

File No. 260238

Committee Item No. 17

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

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Committee: Land Use and Transportation

Date: April 20, 2026

Board of Supervisors Meeting: \_\_\_\_\_

Date: \_\_\_\_\_

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- \_\_\_\_\_
- \_\_\_\_\_

Prepared by: John Carroll

Date: April 16, 2026

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

1 [Administrative, Public Works, Transportation Codes - Electric Vehicle Curbside Charging]

2  
3 **Ordinance amending the Administrative Code to authorize the San Francisco Municipal**  
4 **Transportation Agency (SFMTA) to establish a curbside electric vehicle charging**  
5 **station permit program for the installation and operation of curbside electric vehicle**  
6 **charging stations on City sidewalks and provide that permittees are not required to**  
7 **obtain a sidewalk encroachment permit from the Department of Public Works;**  
8 **amending the Public Works Code to reflect the authority of the SFMTA San Francisco**  
9 **Municipal Transportation Agency to issue permits for the curbside electric vehicle**  
10 **charging station program; amending the Transportation Code to authorize SFMTA to**  
11 **impose administrative penalties for violations of electric vehicle charging station**  
12 **permits; and affirming the Planning Department’s determination under the California**  
13 **Environmental Quality Act.**

14 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
15 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
16 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
17 **Board amendment additions** are in double-underlined Arial font.  
18 **Board amendment deletions** are in ~~Arial font~~.  
19 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
20 subsections or parts of tables.

21 Be it ordained by the People of the City and County of San Francisco:

22 Section 1. General Background and Findings.

23 (a) Curbside electric vehicle (“EV”) charging in San Francisco advances the City’s  
24 climate, equity, and public health goals while aligning with California’s mandate that 100% of  
25 new in-state passenger car and light-duty truck sales be zero-emission by 2035. San  
Francisco has set ambitious local targets—25% of all registered private vehicles be electric by

1 2030 and 100% by 2040—making it essential to expand access to reliable, affordable, and  
2 conveniently located charging infrastructure. The City’s effort builds on State legislation such  
3 as Assembly Bill 2427 (2023–2024), which directs the development of model permitting  
4 checklists, zoning standards, and streamlined processes to help local governments permit  
5 curbside charging stations efficiently. It also aligns with Assembly Bill 2127 (2017-2018),  
6 which underscores the scale of infrastructure needed by projecting that California must install  
7 millions of vehicle chargers to meet its zero-emission transportation goals. Curbside charging  
8 is especially critical in San Francisco, where a significant share of residents live in multi-unit  
9 buildings without access to off-street parking. By enabling convenient public charging at the  
10 curb, the City can accelerate the transition to zero-emission vehicles, reduce air pollution in  
11 densely populated neighborhoods, and ensure that the transition to clean transportation is  
12 accessible to all residents.

13 (b) In 2021, the City developed a Climate Action Plan (“CAP”), which outlined a  
14 comprehensive strategy and specific actions to reduce greenhouse gas emissions and  
15 promote a healthier, more equitable future for all residents. One of the goals identified in the  
16 CAP was the provision of on-street, curbside electric vehicle charging, along with off-street  
17 charging in public and private parking lots and garages. Providing these chargers will help  
18 accelerate the adoption of zero-emission vehicles and other electric mobility options in San  
19 Francisco.

20 (c) In June 2024, the Board of Supervisors adopted Resolution No. 326-24 to support  
21 the development of the Curbside EV Charging Feasibility Study, by the San Francisco  
22 Municipal Transportation Agency (“SFMTA”) and the Department of the Environment, in  
23 collaboration with the Department of Public Works (“Public Works”), the San Francisco Public  
24 Utilities Commission (“SFPUC”), and the San Francisco County Transportation Authority  
25 (“SFCTA”). Published in April 2025, the study explored operational, financial, and regulatory

1 issues for installing, maintaining, and operating a public facing charging network at the curb.  
2 The study identified the risks and opportunities to operate a curbside charging network and  
3 identified practical solutions and recommendations to help advance creation of the network.

4 (d) In 2024, the City launched a demonstration pilot program to install curbside EV  
5 chargers at select on-street parking spaces to gather data to inform future efforts. The  
6 initiative aligned with the City’s CAP and was a first step in achieving the goal of implementing  
7 convenient and affordable curbside EV charging for residents without dedicated garages.

8 (e) This ordinance will support the City’s goal of transitioning from a pilot to a  
9 permanent curbside EV charging program and expand electrification to meet the demand for  
10 Citywide charger deployment. A key component of the permanent program is to create a new  
11 permitting structure under the SFMTA to act as the lead permitting agency for the installation  
12 of curbside EV chargers in the public right-of-way in lieu of requiring an encroachment permit  
13 from DPW. This ordinance authorizes the SFMTA to create a permit program by delegating  
14 certain permitting authority from DPW to the SFMTA. It is anticipated that SFMTA’s permit  
15 program will prioritize charging for renters and multifamily residents without available on-site  
16 charging by focusing on installations in high density locations in vehicle-reliant areas. The  
17 program will avoid conflicts with existing or planned street uses, such as transit lanes,  
18 bikeways, and commercial corridors.

19 (f) The Board of Supervisors urges the SFMTA to design and implement the curbside  
20 EV charging program to discourage commercial fleet vehicle charging and maximize charging  
21 station access to private individuals in order to meet the legislative intent of providing electric  
22 vehicle charging opportunities for residents who do not have access to off-street garages  
23 within their homes.

1 Section 2. Environmental Findings.

2 The Planning Department has determined that the actions contemplated in this  
3 ordinance comply with the California Environmental Quality Act (California Public Resources  
4 Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of  
5 Supervisors in File No. 260238 and is incorporated herein by reference. The Board affirms  
6 this determination.

7  
8 Section 3. The Administrative Code is hereby amended by adding Chapter 46, to read  
9 as follows:

10 **CHAPTER 46: CURBSIDE ELECTRIC VEHICLE CHARGING PERMIT PROGRAM.**

11 (a) The San Francisco Municipal Transportation Agency (“SFMTA”) is authorized to establish  
12 a permit program to allow the installation and operation of curbside electric vehicle charging stations  
13 within the public right-of-way, as defined in Public Works Code Section 2.4.4 (the “Curbside EV  
14 Charging Program”).

15 (b) For purposes of the Curbside EV Charging Program only, applicants shall not be required  
16 to obtain a major or minor encroachment permit from the Department of Public Works under  
17 Sections 786 or 723.2 of the Public Works Code. Applicants must obtain all other applicable permits,  
18 including excavation permits under Article 2.4 of the Public Works Code. Except as expressly provided  
19 in this Chapter 46, the jurisdiction of the Department of Public Works shall not be modified by this  
20 Chapter 46.

1 Section 4. Article 15 of the Public Works Code is hereby amended by revising  
2 Section 723, to read as follows:

3 **SEC. 723. OBSTRUCTION OF AND ENCROACHMENT UPON PUBLIC RIGHT-OF-**  
4 **WAY PROHIBITED.**

5 (a) It shall be unlawful for any person, firm or corporation, without permission from the  
6 Department of Public Works (“the Department”) or from the San Francisco Municipal  
7 Transportation Agency with respect to curbside electric charging stations permitted under  
8 Administrative Code Chapter 46 and the Transportation Code, to pile, cap, or otherwise obstruct or  
9 place obstructions or encroachments upon, above, or below, any public right-of-way, whether  
10 the same be graded or not.

11 (b) “Public right-of-way” shall mean the area across, along, beneath, in, on, over,  
12 under, upon, and within the dedicated public alleys, boulevards, courts, lanes, roadways,  
13 sidewalks, spaces, streets, and ways within the City, as they now exist or hereafter will exist  
14 and which are or will be under the permitting jurisdiction of the Department. The placement of  
15 any obstructions or encroachments upon, above, or below any public right-of-way shall  
16 comply with all applicable provisions of federal, State, and local disability and accessibility  
17 laws.

18 (c) Any violation of this Section 723, or any violation of any encroachment permit  
19 issued by or right-of-way authorization granted by the Department of Public Works, or any  
20 violation of a permit issued by the San Francisco Municipal Transportation Agency for installation of a  
21 curbside electric vehicle charging station under Administrative Code Chapter 46 and the  
22 Transportation Code, shall be deemed a public nuisance subject to enforcement actions  
23 pursuant to Administrative Code Chapter 100, which is hereby incorporated in its entirety,  
24 Administrative Code Chapter 80, and Police Code Section 39-1, and other Public Works  
25 regulations, procedures, and actions adopted by order.

1  
2 Section 5. Article 7 of the Transportation Code is hereby amended by adding  
3 Section 7.2.56, to read as follows:

4 **SEC. 7.2.56. CURBSIDE ELECTRIC VEHICLE CHARGING STATIONS.**

5 In addition to any penalty established by the California Vehicle Code related to parking,  
6 the Municipal Transportation Agency may impose administrative penalties for violation of  
7 Transportation Code Section 918 permit requirements or for the installation or operation of an  
8 unpermitted curbside electric vehicle charging station.

9  
10 Section 56. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
11 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
12 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
13 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
14 additions, and Board amendment deletions in accordance with the “Note” that appears under  
15 the official title of the ordinance.

16  
17 Section 67. Effective Date. This ordinance shall become effective at 12:00 a.m. on  
18 the 31st day after enactment. Enactment occurs when the Mayor signs the ordinance, the  
19 Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of  
20 receiving it, or the Board of Supervisors overrides the Mayor’s veto of the ordinance.

21 APPROVED AS TO FORM:  
22 DAVID CHIU, City Attorney

23 By: /s/  
24 MISHA TSUKERMAN  
Deputy City Attorney

25 4927-9744-8095

**REVISED LEGISLATIVE DIGEST**  
*(Amended in Committee – April 13, 2026)*

[Administrative, Public Works, Transportation Codes - Electric Vehicle Curbside Charging]

**Ordinance amending the Administrative Code to establish a curbside electric vehicle charging station program and authorize the San Francisco Municipal Transportation Agency (SFMTA) to issue permits to allow the installation and operation of curbside electric vehicle charging stations on City sidewalks; amending the Public Works Code to reflect the authority of the SFMTA to issue permits for the curbside electric vehicle charging station program; amending the Transportation Code to authorize SFMTA to impose administrative penalties for violations of electric vehicle charging station permits; and affirming the Planning Department’s determination under the California Environmental Quality Act.**

Existing Law

In order to install an electric vehicle charging station within the public right-of-way for use by a curbside electric vehicle, permission would need to be granted by the Department of Public Works for use and occupation of the sidewalk. Depending on the specifications of the charging station and the terms of the charging operations, such installations and operations may require a major encroachment permit pursuant to Section 786 of the Public Works Code.

Amendments to Current Law

The proposed ordinance would amend the Administrative Code to create a curbside electric vehicle charging permit program administered by the San Francisco Municipal Transportation Agency (“SFMTA”). The SFMTA would have the authority to issue permits for the operation of curbside electric vehicle charging stations within the public right-of-way pursuant to the Transportation Code and other City standards and requirements in lieu of an encroachment permit issued by the Department of Public Works. A permittee would still be required to obtain all other applicable permits, including excavation permits from the Department of Public Works. The Public Works Code would include amendments to conform with this addition to the Administrative Code. The proposed ordinance would amend the Transportation Code to allow the SFMTA to impose administrative penalties for violations of SFMTA issued Curbside Electric Vehicle Charging Program permit requirements or for the installation or operation of an unpermitted curbside electric vehicle charging station.

Background Information

This legislation would streamline the permitting of curbside electric vehicle charging stations by providing SFMTA with the authority to issue permits required for installation and operation of a charging station in the public right-of-way, including City sidewalks. The creation of a

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curbside electric vehicle charging program supports San Francisco's local climate, equity, and public health goals, including having 25 percent of all registered private vehicles electric by 2030 and 100 percent by 2040.

The ordinance was amended by the Land Use and Transportation Committee on April 13, 2026 to authorize the SFMTA to impose administrative penalties as an efficient and effective way to enforce program requirements.

4916-2062-8641



**SFMTA**

# Curbside Electric Vehicle Charging

## Establishing a Permit Program

Board of Supervisors Land Use and Transportation Committee

April 13, 2026

Kate Toran, Director of Taxicab, Access & Mobility Services

Broderick Paulo, Planner, Parking and Curb Management

# Requesting Board of Supervisors Approval

- ❖ Amend the Administrative Code to authorize the SFMTA to establish a permanent curbside electric vehicle (EV) charging station program
  - Authorize the SFMTA to issue permits to allow the installation and operation of curbside EV charging stations on City sidewalks
  - Waive the requirement to obtain an encroachment permit from the Department of Public Works
- ❖ Amend the Public Works Code to reflect the authority of the SFMTA to issue site permits for the curbside EV charging station program
- ❖ Affirm the Planning Department's determination under the California Environmental Quality Act

# SFMTA's Clean Air Initiatives

Curbside EV Charging Permit Program is one important aspect of the overall agency commitment to clean air

- ❖ **Muni fleet:** Muni runs the greenest fleet in North America, emitting <2% of transportation sector emissions
- ❖ **EV charging is expanding in SFMTA's off-street facilities:** public, off-street parking stalls will increase from 110 to 350 by the end of 2027
- ❖ **Non-revenue fleet:** SFMTA to install 140 chargers for our non-revenue vehicle fleet, in partnership with City Administrator's office (\$5M CA Energy Commission grant)

# Curbside EV Charging Program Goals

- ❖ **Program Goal:** Curbside EV Charging program has a goal to install ~100 chargers by 2030
  - This is one part of the City's commitment to reaching our north star goal of 100% private Zero-Emission Vehicles by 2040
- ❖ **Increasing Access:** Curbside EV charging is intended to fill a gap by offering an option similar to 'at-home' charging for the majority of San Franciscans who rent or live in multifamily housing



Urban EV is set to install 5 chargers in the Dogpatch area

Photo source:  
[smartchargeamerica.com](http://smartchargeamerica.com)

# Background

- ❖ SF Climate Action Plan and EV Roadmap support equitable access
- ❖ Feasibility Study examined curbside charging challenges
- ❖ 2024 Pilot Program tested real-world solutions
  - Three Pilot vendors



Photo source: it's electric



it's electric installation in Duboce Triangle with Board President Mandelman

Photo source: Broderick Paulo

# Demonstration Pilot

- ❖ **Helped establish the foundation for a future permanent program**
- ❖ **Tested multiple technological solutions** and collected data including the following lessons learned:
  - **Complex permit structure:** Processes span multiple City agencies, involve state and federal requirements, and are often time-consuming
  - **Challenging site selection:** Limited curb space and dense built conditions
  - **Critical need for community engagement:** Neighborhood input significantly affects feasibility and acceptance
  - **Grid access and readiness:** Utility coordination is complex
  - **Pole-mounted technology** may not be broadly feasible at this time
- ❖ **Three approved vendors and their approaches:**
  - *it's electric* — Bring-your-own-cord model with power from fronting property
  - *Urban EV* — Pedestal-mounted charger with new utility service
  - *Voltpost* — Utility pole-mounted charger
- ❖ **All providers identified their proposed sites** and covered 100% of the costs to install, energize, own, and operate the chargers

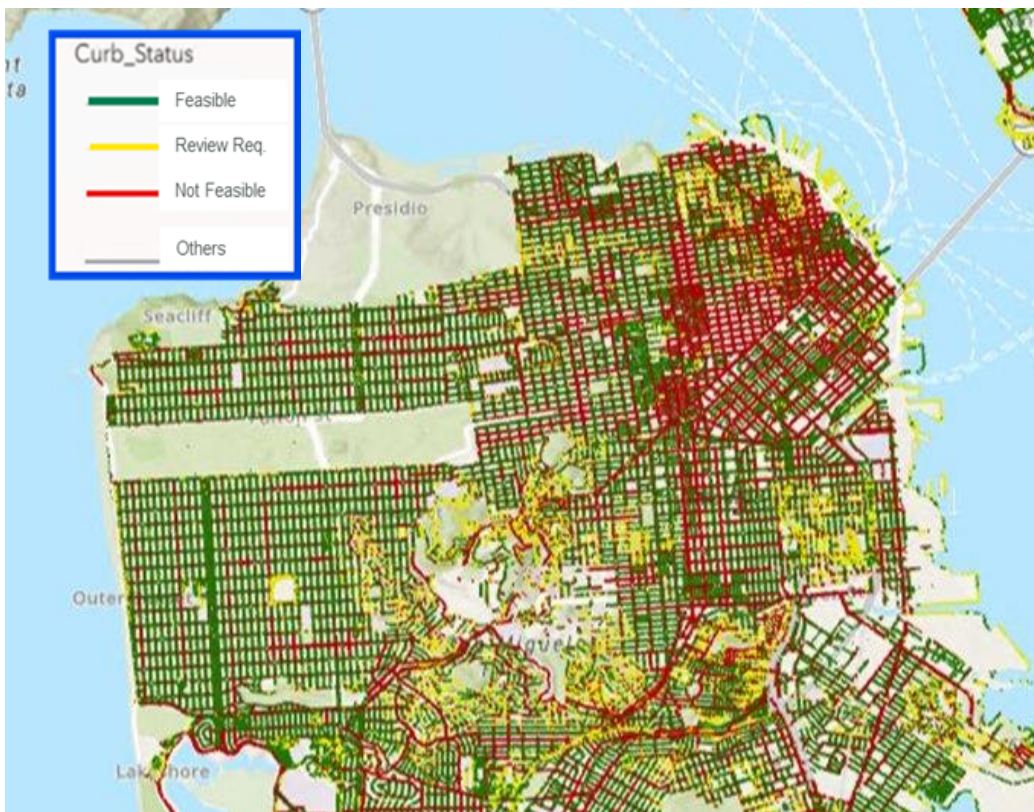
# Permit Program Efficiencies

- ❖ Create a legible and welcoming entry point for operators
- ❖ Provide clear requirements and technical support
- ❖ Build on lessons learned from the demonstration Pilot and use existing documents as templates
- ❖ Continue cross-agency collaboration with SFE, SFPW, SFPUC
- ❖ Achieve efficiencies where possible
  - SFMTA to issue site permit, if authority delegated by BOS
  - SFMTA to assess site accessibility
  - Designation of EV charging stalls delegated to the SFMTA Director of Transportation or her designee
  - Develop an interactive mapping tool to provide block level information regarding potential EV charging sites

# Permit Program Design

- ❖ Competitive application process
- ❖ SFMTA will approve and permit qualified operators and sites
- ❖ Once approved, successful operators need to obtain site-specific permits, as needed, through partner agencies (PW, DBI, PUC)
- ❖ Community outreach required for proposed sites
- ❖ Operator responsible for construction and establishing electrical service interconnection after obtaining final permit sign-off

# Potential Sites for Curbside EV Chargers



Mapping Tool with legend:  
City view and  
street level view

**Excluded areas:** Daylighting zones, Muni stops, color curbed areas, Class I and IV bike lanes, narrow sidewalks under eight feet, and future separated bikeway corridors (additional criteria to be added)



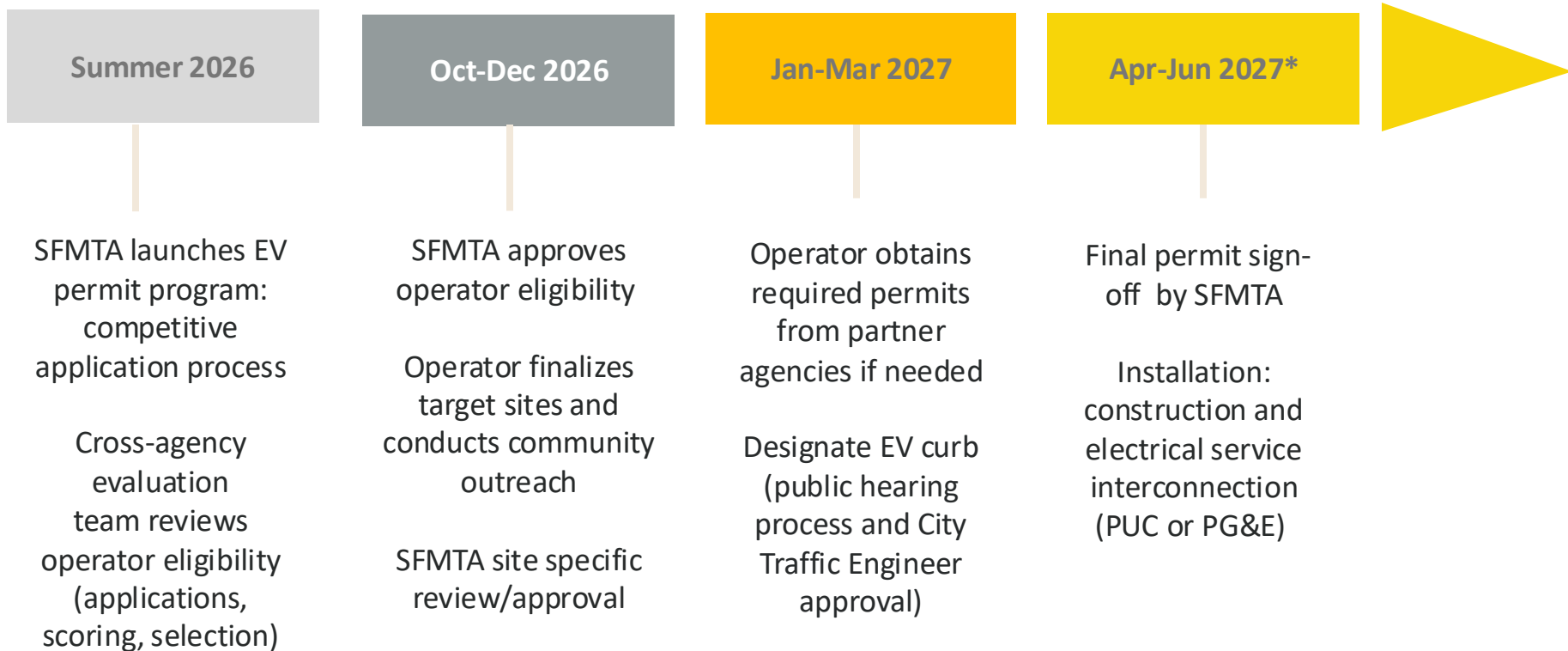
# Key Milestones and Timeline

- ❖ BOS legislation introduced on March 10th
- ❖ SFMTA Board approved the Permit Program on April 7th, effective pending BOS approval
- ❖ BOS legislation authorizing the SFMTA to establish the Curbside EV Charging Program: Land Use Committee on April 13<sup>th</sup>
- ❖ BOS 1<sup>st</sup> vote on April 21<sup>st</sup> and 2<sup>nd</sup> vote on April 28th
- ❖ Launch competitive application process: Summer 2026



Supporter of EV holding up a sign on the steps of City Hall.  
Photo source: KRON SF

# Curbside Charging Program Timeline



\*timeline could be longer depending on electrical service connection, which the SFMTA does not control

# Questions



Daniel Lurie, Mayor

Janet Tarlov, Chair  
Stephanie Cajina, Vice Chair  
Mike Chen, Director  
Alfonso Felder, Director

Steve Heminger, Director  
Dominica Henderson, Director  
Fiona Hinze, Director

Julie Kirschbaum, Director of Transportation

March 10, 2026

**The Honorable Members of the Board of Supervisors  
City and County of San Francisco  
1 Dr. Carlton Goodlett Place, Room 244  
San Francisco, CA 94102**

***Subject: Establish Permanent Curbside Electric Vehicle Station Charging Program***

Honorable Members of the Board of Supervisors:

The San Francisco Municipal Transportation Agency (SFMTA) requests that the San Francisco Board of Supervisors amend the Administrative Code to establish a permanent curbside electric vehicle (EV) charging station program and authorize the SFMTA to issue permits to allow the installation and operation of curbside EV charging stations on City sidewalks and to waive the requirement to obtain an encroachment permit from the Department of Public Works (SFPW); amend the Public Works Code to reflect the authority of the SFMTA to issue permits for the curbside EV charging station program; and affirm the Planning Department's determination under the California Environmental Quality Act.

## **BACKGROUND**

Curbside EV charging is essential to advancing San Francisco's climate, equity, and public health goals while supporting California's mandate that 100 percent of new in-state passenger car and light-duty truck sales be zero-emission by 2035. The City has set ambitious targets—25 percent of registered private vehicles electric by 2030 and 100 percent by 2040—requiring significant expansion of reliable, affordable, and conveniently located charging infrastructure. Statewide efforts such as California Assembly Bill 2427 (2023-2024) and California Assembly Bill 2127 (2017-2018) underscore the need for streamlined permitting and millions of chargers statewide to meet zero-emission transportation goals. Curbside charging is particularly critical in San Francisco, where many residents live in multi-unit buildings without access to off-street parking, ensuring equitable access to clean transportation and reducing pollution in densely populated neighborhoods.

In 2021, the City adopted its Climate Action Plan, which identifies on-street curbside charging, alongside expanded off-street infrastructure, as a key strategy to accelerate zero-emission vehicle adoption and support a healthier, more equitable future. Building on this framework, the Board of Supervisors adopted San Francisco Board Resolution 326-24 in June 2024, directing

SFMTA, the San Francisco Environment Department (SFE), and partner agencies to conduct a Curbside EV Charging Feasibility Study. Published in April 2025, the study evaluated operational, financial, and regulatory considerations and provided recommendations to guide development of a public-facing curbside charging network.

In parallel, the City launched a 2024 demonstration pilot program installing chargers at select on-street parking spaces to collect data and inform long-term implementation. This legislation transitions that pilot into a permanent, citywide program that prioritizes high-density, vehicle-reliant areas, avoids conflicts with transit lanes and other critical street uses, and establishes a permitting structure designating SFMTA as the lead agency for curbside EV charger installations in the public right-of-way. Together, these actions position San Francisco to meet its electrification goals while ensuring equitable and efficient deployment of charging infrastructure.

## STAKEHOLDER ENGAGEMENT

- 2021 – SFE and the SFMTA received funding from Cities Climate Leadership, a group working with city governments to reduce emissions from urban transportation and shift cities toward cleaner mobility, to develop a **public survey** to research the challenges and opportunities for enabling curbside access to EV charging in San Francisco. FM3 Research, the selected survey implementer, administered the survey to five priority ZIP codes that were selected based on estimated curbside charging needs and neighborhoods with multifamily housing: Mission/Bernal (94110), Castro/Duboce/Dolores/Noe (94114), Inner Richmond (94118), Outer Richmond (94121) and Haight/Cole Valley (94117). Through this public opinion survey of 435 residents, staff discovered that 66% of respondents supported installing curbside charging in their neighborhood, 23% opposed, and 11% were undecided.
- August 2023 – The **Curbside EV Charging Feasibility Study** was conducted through a multi-agency collaboration to evaluate whether it is operationally, financially, and regulatorily feasible to install, maintain, and operate a public-Department of facing EV charging network at the curb. The study was led in partnership with SFE, SFPW, and the San Francisco Public Utilities Commission (SFPUC). Through this interagency coordination, staff assessed permitting requirements, utility infrastructure constraints, streetscape design considerations, accessibility requirements, maintenance responsibilities, and long-term funding models. The study identified key risks and opportunities associated with operating a curbside charging network and developed practical solutions and recommendations to advance the program from a pilot to a permanent, scalable initiative. The study was published in April 2025.

- April 2024 – SFE and the SFMTA held a **webinar** to orient interested stakeholders to the feasibility study, gather feedback, and better understand their needs and concerns related to curbside EV charging. Approximately 35 attendees participated, including San Francisco residents, business owners, and members of community organizations and cultural districts.

Invitations were sent to local climate and EV associations, non-profit organizations, community-based organizations, disability advocacy organizations, and residents interested in curbside EV charging. The webinar was also promoted via social media channels.

- April 2024 – Following the webinar, staff distributed an **online feedback form** to collect further input on topics such as the level of support for curbside EV charging, EV ownership rates, site preferences, hopes for a curbside EV charging program, and concerns regarding curbside charging. The feedback form was available in Chinese, Spanish, and Filipino and received 19 responses, a number of which were from webinar participants, including 18 SF residents and one San Francisco business owner.
- May 2024 – SFE and SFMTA staff presented at the **Land Use and Transportation Committee** meeting on the Curbside EV Charging Feasibility Study.
- June 2024 – the Board of Supervisors passed **Resolution No. 326-24** which supports Curbside EV Charging Feasibility Study.
- June 2024 – Curbside EV Charging Demonstration **Pilot Program launches**. The pilot was implemented in collaboration with SFE, SFPUC, the Mayor’s Office, SFPW’s Disability Access Coordinator (DAC), and other City partners. This coordinated approach ensured alignment across agencies with jurisdiction in the public right-of-way, utility grid operations, accessibility compliance, and climate policy goals.
- June 2024 –SFMTA and SFE staff participated in the **San Francisco County Transportation Authority Citizen’s Advisory Committee** (CAC) to respond to questions on SFMTA’s Prop L 5-Year Prioritization Programs project request for curbside charging planning. There was a robust discussion at the CAC where committee members raised concerns about the City prioritizing curbside EV chargers over potential active transportation and transit improvements and about using funds for automobile-centered infrastructure, while other members acknowledged the need for automobiles to help meet their daily mobility and business needs.

- December 2025 – Staff presented at the **Board of Supervisors Land Use and Transportation Committee** on the study, pilot, and next steps for long-term planning.
- January 2026 – SFE and the SFMTA presented at the **Commission on the Environment** meeting on the study, pilot, and next steps for long-term planning.
- February 2026 – SFMTA staff participated in the **SFMTA Engineering, Maintenance, and Safety Committee Citizen’s Advisory Council** and **the San Francisco County Transportation Authority CAC** to provide updates on the Curbside EV Charging Feasibility Study findings, status of the Curbside EV Charging Demonstration Pilot Program, and next steps for planning the permanent program.

## FUNDING IMPACT

A Fee Schedule was developed with four permits identified in the program: Operator application fee, Site permit fee, annual Operator renewal fee and annual Site renewal fee. Vendors (“Operators”) will be responsible for all associated costs in the installation, operation, maintenance, and repair of their charging units.

## SFMTA BOARD ACTION

On April 7, 2026, the SFMTA Board of Directors is scheduled to approve a curbside electric vehicle charging permit program including associated fees and requirements to be implemented by the Director of Transportation.

## REQUEST FOR APPROVAL

The SFMTA requests that the San Francisco Board of Supervisors amend the Administrative Code to authorize the San Francisco Municipal Transportation Agency to establish a curbside electric vehicle charging station permit program for the installation and operation of curbside electric vehicle charging stations on City sidewalks and provide that permittees are not required to obtain a sidewalk encroachment permit from the Department of Public Works; amending the Public Works Code to reflect the authority of the San Francisco Municipal Transportation Agency to issue permits for the curbside electric vehicle charging station program; and affirming the Planning Department’s determination under the California Environmental Quality Act.

Sincerely,



**Julie Kirschbaum**  
**Director of Transportation**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS**

RESOLUTION No. 260407-027

WHEREAS, San Francisco has adopted a Climate Action Plan and made other policy commitments to protect the environment by minimizing carbon emissions in all sectors with due haste; and,

WHEREAS, Transportation activities account for 40% of San Francisco's carbon emissions, and de-carbonization of transportation can be facilitated by encouraging and supporting adoption of zero-emission vehicles, including electric vehicles (EV); and,

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors amended Transportation Code, Division II, Section 201 to allow for designation of on-street electric vehicle charging parking spaces, consistent with California Vehicle Code (SFMTA Board Resolution No. 240521-052); and,

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors amended Transportation Code, Division II, Section 301 to establish a fine for parking or leaving standing a vehicle in a stall or space designated for electric charging for noncharging purposes or for obstructing, blocking, or otherwise barring access to such a space (SFMTA Board Resolution No. 240521-052); and,

WHEREAS, The San Francisco Municipal Transportation Agency conducted a Feasibility Study to evaluate the operational, financial, and regulatory criteria to install, maintain, and operate a public-facing electric vehicle charging network at the curb; and,

WHEREAS, the San Francisco Municipal Transportation Agency collaborated with Department of Public Works to help implement a Curbside Electric Vehicle Charging Pilot to test the installation and operation of curbside chargers; and,

WHEREAS, the San Francisco Municipal Transportation Agency Board of Directors has received a request to amend the Transportation Code, Division II, to establish a Curbside Electric Vehicle Charging Program and associated permits and permit requirements to allow for the installation of curbside electric vehicle charging stations; delegate authority to the Director of Transportation to designate stalls or spaces on public streets for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes; establish a fee and fine schedule for these permits; and provide that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and,

WHEREAS, The proposed on-street electric vehicle charging regulation is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On March 9, 2026, the Planning Department determined (Case Number 2026-001403) that the proposed on-street electric vehicle charging regulation is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department by Case Number at <https://sfplanning.org/environmental-review-documents> or 49 South Van Ness Avenue, Suite 1400 in San Francisco; and,

WHEREAS, The public has been notified about the proposed modifications by advertisements ran in the City's official newspaper, the San Francisco Examiner, on March 27, 2026, and April 1, 2026; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Streets Division, approves the Resolution amending Division II of the Transportation Code to establish the Curbside Electric Vehicle Charging Program and associated permits and permit requirements to allow for the installation of curbside electric vehicle charging stations; delegate authority to the Director of Transportation to designate stalls or spaces on public streets for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes; establish a fee and fine schedule for these permits; and provide that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors sets forth the following program fees for the Curbside Electric Vehicle Charging Program subject to adjustment by an Automatic Index under the provisions in Transportation Code Section 301(b) and authorizes the Director to set forth the program fees in the SFMTA Fee and Fine Schedule: a Curbside Electric Vehicle Charging Operator Permit Application Fee of \$5,000, a Curbside Electric Vehicle Charging Site Permit Application Fee of \$6,500 with discounts available to operators for sites within a quarter-mile radius of each other, and a Curbside Electric Vehicle Charging Site Permit Annual Renewal Fee of \$2,000.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 7, 2026.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code – Curbside Electric Vehicle Charging Permitting Program]

**Resolution amending Division II of the Transportation Code to establish the Curbside Electric Vehicle Charging Program and associated permits and permit requirements to allow for the installation of curbside electric vehicle charging stations; delegate authority to the Director of Transportation to designate stalls or spaces on public streets for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes; establish a fee and fine schedule for these permits; and provide that all of these provisions are operative once the Board of Supervisors finally adopts companion legislation.**

NOTE: **Additions** are in *single-underline italics Times New Roman font*.  
**Deletions** are in *strike-through italics Times New Roman font*.  
**Board amendment additions** are in double-underlined Arial font.  
**Board amendment deletions** are in ~~strikethrough Arial font~~.  
**Asterisks (\* \* \* \*)** indicate the omission of unchanged Code subsections or parts of tables.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 200 of Division II of the Transportation Code is hereby amended by revising Section 201 and adding Section 208, to read as follows:

**SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.**

\* \* \* \*

**(c) SFMTA Board of Directors' Action Required.** The following Parking and traffic measures may not be implemented without prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

\* \* \* \*

~~(17) Designate stalls or spaces on a public street for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes.~~

**SEC. 208. DELEGATION OF AUTHORITY TO THE DIRECTOR OF TRANSPORTATION TO DESIGNATE STALLS OR SPACES ON A PUBLIC STREET FOR THE EXCLUSIVE PURPOSE OF ELECTRIC VEHICLE CHARGING.**

(a) Delegation. The Director of Transportation is authorized, following any required public hearing as set forth in subsection (b), to designate stalls or spaces on a public street for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes pursuant to California Vehicle Code Section 22511 based upon a determination of public convenience and necessity, that includes but is not limited to, the site selection factors described in Section 918(c)(2) of this Code.

(b) Posting and Public Hearing Requirements. The posting and public hearing requirements set forth in Sections 201(b) and 202 shall apply to any proposed designation of a stall or space on a public street for the exclusive purpose of electric vehicle charging.

Section 2. Article 900 of Division II of the Transportation Code is hereby amended by revising Section 901 and adding Section 918, to read as follows:

**SEC. 901. DEFINITIONS.**

As used in this Article 900, the following words and phrases shall have the following meanings:

\* \* \* \*

**Contractor Permit.** A permit issued by the SFMTA that authorizes specified vehicles to Park at Parking Meters without making payment, and exempts such vehicles from certain Parking time restrictions.

**Curbside Electric Vehicle Charging Operator.** An entity that has a permit to install, manage, and/or operate a Curbside Electric Vehicle Charging Station as part of the Curbside Electric Vehicle Charging Program.

**Curbside Electric Vehicle Charging Operator Permit.** A permit issued by the SFMTA that allows an operator to participate in the Curbside Electric Vehicle Charging Program under specified requirements and to apply for one or more Curbside Electric Vehicle Charging Site Permit(s).

**Curbside Electric Vehicle Charging Program.** A program designed to expand public charging access by installing Curbside Electric Vehicle Charging Stations directly along the curb.

**Curbside Electric Vehicle Charging Site Permit.** A permit issued by the SFMTA that allows for the installation and operation of one or more Curbside Electric Vehicle Charging Stations.

**Curbside Electric Vehicle Charging Stall.** A single parking space that is designated for electric vehicle charging only and allows one electric vehicle to charge at a time.

**Curbside Electric Vehicle Charging Station.** The equipment and associated infrastructure required to deliver power to charge an electric vehicle parked curbside. A station may be equipped with multiple ports and serve more than one Curbside Electric Vehicle Charging Stall.

\* \* \* \*

**SEC. 918. CURBSIDE ELECTRIC VEHICLE CHARGING PROGRAM PERMITS.**

**(a) General Permit Program Requirements.** *The requirements of this subsection (a) apply to both Electric Vehicle Charging Operator Permits (“Operator Permits”) under subsection (b) of this Section 918 and Curbside Electric Vehicle Charging Site Permits (“Site Permits”) under subsection (c) of this Section 918.*

**(1) Authority.** *The Director of Transportation (“Director”) is authorized to implement a program to determine eligibility criteria for participation in the Curbside Electric Vehicle Charging Program and to issue Operator Permits and location-specific Site Permits under Chapter 46 of the Administrative Code for the installation and operation Curbside Electric Vehicle Charging Stations (“Charging Stations”) on any sidewalk, street, or public right-of-way under the jurisdiction of the SFMTA or San Francisco Public Works (“Public Works”).*

**(2) Director’s Authority to Impose Permit Conditions.** *The Director may impose permit conditions including, but not limited to, those conditions that the Director determines are necessary to protect public convenience and safety. These may include, but are not limited to, bonding, security, or letter of credit requirements, and recordation requirements.*

**(3) Fees and Administrative Fines.** *Fees pursuant to this Section 918 shall be set forth in the SFMTA Fee and Fine Schedule and adjusted by an Automatic Index under the provisions in Section 301(b). Fees shall include a Curbside Electric Vehicle Charging Operator Permit Application Fee, a Curbside Electric Vehicle Charging Site Permit Application Fee with discounts available to vendors for sites within a quarter-mile radius of each other, and a Curbside Electric Vehicle Charging Site Permit Annual Renewal Fee. The Director may waive any of the above fees when there is a*

compelling public interest. The Director is also authorized to impose administrative fines as described in this Section 918.

(4) **Prior Penalties.** An applicant shall provide sufficient evidence to demonstrate payment of any penalties assessed for violation(s) of any provision of the Municipal Code or of terms of any existing or previously issued permits issued by the City, for which there has been a final determination of the violation. Failure to do so may result in rejection of an Operator Permit or Site Permit.

(5) **Operator Requirements.** A Curbside Electric Vehicle Charging Operator (“Operator”) shall:

(A) **Insurance and Indemnity.** Provide adequate insurance in compliance with State law and as determined by the City’s Risk Manager, which lists the City as an additional insured, and which covers each of the Permittee’s Charging Stations on any sidewalk, street, or public right-of-way under the jurisdiction of the SFMTA or Public Works, and each user using the Permittee’s Charging Stations during the period of use. Further, Permittee must indemnify and hold the City, its departments, commissions, boards, officers, employees, and agents (collectively, “Indemnitees”) harmless from and against any and all claims, demands, actions, or causes of action that may be made against the Indemnitees for the recovery of damages for the injury to or death of any person or persons or for the damage to any property resulting directly or indirectly from the activity authorized by the permit, regardless of the negligence of the Indemnitees.

(B) **Reimbursement.** Reimburse the SFMTA within 30 days for costs if the SFMTA, Public Works, or any other City agency, department, or commission, including the City Attorney’s Office, incur any such costs of addressing or abating any violations of this Section 918, including repair or maintenance of public property, upon receiving written notice of such City costs. The SFMTA shall arrange for transfer of funds to any other City agency, department, or commission

that incurred costs described above. The Operator's reimbursement payment shall not substitute for any installment payment otherwise owed or to be paid to the SFMTA.

(C) **Outreach.** Develop a targeted community outreach plan which complies with SFMTA's Neighborhood Outreach Plan Requirements, as may be amended from time to time, which may include connecting with key stakeholders, briefing elected officials, attending community meetings, engaging neighborhood groups and/or merchant associations, connecting with fronting properties, and posting multilingual informational flyers in the vicinity of the proposed project.

(D) **Privacy.** Provide a Privacy Policy consistent with guidelines issued by the Director of Transportation, as amended from time to time, that safeguards users' personal, financial, and electric vehicle charging information.

(E) **Payment Standards.** Provide an electronic payment system that is compliant with the Payment Card Industry Data Security Standards (PCI DSS). Each transaction shall include the identification number corresponding to the Charging Station and port registered with the SFMTA.

(F) **Legal Compliance.** Comply with, and ensure that their employees and contractors comply with, applicable laws including but not limited to, the provisions of this Section 918 and other applicable provisions of this Transportation Code, the Charter, and the remainder of the Municipal Code, the California Vehicle Code, California worker's compensation laws, the Americans with Disabilities Act, and applicable laws on the safe disposal of electronic and toxic waste.

(G) **Permit Transfer.** Not transfer any permit without the prior written approval of the Director. Permittees shall promptly notify the SFMTA of any changes to their corporate structure or ownership. Failure to do so shall be cause for revocation of the permit. For

purposes of this paragraph, “transfer” includes the sale or other exchange of 50% or more of the ownership or control of a permittee to a third party.

(H) **Accessibility.** Comply with the SFMTA’s Accessible Curbside Electric Vehicle Charging requirements, as amended from time to time.

(I) **SFMTA Terms and Conditions.** Comply with any other terms and conditions required by the Director.

(b) **Electric Vehicle Charging Operator Permits.** The Director has the authority and discretion to grant revocable Operator Permits upon receipt and evaluation of applications from an Operator on a form prescribed by the SFMTA, which meets the requirements of this Section 918.

(1) **Application Requirements.** The application form shall request the following information and any other information the Director determines to be relevant: an attestation of the applicant’s experience, qualifications, financial readiness, and ability to meet reliability requirements and compliance with permit terms; the applicant’s agreement to comply with data reporting requirements; a description of the applicant’s technological solution and business and operational model including typical pricing structure and communication processes; and a general site plan of where the chargers would be installed.

(2) **Term.** Operator Permits shall have a duration of two years from the date the permit is issued and are eligible for one or more extensions of up to 10 years each. If an Operator Permit expires or is revoked, the Operator shall, at its sole cost, remove all of its Charging Stations and restore the sidewalk areas following removal.

(3) **Data Collection.** The Operator shall collect data on their charging stations and keep a record of any public feedback received in a written format and manner as determined by the

SFMTA, following the data reporting requirements defined in the Operator Permit, as amended from time to time.

(c) **Curbside Electric Vehicle Charging Site Permits.** The Director has the authority and discretion to grant revocable Site Permits for the installation and operation of Charging Stations upon receipt and evaluation of applications from an Operator on a form prescribed by the SFMTA, which meets the requirements of this Section 918.

(1) **Permit Required.** An Operator shall not install or operate a Charging Station on any sidewalk, street, or public right-of-way under the jurisdiction of the SFMTA or Public Works without the first obtaining a Site Permit. An Operator must still obtain any other applicable permits from City Departments. Upon notification by the City, in addition to paying any applicable fines or penalties, an unpermitted station shall be removed within five business days. A single Site Permit application may seek authorization for multiple Charging Stations if they are within a quarter mile of each other. Where a Site Permit application seeks authorization for more than one Charging Station, the Director may approve a subset of Charging Stations.

(2) **Site Factors and Eligibility.** In evaluating the application, the Director may consider the following factors and any other factor the Director determines to be relevant:

(A) whether the site occupies or interferes with a traffic lane;

(B) whether the site interferes with or delays public transit service, or impedes transit maintenance, operations, or access, including any specific requirements regarding the operation of a particular type of SFMTA transit vehicle, transit line, transit stop, or other factors or considerations;

(C) whether the site displaces a transit stop;

(D) whether the site significantly interferes with the movements of pedestrians or bicyclists, or creates hazardous conditions for pedestrians or bicyclists;

(E) whether the site significantly impacts vehicular traffic and loading;

(F) whether the site significantly impacts paratransit or ADA accessible loading or access;

(G) whether the site significantly impacts existing infrastructure or installations near parking spaces including bikeshare stations, existing parklets, and expanded sidewalks;

(H) the maximum number of Curbside Electric Vehicle Charging Stations authorized under the Curbside Electric Vehicle Charging Permit Program Citywide and in any given area of the City;

(I) the availability of parking; and

(J) access to or from residences and businesses.

(3) **Overconcentration.** Notwithstanding any other requirement, the Director may deny a Site Permit if issuing a permit would lead to an over-concentration of Charging Stations in the public right-of-way; cause an imbalance in the geographical distribution of stations which are part of the Curbside Electric Vehicle Charging Program; or otherwise not be in the public interest.

(4) **Term.** Site Permits may have a duration of up to five years from the effective date on the Site Permit and are eligible for one or more extensions of up to five years each at the Director's discretion. If a Site Permit is revoked, the Operator shall not be eligible to reapply for a Site Permit for 24 months from the date of revocation. If a Site Permit expires or is revoked, the Operator shall, at its sole cost, remove the Charging Station and restore the sidewalk area following removal.

(5) **Contents.** Site Permits shall list the name and current contact information for the Operator, as well as a unique number identifying the Curbside Electric Vehicle Charging Station. The unique identifying number shall be prominently displayed on each station that is part of this program.

(6) **Issuance.** After evaluating a Site Permit application, the Director shall grant, deny, or grant the Site Permit with modifications. If the Director denies the permit or grants the permit with modifications, the Director shall explain in writing the basis for the decision. An applicant may appeal the Director's decision to deny a permit or grant a permit with modifications to a neutral

hearing officer. The hearing officer's review of the Director's decisions shall be conducted under the substantial evidence standard, and the hearing officer shall uphold the Director's determination where there is any substantial evidence to uphold that determination. The Director shall issue procedures governing appeals and may amend the procedures from time to time. In applying the substantial evidence standard, the neutral hearing officer shall not reweigh the evidence. The hearing officer may either deny the appeal or order the Director to reconsider the matter. The hearing officer's order shall be in writing and shall explain the basis of the decision. A hearing officer's order to reconsider shall not limit or control in any way the discretion vested in the Director to issue Site Permits.

(7) **Joint and Several Liability.** As a condition of a Site Permit, each Permittee agrees on its behalf and on behalf of any agents, successors, or assigns to be wholly responsible for the construction, installation, and maintenance of any permitted Charging Station. Each Permittee and its agents are jointly and severally liable for all consequences of such construction, installation, and maintenance of a Charging Station. A Permittee is not excused from responsibility or liability by the issuance of any Site Permit, inspection, repair suggestion, approval, or acquiescence of any person affiliated with the City.

(8) **Maintenance Plan.** Permittees shall submit a reliability, maintenance, operations, cleaning, removal, and/or repair plan for permitted Charging Stations in a format and meeting requirements as determined by the SFMTA, as amended from time to time.

**(d) Revocation or Summary Suspension of Operator Permits and Site Permits.**

(1) **Summary Suspension.** When the Director determines that an alleged permit violation poses an imminent or ongoing risk to public health or safety, the SFMTA may summarily suspend the permit pending the outcome of a hearing conducted pursuant to the Director's procedures for review of revocation and summary suspension decisions referenced in subsection (e)(3) below. Any

affected Permittee shall be given a Notice of Summary Suspension, in writing, delivered to said Permittee in person or by first-class U.S. Mail.

(2) For good cause, the Director may revoke any permit issued under this Section 918.

“Good cause” hereunder shall include, but shall not be limited to the following:

(A) The Permittee failed to pay a fine imposed by the SFMTA under Section 302 of this Code within 30 days of the date due under this Section 918;

(B) The Permittee failed to pay a permit fee within 30 days following notice of nonpayment;

(C) The Permittee has violated any statute or ordinance, including but not limited to any provision of Division I or II of this Transportation Code, governing the operation of Charging Station regulated by this Code; or

(D) The Permittee has violated one or more conditions of the permit.

(3) A Permittee may request review of the Director’s decision to revoke or summarily suspend a permit. The Director shall issue procedures governing review of these decisions by a neutral hearing officer.

**(e) Administrative Penalties Applicable to Curbside Electric Vehicle Charging Operators.**

(1) An Operator who violates one or more conditions of the permit may be subject to the issuance of a citation and imposition of an administrative penalty under this Subsection 918(e).

(2) Administrative penalties may not exceed \$500 for the first violation of Subsection 918(e) by a Permittee or \$1,000 daily for any ongoing violations of Subsection 918(e) within a 12-month period by that Permittee for each violation. In determining the amount of the penalty, the officer or employee who issued the citation may take any or all of the following factors into consideration:

- (A) The duration of the violation;
- (B) The frequency, recurrence and number of violations by the same violator;
- (C) The seriousness of the violation;
- (D) The good faith efforts of the violator to correct the violation;
- (E) The economic impact of the fine on the violator;
- (F) The injury or damage, if any, suffered by any member of the public;
- (G) The impact of the violation on the community;
- (H) The amount of City staff time expended investigating or addressing the

violation;

- (I) The amount of fines imposed by the charging official in similar situations;

and

- (J) Such other factors as justice may require.

(3) In addition to other designated employees, the Director is authorized to designate officers or employees of the SFMTA to enforce this Section 918. Any officer or employee so designated is hereby authorized to issue citations imposing administrative penalties for violations of this Section 918.

**(f) Procedure for Assessment and Collection of Administrative Penalties.**

(1) This subsection (f) shall govern the imposition, assessment, and collection of administrative penalties imposed pursuant to subsection (e).

(2) The SFMTA finds:

(A) That it is in the best interest of the City, its residents, visitors, and those who park on City streets to provide an alternative, administrative penalty mechanism for enforcement of

violations of the Curbside Electric Vehicle Charging Program permit requirements established by this Section 918; and

(B) That the administrative penalty scheme established by this Section 918 is intended to compensate the public for the injury or damage caused by any person or Operator who installs a Charging Station in the public right-of-way under the jurisdiction of the SFMTA or Public Works. The administrative penalties authorized under this Section are intended to be reasonable and not disproportionate to the damage or injury to the City and the public caused by the prohibited conduct.

(3) **Administrative Citation.** Where a designated officer or employee determines that there has been a violation of the Municipal Code, the officer or employee may issue an administrative citation to the person and/or entity responsible for the violation. The citation may be personally served on the applicant or served by certified U.S. mail to the last known address for the Curbside Electric Vehicle Charging Operator. The citation shall state the date and nature of the violation, the amount of the administrative penalty, and that the penalty is due and payable to the SFMTA within 15 business days from the date of the notice, if not contested within the time period specified. The citation shall also state that the person or entity responsible has the right, under subsection (f)(4), to request an administrative hearing of the determination as to the violation and assessment of penalties, and shall set forth the procedure for requesting an administrative hearing. The designated officer or employee shall mail the administrative citation and evidence supporting the determination of a violation to the last known address for the Operator.

(4) **Request for Hearing; Hearing.**

(A) A person or entity that has been issued an administrative citation may request a hearing by submitting to the SFMTA Hearing Section a written request for hearing, with a copy provided to the SFMTA officer or employee who issued the administrative citation, within 15

business days of the date of the citation in order to contest the citation. Failure to request a hearing in a timely manner or to attend a scheduled hearing shall be deemed a waiver of the right to hearing.

(B) At the time the administrative hearing request is filed, the requesting party must deposit with the SFMTA Hearing Section the full amount of the penalty required under the citation.

(C) Whenever an administrative hearing is requested under this subsection (f)(4), the SFMTA Hearing Section shall, within 15 business days of receipt of the request, notify the requestor of the date, time, and place of the administrative hearing by certified mail. Such hearing shall be held no later than 30 calendar days after the SFMTA Hearing Section receives the request, unless time is extended by mutual agreement of the SFMTA and the affected party.

(D) The administrative hearing shall be conducted by a neutral Hearing Officer assigned by the SFMTA Hearing Section. The SFMTA Hearing Section may issue rules as needed to implement this requirement. The parties may present evidence and testimony to the Hearing Officer. All testimony shall be under oath. The Hearing Officer shall ensure that a record of the proceeding is maintained. The burden of proof to uphold the violation, by a preponderance of the evidence, shall be on the City, but the administrative citation shall be prima facie evidence of the violation.

(E) The Hearing Officer shall issue a written decision including a summary of the issues and the evidence presented, and findings and conclusions, within 15 business days of the conclusion of the hearing. The Hearing Officer may uphold the penalty imposed by the citation or dismiss the citation, but the Hearing Officer may not adjust the penalty in the context of an administrative hearing conducted under this Section 918. A copy of the decision may be personally delivered to the person contesting the violation or sent by first class mail. The decision shall be a final administrative determination. An aggrieved party may seek judicial review of the decision pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6.

**(5) Payment and Collection of Penalty.**

(A) Where a person or entity has not made a timely request for administrative hearing, the penalty shall be due and payable to the SFMTA on or before 15 business days from the date of issuance.

(B) Where a person or entity has made a timely request for administrative hearing, and the violation and penalty have been dismissed upon review, the amount deposited by the requestor under subsection (f)(4)(B) shall be refunded or credited to the requestor, at the requestor's option not later than 10 business days from the date of the notice of decision issued under subsection (f)(4)(E).

(C) If a penalty due and payable under subsections (g)(5)(A) or (B) remains unpaid after the specified due date, the SFMTA shall send the violator written notice that the penalty is overdue. Penalties that remain unpaid 30 calendar days after the due date shall be subject to a late payment penalty of \$50. Persons and entities against whom administrative penalties are imposed shall also be liable for the costs and attorney's fees incurred by the SFMTA in bringing any civil action to enforce the provisions of this Section 918, including obtaining a judgment for the amount of the administrative penalty and other costs and charges.

(D) Where there is a nexus between the violation and property in the City owned by the violator, the SFMTA shall further inform the violator that if the amount due is not paid within 30 calendar days from the date of the notice, the SFMTA may initiate proceedings to make the amount due and all additional authorized costs and charges, including attorney's fees, a lien on the property. Such liens shall be imposed in accordance with Chapter 10, Article XX of the Administrative Code.

(6) Administrative penalties shall be deposited in the Municipal Transportation Fund and may be expended only by the SFMTA.

(g) **San Francisco Public Works – Coordination.** The Director shall not issue a Site Permit until the Department of Public Works is notified in writing of the permit application.

Section 3. Operative Date. This resolution shall be operative only if the related ordinance introduced at the Board of Supervisors on March 10, 2026, and contained in Board File No. 260238 is finally adopted by the Board of Supervisors. If that ordinance is finally adopted, then this Resolution shall be operative on the effective date of that ordinance.

Section 4. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

Section 5. Effective Date. This resolution shall become effective at 12:00 a.m. on the 31st days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

APPROVED AS TO FORM:  
DAVID CHIU, City Attorney

By: Misha Tsukerman  
MISHA TSUKERMAN  
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 7, 2026.

  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

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

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

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.



**City and County of San Francisco**  
**Tails**  
**Resolution**

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

**File Number:** 240270

**Date Passed:** June 04, 2024

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

May 20, 2024 Land Use and Transportation Committee - AMENDED, AN AMENDMENT OF THE WHOLE BEARING NEW TITLE


May 20, 2024 Land Use and Transportation Committee - RECOMMENDED AS AMENDED

June 04, 2024 Board of Supervisors - ADOPTED

Ayes: 11 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

File No. 240270

**I hereby certify that the foregoing Resolution was ADOPTED on 6/4/2024 by the Board of Supervisors of the City and County of San Francisco.**

  
\_\_\_\_\_  
**Angela Calvillo**  
Clerk of the Board

  
\_\_\_\_\_  
**London N. Breed**  
Mayor

6/13/24  
\_\_\_\_\_  
**Date Approved**



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA_Electric Vehicle Curbside Charging Program		N/A - Public Right-of-Way
<b>Case No.</b>		<b>Permit No.</b>
2026-001403ENV		
<input checked="" type="checkbox"/> <b>Addition/Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input checked="" type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>The proposed permanent program builds on insights from the Electric Vehicle (EV) Curbside Charging Demonstration Pilot, and would create under a new application, review, and permitting process to allow for the installation of curbside EV chargers on the curb, primarily in residential neighborhoods. Additional providers would be allowed to participate, but would still follow one of the EV curbside charging options utilized under the pilot program – direct connection to the fronting property or new connections to the existing utility electrical system using poles or trenching. Under the permanent program, providers could install chargers anywhere in San Francisco provided the site is consistent with the City’s EV curbside charging siting principles. The attached project description includes further details about the proposed permanent program, including information about site eligibility and the application process.</p>		

### EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input checked="" type="checkbox"/>	<b>Class 1 - Existing Facilities. (CEQA Guidelines section 15301)</b> Interior and exterior alterations; additions under 10,000 sq. ft. Specifically, 1(c) 9. Changes to parking and traffic regulations, and 11. Installation and removal of parking meters or similar
<input type="checkbox"/>	<b>Class 3 - New Construction. (CEQA Guidelines section 15303)</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<b>Class 32 - In-Fill Development. (CEQA Guidelines section 15332)</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
<input type="checkbox"/>	<b>Other _____</b>
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment.

## ENVIRONMENTAL SCREENING ASSESSMENT

**Comments:**

PLEASE SEE ATTACHED

**Planner Signature:** Ryan Shum

## PROPERTY STATUS - HISTORIC RESOURCE

**PROPERTY IS ONE OF THE FOLLOWING:**

<input type="checkbox"/>	<b>Category A:</b> Known Historical Resource.
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age).
<input checked="" type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age).

## PROPOSED WORK CHECKLIST

**Check all that apply to the project.**

<input type="checkbox"/>	<b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	<b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	<b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	<b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	<b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	<b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	<b>Addition(s)</b> not visible from any immediately adjacent public right-of-way for 150 feet in each direction; or does not extend vertically beyond the floor level of the top story of the structure, or does not cause the removal of architectural significant roofing features.
<input type="checkbox"/>	<b>Façade or storefront alterations</b> that do not remove, alter, or obscure character -defining features.
<input type="checkbox"/>	<b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed.
<input type="checkbox"/>	Project involves scope of work listed above.

## ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

<input type="checkbox"/>	<p><b>Reclassification of property status.</b> (<i>Attach HRRER Part I relevant analysis; requires Principal Preservation Planner approval</i>)</p> <p><input type="checkbox"/> Reclassify to Category A</p> <p style="text-align: right;"><input type="checkbox"/> Reclassify to Category C</p> <p style="text-align: right;"><input type="checkbox"/> Lacks Historic Integrity</p> <p style="text-align: right;"><input type="checkbox"/> Lacks Historic Significance</p>
<input type="checkbox"/>	Project involves a <b>known historical resource (CEQA Category A)</b>
<input type="checkbox"/>	Project does not substantially impact character-defining features of a historic resource (see Comments)
<input type="checkbox"/>	Project is compatible, yet differentiated, with a historic resource.
<input type="checkbox"/>	Project consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
<b>Note: If ANY box above is checked, a Preservation Planner MUST sign below.</b>	
<input type="checkbox"/>	<b>Project can proceed with EXEMPTION REVIEW.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review.
<b>Comments by Preservation Planner:</b>	
<b>Preservation Planner Signature:</b>	

## EXEMPTION DETERMINATION

<input checked="" type="checkbox"/>	<p><b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b></p>	
	<p><b>Project Approval Action:</b> Approval by the SFMTA Board and SF Board of Supervisors</p>	<p><b>Signature:</b> Ryan Shum 03/09/2026</p>
	<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a>. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and chapter 31 of the San Francisco Administrative Code. Per chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the approval action occurs at a noticed public hearing, or within 30 days after posting on the planning department's website (<a href="https://sfplanning.org/resource/ceqa-exemptions">https://sfplanning.org/resource/ceqa-exemptions</a>) a written decision or written notice of the approval action, if the approval is not made at a noticed public hearing.</p>	

### **Environmental Screening Comments (Continued)**

Archeological and Historic Resources: Under the proposed program, curbside chargers would not be allowed to be installed in an archeologically sensitive area or in a historic district that includes character-defining features in the public right-of-way. These sites would be restricted in the site eligibility criteria and site eligibility map. Therefore, the project would not result in a significant impact to archeological or historic resources.

Transportation: The curbside chargers would be primarily installed in residential areas on the curb of an existing parking space, and would not replace part of an existing bike lane, bus stop, commercial corridor, or daylighting zone. Therefore, the project would not result induce vehicle traffic or result in significant transportation impacts .



Date: March 9, 2026  
To: Ryan Shum, San Francisco Planning Department  
From: Elena Baranoff and Broderick Paulo, San Francisco Municipal Transportation Agency  
Through: Jenny Delumo, San Francisco Municipal Transportation Agency  
Re: Electric Vehicle Curbside Charging Program  
Case Number: 2026-001403ENV

## Summary

The San Francisco Municipal Transportation Agency (SFMTA) is proposing the Curbside Electric Vehicle (EV) Charging program (proposed project). The proposed project would amend the Transportation Code, Division II, to establish a Curbside Electric Vehicle Charging permit program and general permit requirements, delegate authority to the Director of Transportation to designate electric vehicle charging stalls, delegate authority to the Director of Transportation to establish specific permit requirements and establish a Fee and Fine Schedule for the program. Implementation of the project could include the installation of new poles and trenching by selected vendor(s) to provide power supply for the chargers.

The goal of the program is to place curbside EV chargers across all geographic areas in San Francisco, through a competitive application process. The proposed project would deliver equitable charging stations across San Francisco for multi-dwelling residents who lack access to charging in private garages. Convenient public charging options at the curb would help implement the City's goal of reducing gas emissions by 2040 consistent with San Francisco's 2021 Climate Action Plan and EV Roadmap.

## Existing Conditions

In 2024, the City launched the EV Curbside Charging Demonstration Pilot. The pilot authorized three private charging providers – it's electric, Urban EV, and Voltpost – to install, own, and operate curbside electric vehicle chargers for a two-year term, with an option to extend for up to 10 years. Participating providers were responsible for site selection, permitting, and all related costs.

## EV Curbside Charging Options

Each provider employs a different approach to delivering curbside EV charging. it's electric's model draws power directly from the adjacent building to supply Level 2 pedestal chargers, with users bringing their own charging cords. In contrast, Urban EV relies on standalone Level 2 chargers that require new connections to the existing utility electrical system. Voltpost similarly

requires new utility connections, deploying chargers mounted directly onto existing streetlight poles.

## Application Process

The following outlines the general application process necessary to install an EV curbside charger under the pilot program.

### 1. Site Selection

The provider identifies a proposed charging location consistent with the City's EV curbside charging siting principles:

- Focusing on locations with anticipated charging demand
- Avoiding conflicts with existing or planned street uses (e.g., transit lanes, bicycle lanes), and commercial corridors.
- Prioritizing areas with high renter density and concentrations of multi-unit residential buildings, while avoiding commercial corridors
- Considering underserved neighborhoods with limited access to charging and high vehicle reliance

### 2. Application Submittal and Review

The provider submits a formal application to Public Works Office of Emerging Technology. Applications are evaluated in partnership with SFMTA and San Francisco Department of the Environment (SFE) based on site suitability.

### 3. Curb Legislation

If the application is approved, the provider obtains approval from the SFMTA for any required curb use changes.

### 4. Permitting

The provider secures all required City permits. Permit requirements vary depending on the type of charging infrastructure and electrical connection and may include:

- Public Works Emerging Technology Permit
- Public Works Excavation Permit (if trenching is required)
- Department of Building Inspection Electrical Permit
- San Francisco Public Utilities Commission or PG&E for Electric Service Verification (if required).

### 5. Installation

Following permit approval, the provider installs the charging equipment and any associated infrastructure.

### 6. Ongoing operation and maintenance

The provider is responsible for ongoing operation and maintenance of the chargers for the duration of the agreement, including but not limited to, maintaining a written and image log of all maintenance issues, (e.g., defects, damage, defacing, complaints, and repairs performed on permit elements related to the charging station).

## Proposed Project

The proposed project would build upon insights from the Curbside EV Charging Demonstration Pilot to inform the design of a new long-term, citywide permanent program. The permanent program would operate under a new application, review, and permitting process and would allow additional providers to participate. Any additional providers would be required to adhere to one of the curbside EV charging options utilized under the pilot program and described above— direct connection to the fronting property or new connections to the existing utility electrical system using poles or trenching.

### Program Criteria

The program includes standards to determine the appropriate locations within the public right of way for installation of curbside electric vehicle charging stations. Curbside EV chargers may not be installed in locations with the following features: metered parking blockfaces, daylighting zones, Muni stops, color curbs, streets with Class I and IV bike lanes, commercial corridors, sidewalk widths under 8 feet, planned future separated bike facilities, highly sensitive for archeological resources, and the Civic Center National Historic Landmark District. Feasible sites that have a street slope over 20% and streets with Class II and III bike lanes require review.

### Permit Process

SFMTA will review and approve vendor eligibility and their general site plan through the criteria mentioned above. Once approved, successful vendors would still need to obtain site-specific permits, as needed:

- Initial permit for vendor eligibility from SFMTA;
- Public Works Excavation permit (if trenching);
- Department of Building Inspection Electrical permit;
- SFMTA Curb legislation; and
- San Francisco Public Utilities Commission or PG&E for Electric Service Verification (if required).

The applicant would be responsible for construction and establishing electrical service interconnection after obtaining the final permit sign-off from SFMTA.

### Program Implementation

To implement the permanent program, the Board of Supervisors would amend the Administrative Code to establish a curbside electric vehicle charging station program and authorize the SFMTA to issue permits to allow the installation and operation of curbside electric vehicle charging stations

on City sidewalks. The Board would also amend the Public Works Code to reflect the authority of the SFMTA to issue permits for the curbside electric vehicle charging station program.

Following the Board of Supervisors' authorization of the program, the SFMTA Board of Directors would amend Article 200 of Division II of the Transportation Code by revising Section 201 to remove the language referencing the designation of stalls and spaces for EV charging and adding Section 208 to delegate authority to the director of transportation or their designee to designate stalls or spaces for EV charging.

Ongoing operation and maintenance would be the same as under the pilot program and is described above.

### **Construction**

Construction activities for the proposed project are dependent on the charging model and site conditions. Sites where a vendor cannot install chargers powered by the fronting property or where all electrical power in the neighborhood is served overhead will likely require new 35-foot-tall overhead poles. When a new pole is required, it would be installed consistent with PG&E's Customer Owned Pole requirements. Per those requirements, 35-foot poles are installed to a depth of 3.5' to 6.5' feet below surface grade (see Attachment A).

For sites where the vendor can connect to a fronting property or an underground electricity feeder, trenching would be required to install and connect the conduit wire to the electrical panel. Trenches would be excavated to a maximum of approximately, 0.5 feet wide, 30 inches deep, and approximately 70 feet long, though the length may vary depending on site specific conditions. Each charger would be mounted to the sidewalk (see Attachment A).

### **APPROVAL ACTION**

The Approval Action as defined by San Francisco Administrative Code Chapter 31, Section 31.04(h)(2) is approval of the project by the SFMTA Board of Directors. The approval action starts the 30-day appeal period for the environmental review determination under Administrative Code Section 31.16.

Attachment A: Electric Vehicle Charger Infrastructure Specifications

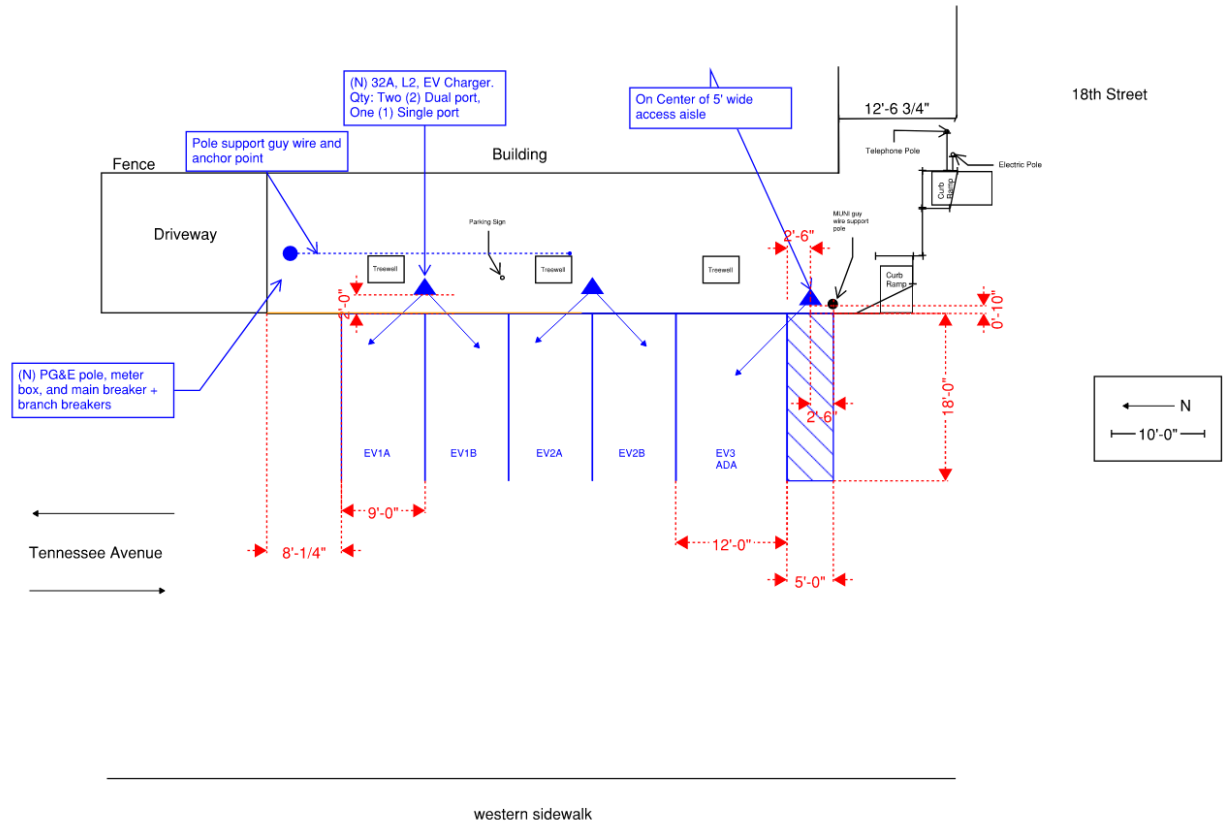
## Attachment A: Electric Vehicle Charger Infrastructure Specifications

## Pedestal Charger Connecting to Utility (PG&E or SFPUC) UrbanEV - Dogpatch

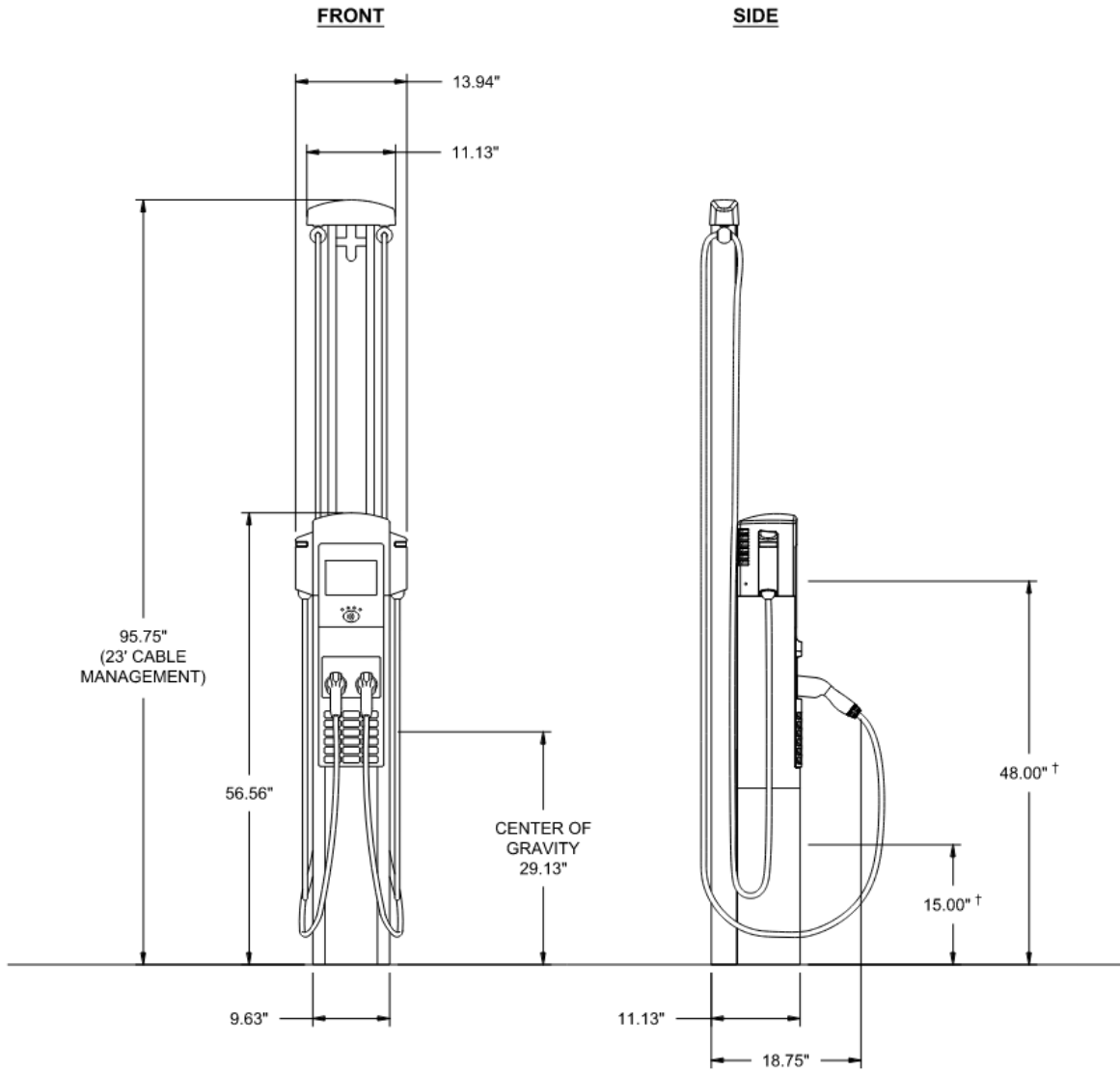
35-foot pole installed to a depth of 3.5' to 6.5' feet below surface grade. Trenches would be excavated to a maximum of approximately, 70 feet long, 1.5 feet wide, and 30 inches deep.

EXHIBIT B: PROJECT SITE PLAN AND LAYOUT

San Francisco Curbside Charger Pilot  
18th and Tennessee (NE corner) rev1  
Urban EV LLC  
01/30/2026



**EXHIBIT A: CHARGING STATION IMAGERY AND SCHEMATICS**



**APPROXIMATE STATION WEIGHTS**

SINGLE PORT STATIONS: 180 lb (~82 kg)  
 DUAL PORT STATIONS: 190 lb (~88 kg)

† OPERABLE PARTS MEET RECOMMENDATIONS FOR AN UNOBSTRUCTED SIDE REACH AS OUTLINED IN "DESIGN RECOMMENDATIONS FOR ACCESSIBLE ELECTRIC VEHICLE CHARGING STATIONS" DATED JULY 17, 2023 BY THE U.S. ACCESS BOARD.

**3 PEDESTAL MOUNT - 23' CABLES**  
 SCALE: 3/4" = 1'0"

## Mounting and Functional Interfaces

Connector Type	J1772, NACS (Omni Port)
Number of Ports	Single, dual
Mounting	Pedestal, wall
Cable Length	18 ft (5.5 m), 23 ft (7 m)
Cable Management	Yes
Authentication and Payment	RFID: ISO 15693, ISO 14443, NEMA EVSE 1.2-2015 (UR) Virtual RFID NFC (Tap to Charge) Contactless credit card Virtual Contactless credit card Apple Pay / Google Pay EMV chip credit card (available on -CHIP models only) Remote: Mobile App and In Vehicle Dash (if supported by vehicle)
Locking Holster	Yes
ISO 15118 Protocol	Supported by hardware

ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.

Pedestal Charger Connecting to Fronting Property  
its electric - Duboce Triangle

Dimensions of trench: 12'x1.5'x30" X2



Newlab- it's electric  
Brooklyn Navy Yard, Building 128  
19 Morris Ave  
Brooklyn, NY 11205  
hello@itselectric.us  
email: hello@itselectric.us  
ph: (646) 203-6604

Project Site:

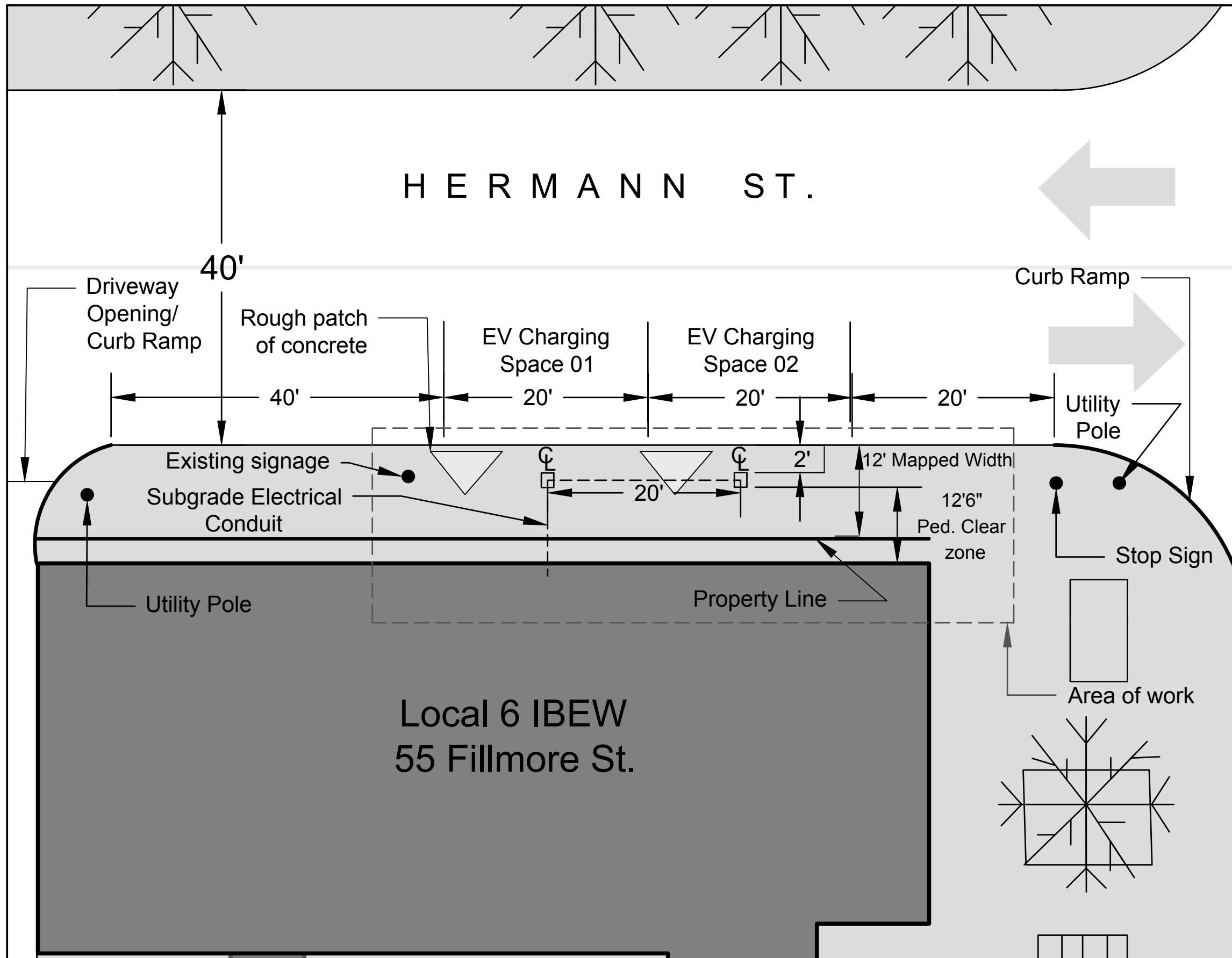
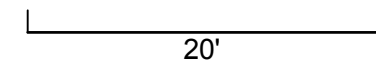
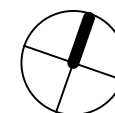
Hermann St.  
btw Fillmore St.  
and Steiner St.

Project Host:

Local 6 IBEW  
55 Fillmore St.  
San Francisco, CA  
94117

### Site Plan

Date  
January 23, 2025



# HERMANN ST.

40'

Driveway  
Opening/  
Curb Ramp

Rough patch  
of concrete

EV Charging  
Space 01

EV Charging  
Space 02

Curb Ramp

Utility  
Pole

Existing signage  
Subgrade Electrical  
Conduit

Utility Pole

Property Line

12' Mapped Width  
12'6"  
Ped. Clear  
zone

Stop Sign

Area of work

Local 6 IBEW  
55 Fillmore St.

20'



## BROOKLYN 718 - INSTALLATION GUIDE



6

Route the **Power** and **Communication Cables** through the conduit to the desired location of the **Home unit**. Make sure to leave 24" (2 ft) of cable outside. The cable length should not exceed 150' (ft) between the Home Unit and Post.



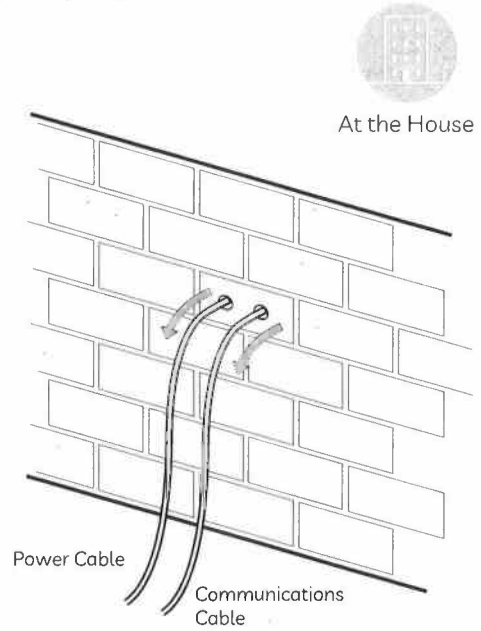
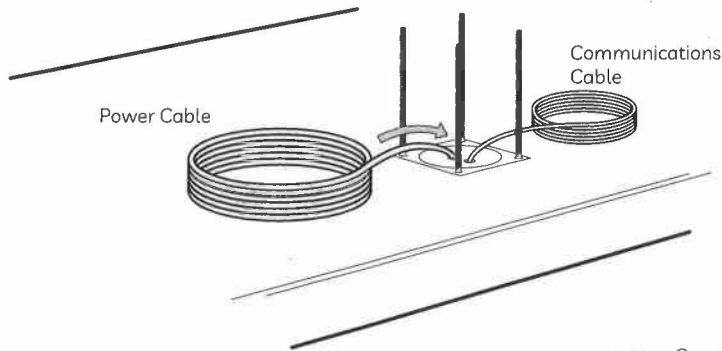
Note: Do not attach any connectors to the **Communication Cables** at this point

### Power cable

3 lines of 8 AWG Copper for L1, L2, and Gnd. Black, Red, and Green preferred, or as dictated by NEC.

### Communication cable

**Cable 1 PN:** McMaster 75985K73 or Consolidated 5756-CL  
**Cable 2 PN:** Prysmian Group C2412A.41.10



Conduit through exterior wall. Refer to architectural or civil engineering approval.



# BROOKLYN 718 - INSTALLATION GUIDE



7

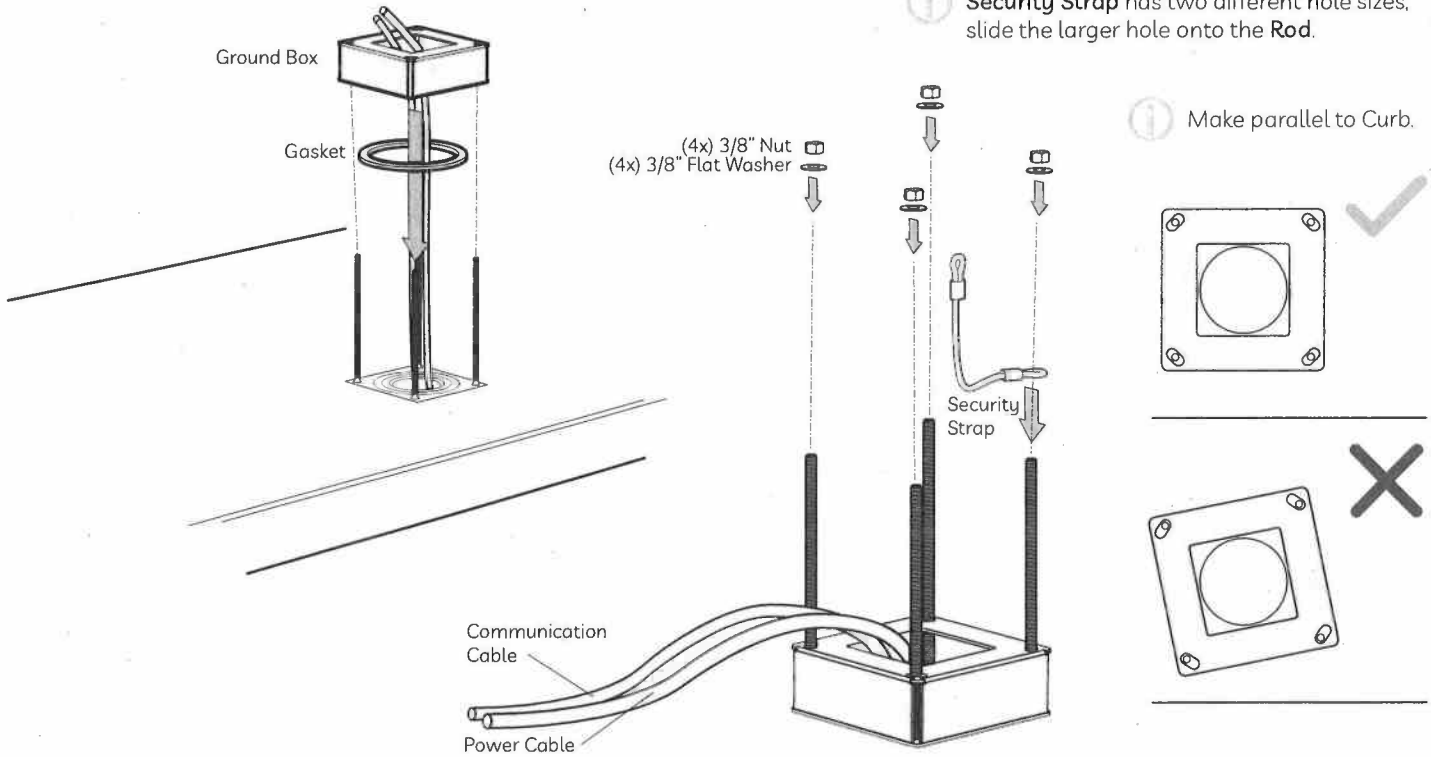
Begin Post assembly. First, attach the **Gasket** to the **Ground Box**. Second, place the **Ground Box** over the (4) **Threaded Rods**. Be sure to run the cables in the center of both components.

8

Install **Security Strap** onto front right **Rod**. Adjust **Ground Box** to be parallel to the curb. Secure **Ground Box** and **Security Strap** using the (4) **3/8" Flat Washers** | (4) **3/8" Nuts**.

**Security Strap** has two different hole sizes, slide the larger hole onto the **Rod**.

Make parallel to Curb.



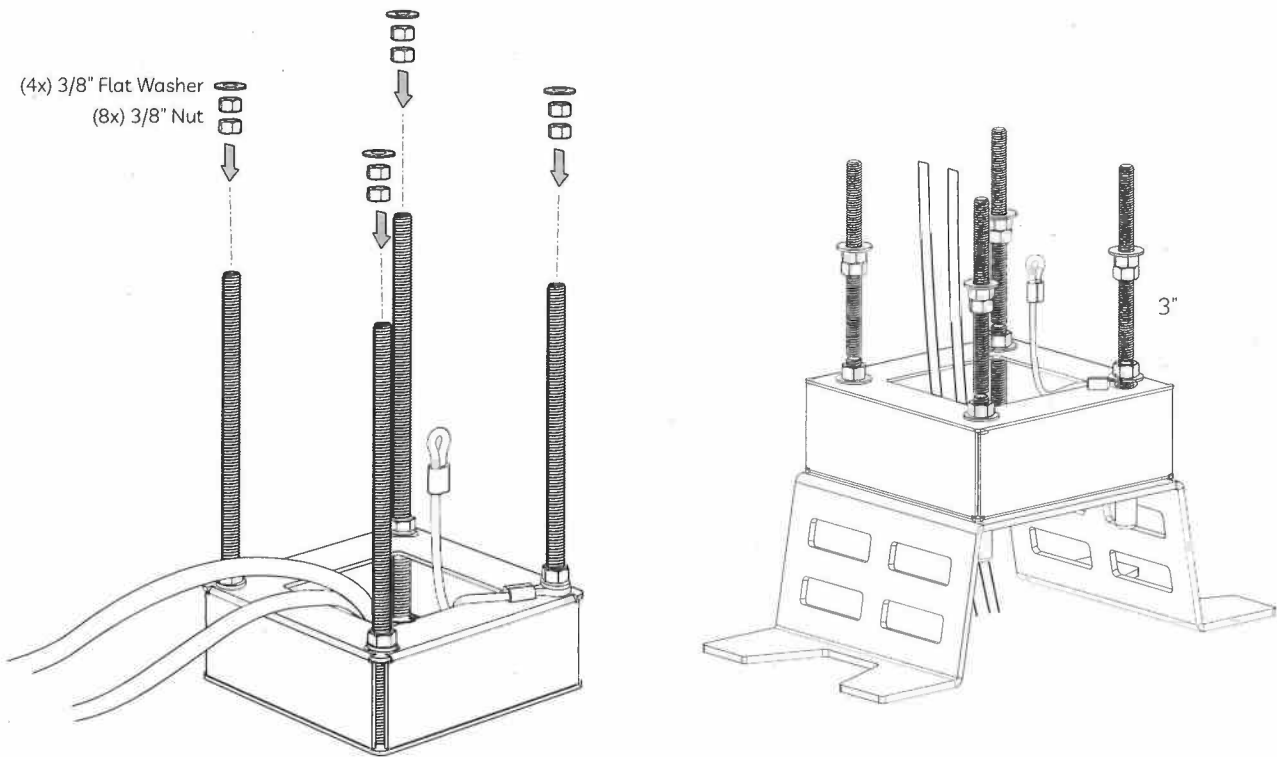


## BROOKLYN 718 - INSTALLATION GUIDE



9

Per each Rod, thread (2) 3/8" Nut and (1) 3/8" Flat Washer. Top of washer should be 3" from the top of the Ground Box.



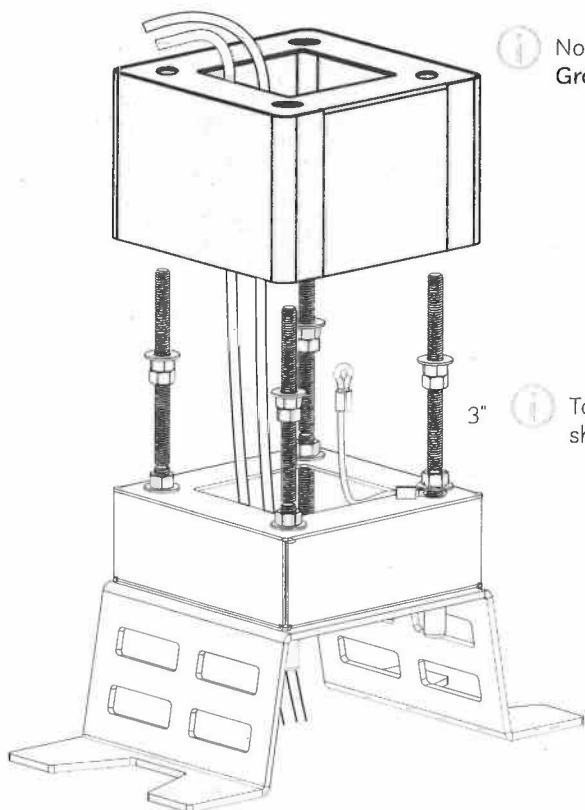


## BROOKLYN 718 - INSTALLATION GUIDE



10

Align the **Skirt** to the **Threaded Rods**. Feed the cables through the center of the **Skirt**. The **Skirt** must be level before proceeding. If needed, adjust the **Nut(s)** to level.

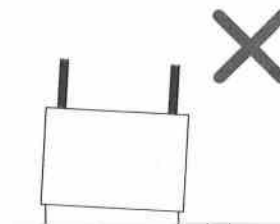
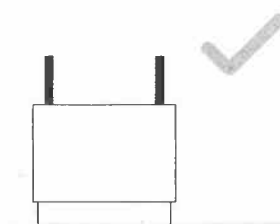
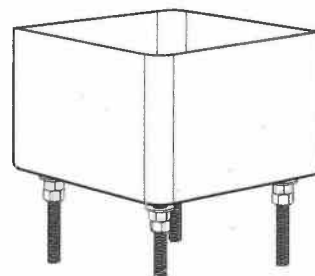


No more than 3/4" of the **Ground Box** should be exposed.

To level the **Skirt**, place upside down and adjust **Nut** height. When level, tighten the **Nuts** against each other until locked in place.

3" Top of **Washer** to top of **Ground Box** should be approx 3"

Make sure it is level.





## BROOKLYN 718 - INSTALLATION GUIDE



11

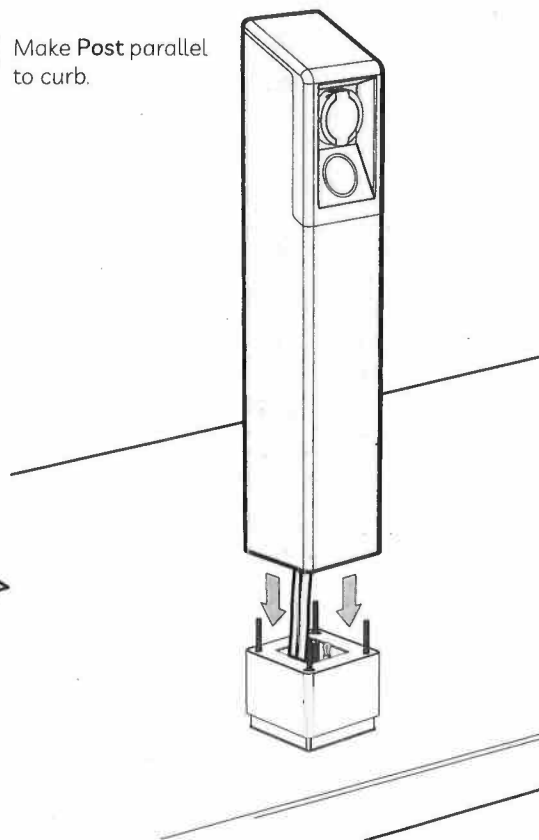
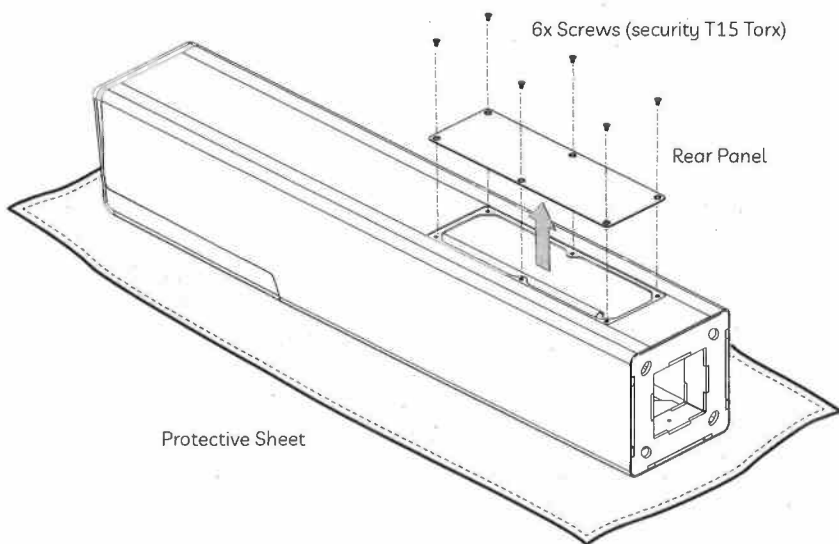
Lay the front side of the **Post** down onto a large soft protective sheet to prevent damage. Remove the six (6) **Rear Panel Screws**. Place these parts in a location to avoid loss or damage.

12

Align **Post** onto the the four **Threaded Rods**. Feed cables into bottom of the **Post**.



Make **Post** parallel to curb.



Charger Mounted to Existing Utility Pole (PG&E or SFPUC)  
VoltPost - Location TBD



# Voltpost Air

## Installation & User Guide

### For Utility and Wooden Pole-Mounted Installations



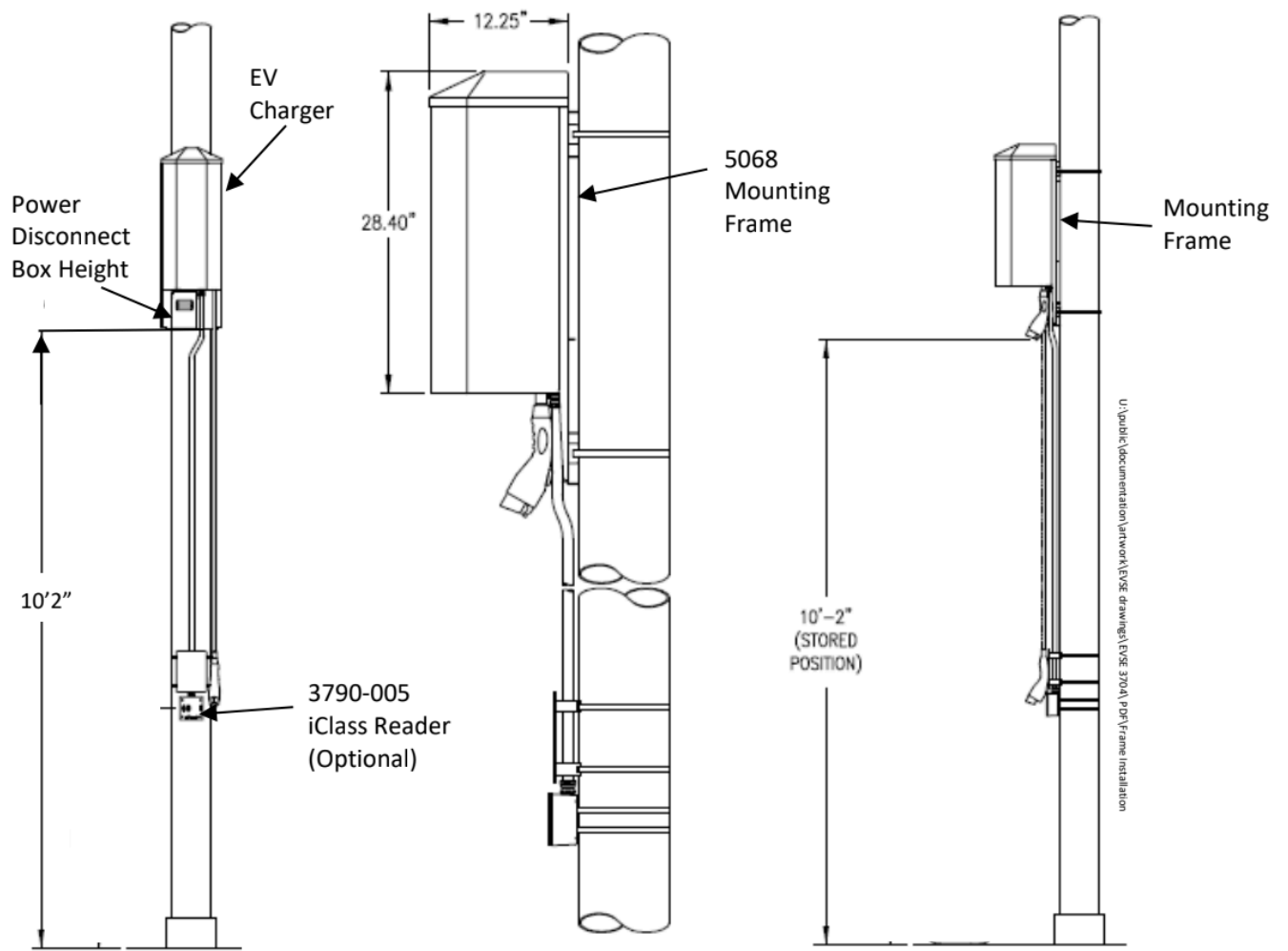


Figure 1 - Placement of mounting frame and charger on a utility pole.

## Dimensions – Single Charger Installation

A single mounting panel mounts to the pole and has a single circuit breaker box attached to it. The charger then mounts to it.

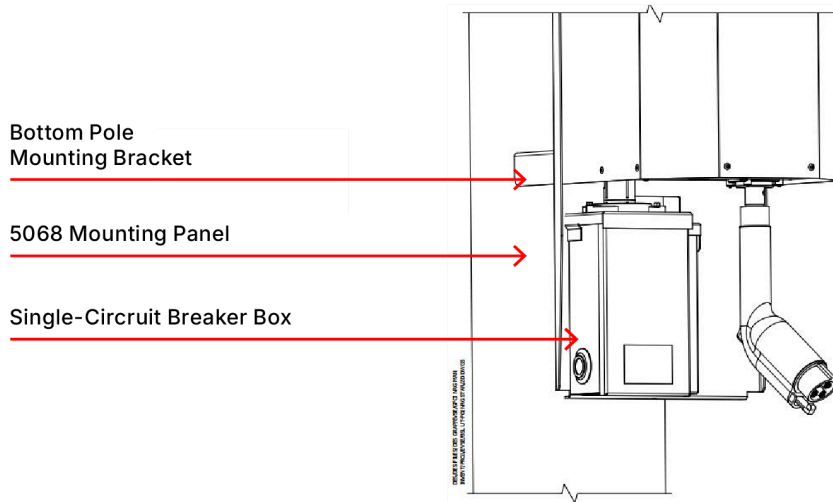


Figure 2 - Single Charger

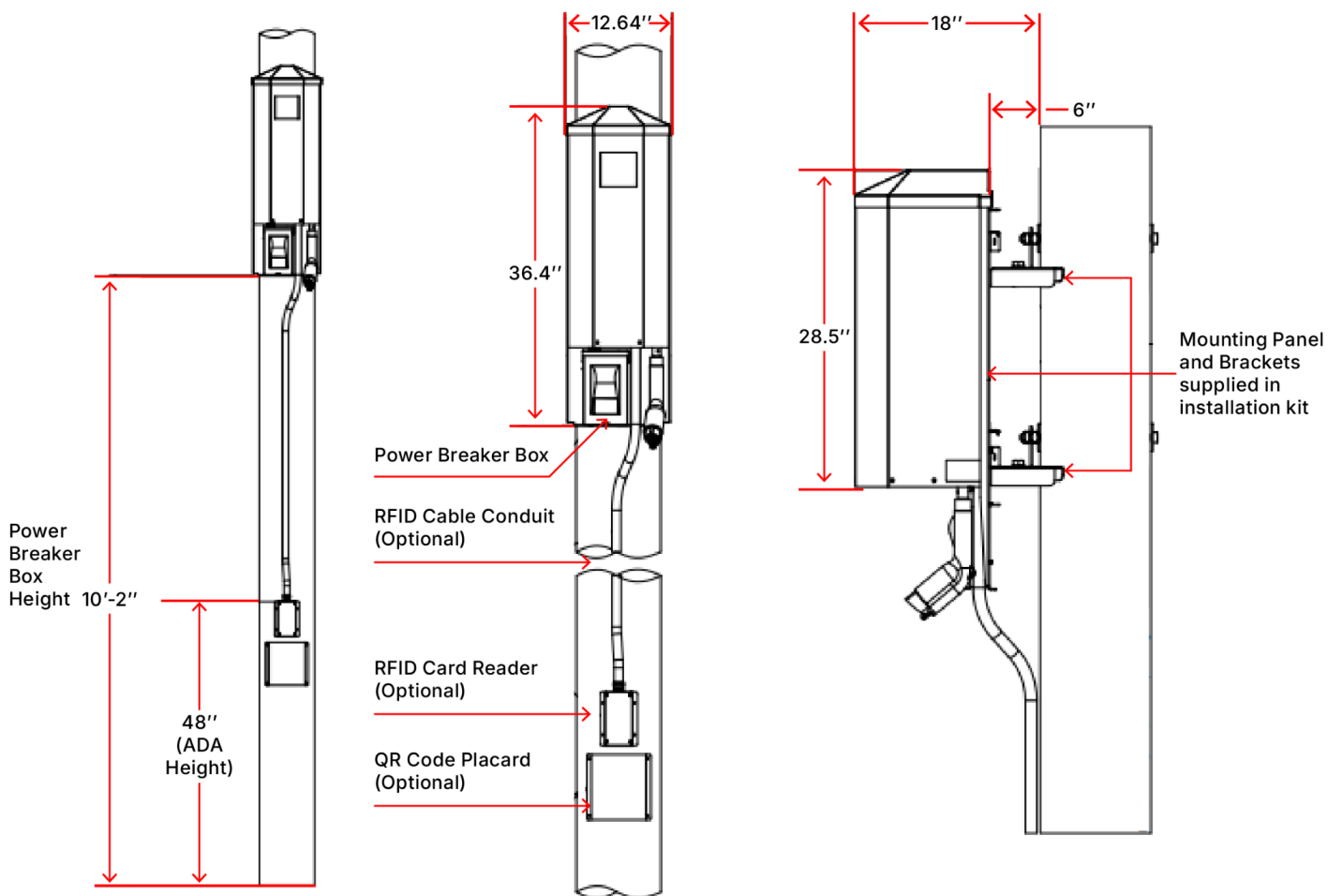


Figure 3 - Single Charger Dimensions

## Dimensions – Dual Charger Installation

A dual charger's mounting panel assembly uses a wider Unistrut design attached to its pole brackets to accommodate two mounting panels/chargers. The installation includes a wiring trough below the two chargers and a dual-circuit breaker box.

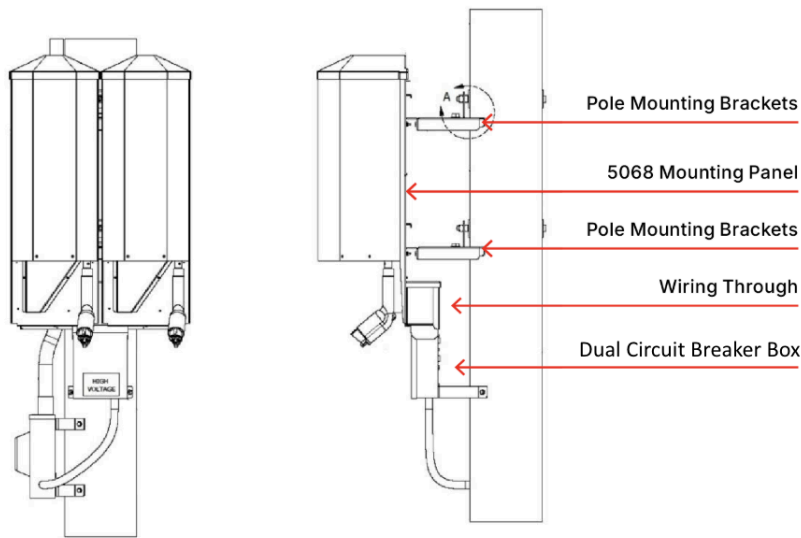


Figure 4 - Dual Charger

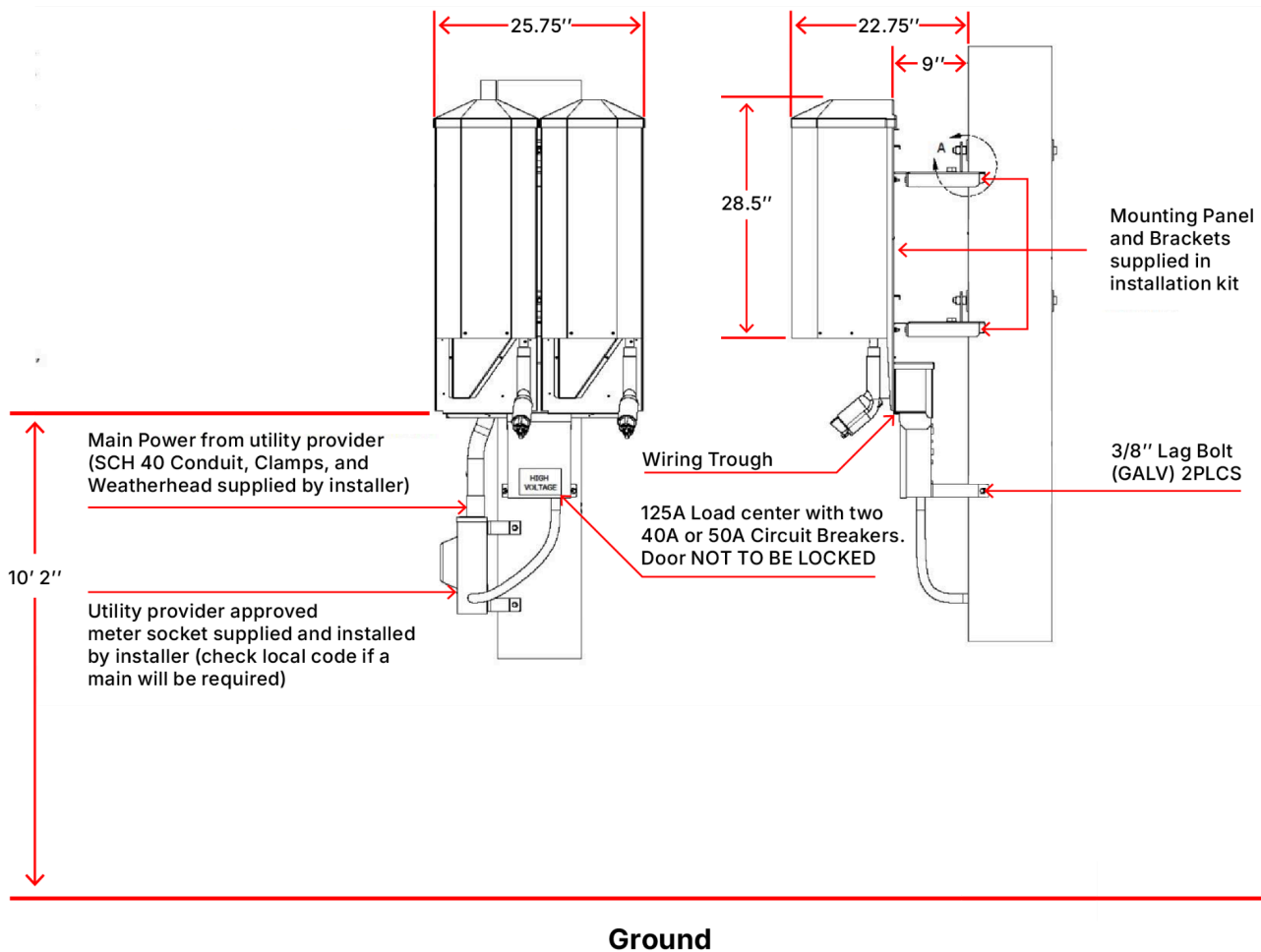


Figure 5 - Dual Charger Dimensions

**From:** [Board of Supervisors \(BOS\)](#)  
**To:** [BOS-Supervisors](#); [BOS-Legislative Aides](#)  
**Cc:** [Calvillo, Angela \(BOS\)](#); [Mchugh, Eileen \(BOS\)](#); [Ng, Wilson \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [De Asis, Edward \(BOS\)](#); [BOS-Operations](#); [Board of Supervisors \(BOS\)](#); [Carroll, John \(BOS\)](#)  
**Subject:** FW: Amend SF's EV Charging Bill: Add Residential Cross-Sidewalk Charging - File No. 260238  
**Date:** Friday, April 3, 2026 9:58:05 AM

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Dear Supervisors,

Please see below from Jonathan Weisman regarding:

File No. 260238 - Ordinance amending the Administrative Code to authorize the San Francisco Municipal Transportation Agency to establish a curbside electric vehicle charging station permit program for the installation and operation of curbside electric vehicle charging stations on City sidewalks and provide that permittees are not required to obtain a sidewalk encroachment permit from the Department of Public Works; amending the Public Works Code to reflect the authority of the San Francisco Municipal Transportation Agency to issue permits for the curbside electric vehicle charging station program; and affirming the Planning Department's determination under the California Environmental Quality Act.

Regards,

**Richard Lagunte**  
**Office of the Clerk of the Board**  
**San Francisco Board of Supervisors**  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102  
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Pronouns: he, him, his

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**From:** Jonathan Weisman <[jonathan.r.weisman@gmail.com](mailto:jonathan.r.weisman@gmail.com)>  
**Sent:** Thursday, March 26, 2026 10:39 AM

**To:** Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>; MandelmanStaff (BOS) <mandelmanstaff@sfgov.org>; Fielder, Jackie (BOS) <Jackie.Fielder@sfgov.org>; Lurie, Daniel (MYR) <daniel.lurie@sfgov.org>

**Subject:** Amend SF's EV Charging Bill: Add Residential Cross-Sidewalk Charging

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Mayor Lurie and Supervisor Mandelman,

Thank you for introducing legislation to formalize SF's curbside EV charging rules. It's a good start — but it misses a faster, cheaper, and more equitable solution: residential cross-sidewalk charging.

I'm a long-time SF resident, renter, and EV owner who cannot charge at home because I don't have a garage. I am far from alone. The new legislation primarily helps residents in dense neighborhoods like Duboce Triangle, where it's electric and other VC-backed companies can turn a profit. In less dense, mixed-use neighborhoods, those chargers simply won't be deployed. And even where they are, curbside commercial chargers don't offer the convenience or affordability of charging at home. Would you walk 3 blocks to charge your car? 5 blocks? At commercial rates instead of home electricity rates?

The fix is simple: allow residential cross-sidewalk charging — a cord from home, an ADA-approved cover on the sidewalk, and no permit needed as long as you follow the rules. **The city spends nothing.** No company profits. **Citizens solve their own infrastructure problem and have affordable home re-fueling.** (This is already happening informally in SF neighborhoods; a city process would simply make it safe and sanctioned.)

Another opportunity is to allow for embedded cord channels, a flush, non-intrusive cut in the sidewalk for the cord to be placed. This is already used in the UK with several companies offering the product and the UK government officially sanctioning in their curbside charging best practices (the density and car use of British cities is actually very similar to SF). Currently homeowners with garages receive a curb cut (which actually impedes accessibility) plus exclusive parking rights in front of their driveway. A flush, non-intrusive cord channel is far less impactful, and yet it's forbidden. That's a double standard that disadvantages renters directly.

There is precedent here: Seattle, Oakland, and Washington D.C. all have programs enabling residents to charge this way and have policies that can be largely copy and pasted. UC Berkeley researchers call this "a simple, low-cost alternative to dedicated public

infrastructure."

You framed this bill as part of PermitSF — faster, easier, more transparent progress in the city. A residential cross-sidewalk charging option is exactly that. It will incentivize EV ownership in San Francisco to help achieve our climate goals and improve our air quality. It's a pathway toward affordability as it gives residents the control over their electricity prices for charging.

**Please amend the legislation to include these provisions before it advances.**

- UC Berkeley study: <https://www.law.berkeley.edu/wp-content/uploads/2025/04/Residential-EV-Charging-Cords-in-the-PROW.pdf>
- Oakland program: [https://www.oaklandca.gov/files/assets/city/v/2/city-administrator/documents/sustainability/ev-charging-crossing-the-prow\\_guidance.2025.2.25.pdf](https://www.oaklandca.gov/files/assets/city/v/2/city-administrator/documents/sustainability/ev-charging-crossing-the-prow_guidance.2025.2.25.pdf)
- UK government guidance: <https://www.gov.uk/government/publications/cross-pavement-solutions-for-charging-electric-vehicles/cross-pavement-solutions-for-charging-electric-vehicles>
- UK embedded channel (Kerbocharge): <https://www.kerbocharge.com/local-authorities>

Thank you,  
Jonathan Weisman  
District 9

OFFICE OF THE MAYOR  
SAN FRANCISCO



DANIEL LURIE  
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM: Dexter Darmali, Legislative & Ethics Secretary  
RE: Administrative, Public Works Codes - Electric Vehicle Curbside Charging  
DATE: March 10, 2026

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Ordinance amending the Administrative Code to authorize the San Francisco Municipal Transportation Agency to establish a curbside electric vehicle charging station permit program for the installation and operation of curbside electric vehicle charging stations on City sidewalks and provide that permittees are not required to obtain a sidewalk encroachment permit from the Department of Public Works; amending the Public Works Code to reflect the authority of the San Francisco Municipal Transportation Agency to issue permits for the curbside electric vehicle charging station program; and affirming the Planning Department's determination under the California Environmental Quality Act.

Should you have any questions, please contact Adam Thongsavat at [adam.thongsavat@sfgov.org](mailto:adam.thongsavat@sfgov.org)