Curbside EV Charging

Establishing a Permit Program

SFMTA CAC EMSC Meeting

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Presentation Goals

- **Feasibility Study**
  - Review Background, Findings and Recommendations
- **Curbside EV Charging Pilot**
  - Provide Overview, Status and Lessons Learned
- **Curbside EV Charging Permit Program**
  - Identify Goals and Summarize Program Design

Context in Transportation

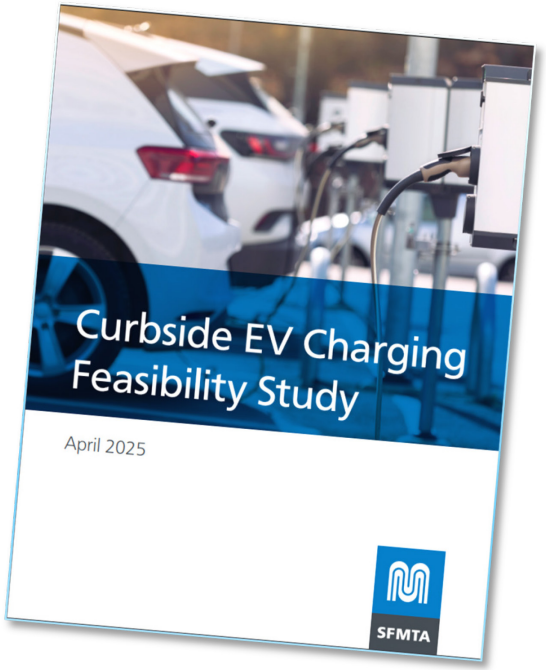
- CA State is leading the way to transition transportation to100% zero gas emissions by 2045
- SFMTA has a longstanding commitment to clean air by prioritizing public transit and transportation shifts to low-carbon modes:
  - **Muni fleet:** Greenest fleet in North America. Private cars and trucks generate vast majority of the transportation sector's greenhouse gases, while Muni emits less than 2% percent of sector's emissions.
    - All electric LRVs, Trolley Busses, Historic/Vintage Rail, Cable Cars, Piloting ZEV bus technology
  - **Non-revenue fleet:** Targeting installation of approximately 140 chargers across SFMTA-owned facilities
  - **EV charging in SFMTA's off-street facilities:** Public charging stations in off-street network will expand from 55 to 305 stations by FY2027
  - **Curbside EV Charging:** Convenient public charging options at the curb helps implement the City's goal of reducing gas emissions by 2040

Feasibility Study: Background

- Feasibility Study developed in collaboration with SFE, SFPW and SFPUC in 2024 (BOS Resolution 326-24)
- Consistent with SF's 2021 Climate Action Plan and EV Roadmap
- Explored feasibility of installing, operating and maintaining a charging network at the curb from an operational, financial and regulatory perspective
- Identified the challenges and opportunities of operating a curbside charging network
- Gathered feedback from stakeholders
- Target demographic for use was residents of multifamily building with no parking facilities

Feasibility Study: Findings & Recommendations

- A network of curbside chargers is needed and must be sited intentionally
- The permitting and regulatory landscape is complex
- Grid access and readiness is a big obstacle
- It can take up to 8 years to generate revenue
- Expedite permitting and improve oversight
- Site strategically and integrate with multimodal transportation system
- Engage the community
- Seek direction from decision makers on how the City should partner with private EV charging operators
- Ensure private partners are vetted and approved



Pilot Project - Overview

- Pilot project launched in mid-2024 to test technological solutions, and gather data to inform future efforts
- Pilot explored curbside charging as a complement to existing options (garages and off-street charging) for **high-density residences without personal garages**
- Applicants (charging providers) identified sites and covered all costs to install, own, and operate chargers
- Pilot Permits issued under Public Works - Office of Emerging Technology (OET)
- Permanent permit program needed for long-term

Source: Community Member

Pilot Project - Status

Three approved vendors participating in the Pilot:

- **it's electric**: installed two chargers in Duboce Triangle using power from the fronting property and "a bring your own cord" model.

- **Urban EV**: working to install 5 chargers in the Dogpatch using a pedestal charger model which requires new utility service to power the site. They are currently conducting community engagement. Targeting SFMTA Board meeting in March to legislate the curb as designated for EV charging only (final approval needed to start construction).

- **Voltpost**: working with SFPUC and PG&E to assess feasibility for their pole-mounted model, a new technology for both utilities, at two different potential sites.

it's electric opened – April 2024

Pilot Project – Lessons Learned

- Permit structure is complicated, spans multiple city agencies, fed/state requirements, and is time consuming
- Site selection is challenging for vendors given our dense environment
- Community engagement is critical
- Grid access and readiness can be a challenge and may take a long time
- Pole mounted technology poses unique technological challenges
- 60% average daily utilization at deployed chargers
- 53,000 VMT (Vehicle Miles Traveled) by EV drivers reduce emissions by 1,700 pounds of CO2

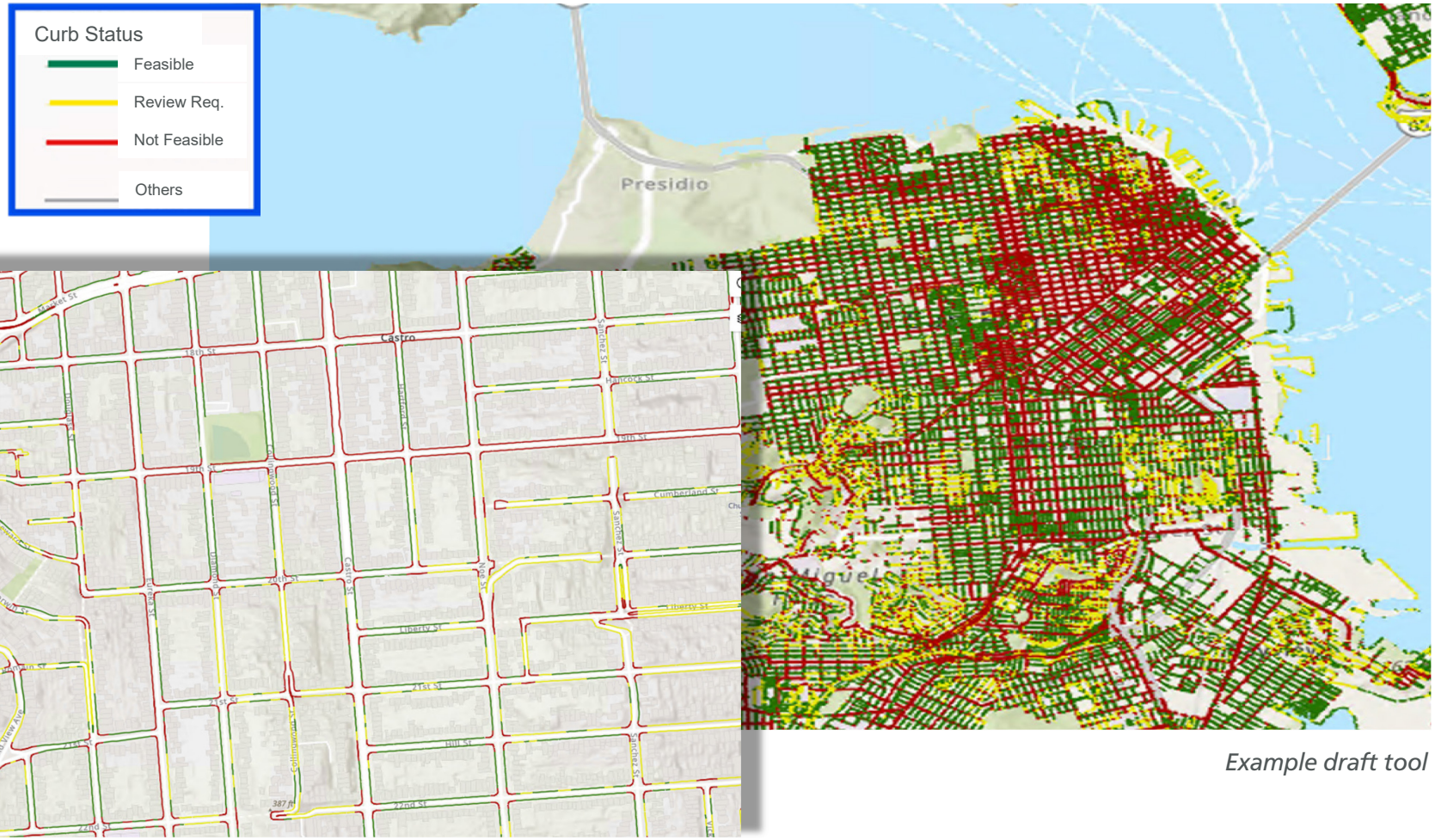
Curbside EV Charging Program Goals

- **Environment:** Develop a permanent Curbside EV Charging Program to work towards the City's commitment to sustainability
- **Equity:** Address disparities in neighborhoods with a high number of residents living in multi-unit dwellings without personal garages by providing convenient and public charging options across all neighborhoods
- **Demand:** Expand charging ports in response to the growing demand for EV infrastructure and increased SF EV car sales
- **Revenue:** Provide opportunity for a revenue stream through a permit program and use of public curb space

Permit Program

- Launch a **competitive application** process in Summer 2026 to be a qualified vendor
- **Qualified vendors can then request site-specific permit(s)**
- Vendors install and maintain equipment
- Continue cross-agency collaboration and achieve efficiencies where possible:
  - Build on lessons learned from the Pilot
  - Develop interactive mapping tool to provide block level information regarding potential EV charging sites

Mapping Tool: Evaluating Potential Sites



Example draft tool

Questions