SFMTA

Curbside EV Charging

Establishing a Permit Program

SFMTA Board of Directors

April 7, 2026

Requesting Board Approval

- Establish Curbside Electrical Vehicle (EV) Charging Program and set general permit requirements
- Delegate authority to Director of Transportation (DOT) to establish permit terms and conditions
- Delegate authority to designate EV Curbside charging stalls
- Establish Fees and Fines for the program

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 ZEVs 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

Background

- State and City laws set a path to net-zero emissions by 2045
- SF Climate Action Plan and EV Roadmap support equitable access
- Feasibility Study examined curbside charging challenges
- 2024 Pilot Program tested real-world solutions
- Three vendors helped inform the permanent program

Photo source: it's electric

it's electric installation in Duboce Triangle with Supervisor 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 limit viable locations
  - **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-core 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

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 (e.g. Pilot application and permit materials)
- 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 will be delegated to DOT or her designee, if approved by MTAB
  - Develop an interactive mapping tool to provide block level information regarding potential EV charging sites

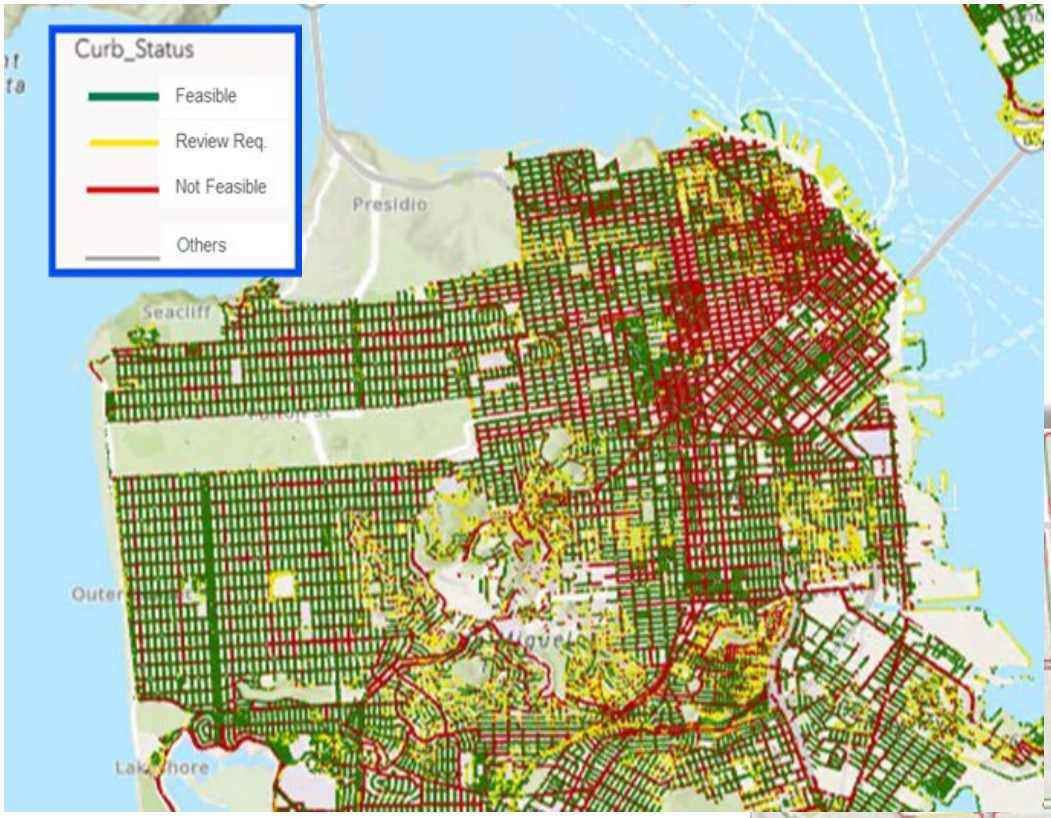
Program Design

- Competitive application process
- SFMTA will approve and permit qualified operators
- 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

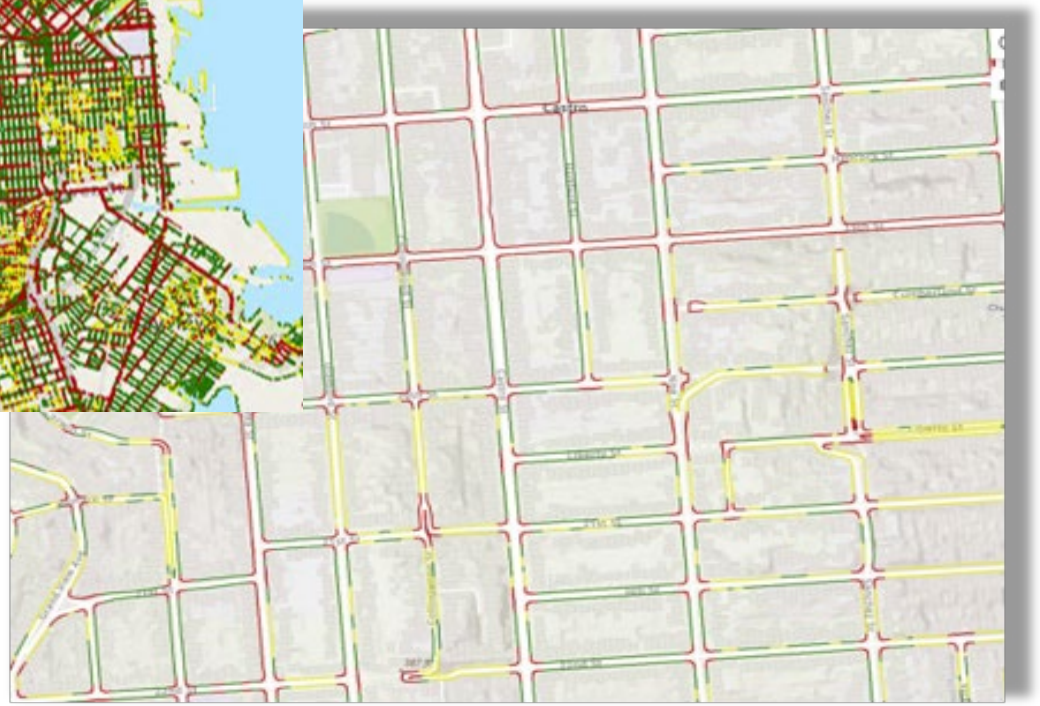
Siting Principles

- Focus on demand—placing chargers where they'll actually be used
- Avoid existing and planned programming at the curb such as transit stops or lanes or bike ways
- Prioritize locations with a high density of renters and multi-unit buildings, while avoiding commercial corridors
- Support underserved areas with limited charging and high vehicle reliance

Potential Sites for Curbside EV Chargers



Mapping Tool with legend:
City view and
street level view



Daylighting zones, Muni stops, color curbed areas, Class I and IV bike lanes, commercial corridors, narrow sidewalks under eight feet, and future separated bikeway corridors will be excluded

Stakeholder Engagement

- 2021 – public survey developed by SFE and SFMTA for curbside EV charging, funded by Cities Climate Leadership; FM3 Research administered the survey with 66% of respondents supporting curbside charging in their neighborhood
- April 2024 – SFE and SFMTA held a webinar for a feasibility study
- April 2024 – Following the webinar, staff distributed an online feedback form in 3 languages to collect further input on curbside EV charging, EV ownership rates, site preferences and concerns
- May 2024 – SFE and SFMTA staff presented at the Board of Supervisors 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 supported implementing the Curbside EV Charging Feasibility Study
- June 2024 – Curbside EV Charging **Pilot Program** launched; website with applications and program guidelines was published online
- June 2024 – Staff participated in a meeting of the **San Francisco County Transportation Authority Citizen's Advisory Committee** (CAC) for curbside EV charging

Stakeholder Engagement (con't)

- December 2025 – SFMTA and SFE 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 SFMTA presented at the **Commission on the Environment** meeting on the study, pilot, and next steps for long-term planning
- February 2026 – SFMTA provided summaries of the Feasibility Study and Pilot Program and outlined a permanent Curbside EV Charging program to the **SFMTA Citizens' Advisory Council - Engineering, Maintenance, and Safety Committee (CAC EMSC)**
- February 2026 – SFE and SFMTA presented to the **San Francisco County Transportation Authority Community Advisory Committee (SFCTA CAC)** an overview of the Study, the status of the Pilot, and an outline of the permanent EV program
- March 2026 – SFMTA Presented to the **Multimodal Accessibility Advisory Committee (MAAC),** to the **Mayor's Disability Council (MDC)** and the **Office on Disability and Accessibility** an overview of the Curbside EV Charging program

Key Milestones and Timeline

- SFMTA Board Legislation establishing the Permit Program requirements
- BOS Legislation authorizing the SFMTA to establish the Curbside EV Charging Program: Land Use Committee on April 13th
- Launch competitive application process: summer 2026

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

Curbside EV Charging Announcement

Mayor Lurie announced the long-term Curbside EV Charging program on March 10th

Photo source: SFGovTV

Curbside Charging Program Timeline

Summer 2026

SFMTA launches EV permit program: competitive application process

Cross-agency evaluation team reviews operator eligibility (applications, scoring, selection)

Oct-Dec 2026

SFMTA approves operator eligibility

Operator finalizes target sites and conducts community outreach

SFMTA site specific review/approval

Jan-Mar 2027

Operator obtains required permits from partner agencies if needed

Designate EV curb (public hearing process and City Traffic Engineer approval)

Apr-Jun 2027*

Final permit sign-off by SFMTA

Installation: construction and electrical service interconnection (PUC or PG&E)

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

Questions