

General Truck Drivers, Automotive and Allied Workers. General jurisdiction in Marin, Sonoma, Mendocino and Lake Counties and Automotive in San Francisco, San Mateo, Santa Clara and San Benito Counties, California.



TEAMSTERS LOCAL UNION No. 665

AFFILIATED WITH THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS
& TEAMSTERS JOINT COUNCIL No. 7



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July 8, 2022

Supervisor Aaron Peskin
City Hall
1 Dr. Carlton Goodlett Pl. Rm 244
San Francisco CA 94102

RE: EV Charging Stations

Dear Supervisor Peskin:

Teamsters Local 665 remains enthusiastic about mandates for expansion of EV Charging Stations in San Francisco. We are engaged with our partners in the industry in support of the installation and access of EV Stations in all commercial spaces.

However, fleet charging presents a number of considerations and should not bypass a review process.

We support your amendment to remove reference to fleet charging in this legislation.

To that end please include our voice in support of legislation mandating EV Charging Stations throughout the commercial sector of our City, including retention and enactment of all amendments attached to that legislation.

Thank you for your support, attention and time.

Very Truly Yours,

Tony Delorio

Principal Officer

Teamsters Local Union No. 665

From: [Kane, Chris](#)
To: [Peskin, Aaron \(BOS\)](#); [Preston, Dean \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Major, Erica \(BOS\)](#)
Cc: [Tessa Sanchez](#)
Subject: Letter regarding File #220036, for Land Use and Transportation Committee Meeting 7/11
Date: Friday, July 8, 2022 4:43:44 PM
Attachments: [image001.png](#)
[Joint Letter re SF Planning Ordinance FINAL SIGNED.pdf](#)

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Good afternoon,

Attached please find a joint letter submitted by Electrify America and Tesla concerning File #220036, to be heard in the Land Use and Transportation Committee meeting on Monday, July 11th.

Thank you,

Chris Kane

Government Affairs Lead – Local
Electrify America

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July 8, 2022

To:

The Honorable Mayor London Breed and San Francisco Board of Supervisors
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94012

Re: File #220036 – Planning Code - Electric Vehicle Charging Locations

We, the undersigned representatives of stakeholders in the electric vehicle (EV) charging industry, write to express our joint position on File #220036, an ordinance before the Land Use and Transportation Committee concerning EV charging and the San Francisco Planning Code.

We appreciate San Francisco's commitment to its climate action goals by seeking to advance EV adoption and expand access to EV charging. We share those commitments.

We support the ordinance in many ways, such as encouraging the conversion of existing automotive infrastructure to EV charging infrastructure and streamlining existing permitting processes. We have two fundamental concerns: the applicability of AB 1236 and the rigid classification of fleet and public charging sites.

AB 1236

The proposed changes to the Planning Code, to the extent they would classify stand-alone EV Charging Locations or Fleet Charging Locations as not permitted in certain districts, or would require conditional use permits in certain districts, would seemingly not comply with AB 1236, a state law passed in 2015 concerning the expedited and streamlined permitting of EV charging stations.

AB 1236 is applicable to "all charging station installations, including Level 1, Level 2, and DC Fast Charging; public and private charging stations; light-, medium-, and heavy-duty electric vehicle charging stations; and stations that are installed as the accessory or primary use of a site."¹

Specifically, AB 1236 states that a local jurisdiction "may not deny an application for a use permit to install an electric vehicle charging station unless it makes written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact."² On April 14, 2022, the San Francisco Planning Commission conducted a hearing to

¹ Electric Vehicle Charging Station Permit Streamlining Fact Sheet, GO-Biz, <https://static.business.ca.gov/wp-content/uploads/2021/11/EV-Charger-Permit-Streamlining-AB-1236-Fact-Sheet-Version-1.pdf>

² AB 1236, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1236

consider the proposed ordinance, and recommended approval with modification. A case report³ from that hearing, which is included in the public record for this ordinance, outlines various recommendations concerning where stand-alone EV Charging Locations and Fleet Charging Locations should be permitted, prohibited, and subject to conditional use approval, based on the zoning district. The underlying reasoning for the recommendations includes discussion of factors such as congestion, traffic impact, and impeding transit.

Because the proposed ordinance would govern charging station development via zoning, and stand-alone EV Charging Locations and Fleet Charging Locations would require conditional use approval in certain districts, or would not be permitted in certain districts, based on factors such as congestion, traffic impact, and impeding transit, and not based on “a finding, based on substantial evidence, that the electric vehicle charging station could have a specific, adverse impact upon the public health or safety,” it is our opinion that the ordinance does not comply with AB 1236.

Fleets

As the ordinance notes, access to EV charging plays a determinative role in EV adoption. The ability to dynamically reserve and dedicate charging stations is a critical component of increasing charging access. We agree that public charging stations should be open to the public first and foremost. However, allowing fleet charging to occur at public sites during off-peak hours is common, and local jurisdictions often encourage it. For example, the City of Pasadena uses its own public charging locations to charge its fleet vehicles overnight, as they are not used at night with the frequency they would be during the day. The ordinance, as drafted, imposes rigid requirements around this “split use” scenario, and there was discussion in the June 13th meeting to amend the language to prohibit split use outright.

We respectfully encourage San Francisco to implement a more flexible approach for charging stations that would allow stations to toggle between public and fleet charging as it makes sense to for their use case. Such a change would encourage fleets to transition to EVs and further advance the City’s climate action goals, as well as the state’s Clean Miles Standard. Additionally, it would promote needed EV infrastructure investment in San Francisco by making potential charging locations more economically viable.

Considering fleet vehicles, such as buses, school buses, taxis, TNCs, and private employer fleets, travel significantly more miles than personal vehicles, encouraging and enabling their electrification is critical. In fact, TNC vehicles drive more than three times the average distance of non-commercial vehicles and emitted 50% more greenhouse gases (GHGs) per passenger mile⁴. Thus, electrifying TNC vehicle fleets is a high-impact policy strategy and is an important component of a broader emission reduction strategy.

³ 220036 Committee Packet, pages 49, 58 and 59,

<https://sfgov.legistar.com/View.ashx?M=F&ID=10971284&GUID=D7E2FA6F-2DA5-498F-B38E-49A5B715D922>

⁴ California Air Resources Board (2019). “Clean Miles Standard 2018 Base-year Emissions Inventory Report.”

Sacramento, CA, 2019. <https://ww2.arb.ca.gov/sites/default/files/2019-12/SB%201014%20-%20Base%20year%20Emissions%20Inventory%20December%202019.pdf>

We hope that this serves to further inform and educate relevant stakeholders and the public as it relates to EV charging. We appreciate the opportunity to engage in this matter. Should this ordinance move forward, we hope to have the opportunity to provide input and feedback as to its implementation. We appreciate the great work San Francisco has done to date to address transportation electrification and hope to continue working together towards shared goals.

Sincerely,

Chris Kane

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Electrify America

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