

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.**

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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

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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

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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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