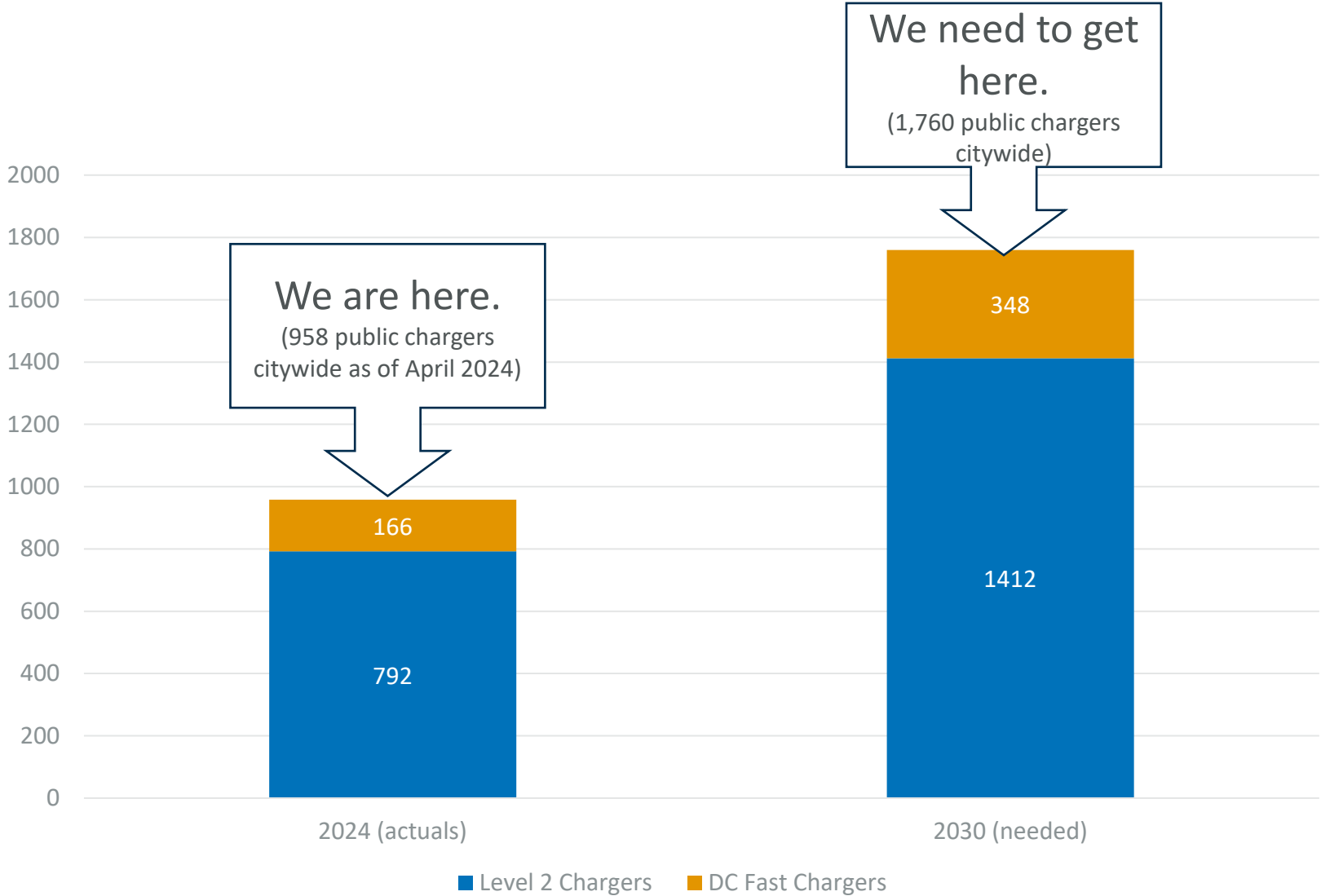
160+ mi. in 8 hrs



DC Fast Charger

100-200 mi.
in 30 min.

Closing the Charging Network Gap





Study Overview

- Technical Feasibility Study
- Community & Industry Engagement
- Implementation Framework

Challenge to Solve

70% of residents live in multi-family units and likely lack access to dedicated overnight parking and charging



Source: Adobe Stock

Reaching Our Climate Action Plan Targets

- Charging in City Garages
- Van Ness BRT
- Central Subway
- Bike and Rolling Plan
- Low-emission taxis
- Bus electrification
- Paratransit
- E-bikes for delivery workers
- Zero-emission Truck Plan
- Commuter benefits



Source: SFE Staff



Source: Photo by Jeremy Menzies, SFMTA

Key Deliverables



Recommended Sites



Cost Estimates



Insight

City Case Studies



Source: NYC DOT

New York City

- 100 Level 2 curbside chargers distributed across all five boroughs
- Prioritized equitable access for residents and for-hire drivers



Source: Seattle City Light

Seattle

- 58 Level 2 chargers installed at 31 locations
- Used equity metrics to guide site selection
- Currently evaluating their program



Source: Emmett Werthmann (WRI)

Los Angeles

- 700+ streetlight Level 2 chargers
- 200 BlueLA chargers (low-income EV carshare program)
- Selected sites near multifamily dwellings and commercial uses

Curbside Feasibility Study Topics

Grid Capacity

Operational Models

Technology Options

Equity Analysis

Enforcement

Accessibility

Pricing

Permitting

Site Suitability

User Experience



Source: Adobe Stock

Community and Industry Engagement



Source: SFE Staff

Community Webinar

Introduce study to community members and businesses

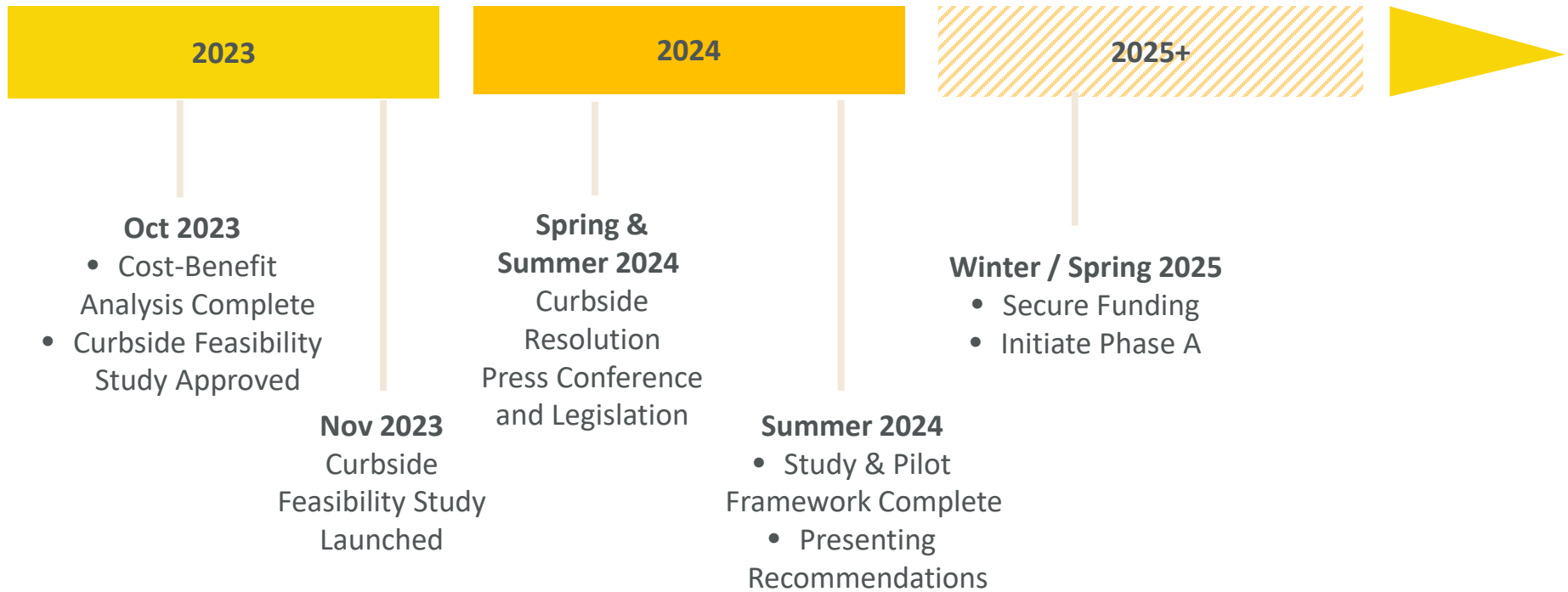
Community & Industry Surveys

Collect input from community members to identify preferences and potential challenges

Industry Interviews

Collect general input from all charging vendors to identify opportunities and challenges

Curbside Charging Timeline



From: [Carroll, John \(BOS\)](#)
To: [Dave Massen](#); [Board of Supervisors \(BOS\)](#)
Cc: [Ho, Calvin \(BOS\)](#)
Subject: RE: Supporting Item 4, 240270 - today's hearing
Date: Tuesday, May 21, 2024 9:59:00 AM
Attachments: [image001.png](#)

Thank you for your comment letter.

By copy of this message to the board.of.supervisors@sfgov.org email address, your comments will be forwarded to the full membership of the Board of Supervisors. I will include your comments in the file for this resolution matter.

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

-

[Board of Supervisors File No. 240270](#)

John Carroll

Assistant Clerk

Board of Supervisors
San Francisco City Hall, Room 244
San Francisco, CA 94102
(415)554-4445



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form.

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation and archived matters since August 1998.

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From: Dave Massen <massen@pacbell.net>
Sent: Monday, May 20, 2024 11:25 AM
To: Carroll, John (BOS) <john.carroll@sfgov.org>
Cc: Ho, Calvin (BOS) <calvin.ho@sfgov.org>
Subject: Supporting Item 4, 240270 - today's hearing

This message is from outside the City email system. Do not open links or attachments from untrusted

sources.

Dear John,

I'm unable to attend today's Land Use and Transportation Committee hearing, but want to voice my support for the above referenced resolution.

I'm glad to see that expanding EV charging facilities in SF is moving forward. I've driven a hybrid car since 2015, but hybrids only get around 30% better mileage than pure gas powered, and I'd much prefer to drive an all-electric car.

A friend in Petaluma has an EV and can't charge at home, but finds she can manage with public charging. I think it remains to be seen how well that can work for people in SF with our crowded streets, so a pilot program is appropriate.

I hope in the future EV charging may be added to inside parking spaces in existing multifamily buildings in SF.

Best regards,

Dave

Dave Massen
700 Church St Apt 313
415.626.7086
Chair
700 Church Tenants' Association (SCTA)

Introduction Form

(by a Member of the Board of Supervisors or the Mayor)



I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- 2. Request for next printed agenda (For Adoption Without Committee Reference)
(Routine, non-controversial and/or commendatory matters only)
- 3. Request for Hearing on a subject matter at Committee
- 4. Request for Letter beginning with "Supervisor inquires..."
- 5. City Attorney Request
- 6. Call File No. from Committee.
- 7. Budget and Legislative Analyst Request (attached written Motion)
- 8. Substitute Legislation File No.
- 9. Reactivate File No.
- 10. Topic submitted for Mayoral Appearance before the Board on

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- Yes No

(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)

Sponsor(s):

Subject:

Long Title or text listed:

Signature of Sponsoring Supervisor: