Thank you for joining us. The workshop will begin at 10:05am
Your Hosts

Suzanne Loosen
Clean Cities Coalition Coordinator

Jenny Khanh
Clean Cities Coalition Intern
Housekeeping Announcements

Please use the chat during Q+A portions of the workshop
<table>
<thead>
<tr>
<th>Agenda</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome</td>
<td>10 mins</td>
</tr>
<tr>
<td>How did we get here?</td>
<td>10 mins</td>
</tr>
<tr>
<td>Ordinance Requirements</td>
<td>10 mins</td>
</tr>
<tr>
<td>Compliance Process + Q&amp;A</td>
<td>20 mins</td>
</tr>
<tr>
<td>EVSP Panel + Q&amp;A</td>
<td>30 mins</td>
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<tr>
<td>Conclusion</td>
<td>10 mins</td>
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Poll #1:

What is your role?
Commercial Garage EV Charging Ordinance

- Commercial garages and parking lots with 100+ parking spaces
- Install Level 2 charging stations at 10% of parking spaces
  - Or functionally equivalent number of Fast Chargers
- Requires a good faith analysis of financial and technical feasibility
- Must comply by January 1, 2023
Mayor Breed’s Electric Vehicle Charging Infrastructure Workshop

January 21, 2020
San Francisco’s Bold Climate Goals

Net Zero Emissions

2050  2040
Our call to action
San Francisco’s Bold EV Goals

2025
Cars: 50% of new registrations

2030
Cars: 100% of new registrations

2040
100% Emissions-free Trips
Electric Cars

Cars:
• 70+ Models Available Now
• 990,000 sold in California as of November 2021
• 170,000 registered in San Francisco by 2030
• Plus commuters, ride-hail drivers, delivery vans

Costs:
• Parity with petroleum vehicles by 2024
• About 1/3 to maintain and operate
Today:
• 1,000 chargers

Demand:
• 2025: 2,000 chargers
• 2030: 5,000 chargers

Rate:
• 18% annual growth
EV Charging in Commercial Garages & Lots
Ordinance No 244-19 Requirements

1. Install Level 2 charging stations (less than 40 kW) at 10% of parking spaces
   • Maximum required number of Level 2 chargers is 200

2. Install Direct Current (DC) fast charging (over 40 kW) stations that provide a similar volume of charging
   • Minimum of 2 DC fast chargers
   • Additional DC charger for every additional 250 spaces over 750
   • Maximum of 8 DC chargers
Waiver Process

• In some facilities, it will not be technically feasible to comply with the ordinance

• Operators can request a full or partial waiver

• Determination of waiver eligibility is based on:
  • Insufficient existing electrical capacity
  • Site conditions which technically prevent installation
  • Documentation of good faith efforts with at least 2 service providers
Ordinance Mechanisms

Starting January 1, 2022, installation of chargers or successful waiver application are conditions of the commercial parking facility permit issued by the SFPD.

Lack of good faith effort in compliance will result in fines, or suspension or revocation of your permit.
Annual Operating Permit Renewal Process

1. Contact SFPD 6-8 weeks before permit expiration to begin process. SFPD sends you a permit packet including:
   • Commercial Parking Permit Application
   • Permit Application Checklist
   • Site Security Plan Form
   • Commercial Garage Ordinance Fact Sheet

2. Complete Ordinance requirements—Form A or Form B

3. Schedule meeting with SFPD to submit application

Beginning Jan. 1, 2022, SFPD will NOT accept your application without Ordinance Form A or B
Getting Started with the Ordinance Process

1. Contact an EV service provider (EVSP) to arrange consultation and feasibility studies

2. Work with EVSPs to determine next steps around financing, installation, maintenance, and ownership models

3. Complete one of the following ordinance forms:
   • Form A – Statement of Compliance
   • Form B – Request for Full or Partial Waiver

4. Submit Permit Application, Form A or B, and backup documents to the SFPD
Poll #2:

What stage of the process is your site in?
Form A: Statement of Compliance

- Charging Station Provider

- Approximate date the stations will be available to public

- Equipment schedule and site plan for the stations
Form B: Full or Partial Waiver Request

Select as many justifications as applicable to your site

<table>
<thead>
<tr>
<th>Waiver Reasons</th>
<th>Waiver Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utility infrastructure is unable to supply sufficient electrical capacity</td>
<td>5 years</td>
</tr>
<tr>
<td>Site conditions make it technically infeasible to install the infrastructure</td>
<td>5 years</td>
</tr>
<tr>
<td>Site conditions make compliance financially infeasible</td>
<td>2 years</td>
</tr>
</tbody>
</table>
Form B: Full or Partial Waiver Request

**Reason:** Existing local utility infrastructure is unable to supply sufficient electrical capacity

**Required Information:**
- Existing Service Amperage
- Required Service Amperage for Full Compliance
- Estimated Cost for Service Upgrade
- Licensed Electrical Contractor Name
- Contractor License No.
- Supporting Report or Analysis

**Expiration:** Waiver expires in 5 years
Form B: Full or Partial Waiver Request

**Reason:** Existing site conditions make it technically infeasible to install the infrastructure

**Required Information:**
- Description of existing conditions
- Name of company that conducted site analysis
- Contact Info
- Supporting Report or Analysis

**Expiration:** Waiver expires in 5 years
Form B: Full Waiver Request

**Reason:** Garage Operator has made good faith efforts to enter an agreement with at least **two** EVSPs, at minimal or no cost to Operator, but the companies declined because the agreement was not financially viable.

**Required Information:**
- Company 1 Contact info
- Company 2 Contact info
- Supporting Report or Analysis

**Expiration:** Waiver expires in 2 years
Form B: Partial Waiver Request

**Reasons:**
- Existing local utility infrastructure is unable to supply sufficient electrical capacity for full compliance
**OR**
- Existing site conditions make it technically infeasible to install the infrastructure for full compliance

**Required Information:**
- Number of Level 2 or Fast Charging Stations to meet full requirement
- Number of Level 2 or Fast Charging Stations proposed for partial waiver
- Approximate data the stations will be available to public
- Additional information to support the request
- Equipment schedule and site plan for the station
Next Steps

Go to [www.sfenvironment.org](http://www.sfenvironment.org) for instructions and latest information

**Key Dates:**
- January 1, 2022 – Ordinance Forms required for annual permit renewal
- March 2022 – Ordinance Forms will be available online
  - To complete the Ordinance Forms before March 2022, please contact us to fill out a PDF version.
- January 1, 2023 – Compliance required

Contact us at [ChargingMadeEasy@sfgov.org](mailto:ChargingMadeEasy@sfgov.org) with any questions
Q+Â: Compliance – 8 mins

Please use chat to submit questions
Electric Vehicle Service Providers
Electric Vehicle Service Providers

Electric Vehicle Service Providers (EVSPs) can provide a variety of services and fee structures to meet business needs.

Online resources to find EVSPs:

- CALeVIP Connects
- GoElectric Drive

EVSPs can provide:

- Project design
- Permitting
- Installation
- Maintenance
- Billing and finance
Financing and Incentives for EV Charging

BAAQMD’S Charge! Program:

- $7,000,000 available this year
- 15% required cost-share/matching funds
- Competitive solicitation
- Proposals due March 1, 2022
- Details at www.baaqmd.gov

California Low Carbon Fuel Standard (LCFS)

- Incentivizes low carbon alternatives to petroleum fuel
- LCFS funds can greatly reduce the cost of EV Charging Stations
- EVSPs are well equipped to navigate this process
EVSP Representatives

Jared Carson
Enel X

Jim Rohman
Catalyze

Rolf Nygaard
EV Connect
Enel X eMobility Solution Offerings

EVSE Hardware / Software
- Level 2 and Level 3 EVSE Hardware Solutions
- Software to help monitor EV driver charging behavior, real-time charging station status and multiple energy groups, as well as generate revenue

Turn-Key Project Management and Installation Services
- In-house design and Project Management
- Option for sub-contracted Installation Services

Purchase / Operating Model Optionality
- Host Owned
- Owner-Operator
- Cost/Revenue Sharing
Offering - Catalyze partners with real estate owners, energy co-developers, utilities and local communities, to transform buildings from being fossil-fuel consumers into renewable energy power plants.

With our new strategic acquisition of MicroGrid Labs, Catalyze is moving at scale into the EV charging market.

Offering – EV Connect has a feature rich platform to manage EV chargers and partners with leading hardware vendors to provide a complete turnkey solution.

EV Connect is committed to open standards and is the largest station neutral software platform in North America. We make it easy to future-proof your EV charging investment.
Q&A: Ask an EVSP

Please use chat to submit questions
Poll #3:

Are there any areas where you still have questions? (Select all that apply)
Get Started Early

• Find the right EVSP for you

• Contact your utility early in the process

• Allow plenty of time for
  • Site planning
  • Engineering
  • Permitting
  • Construction

Photo by Berkeley Communications on Unsplash
SF Environment is here to help

Following this meeting we will share…

• Workshop recording
• Answers for any questions we did not have time to address
• Information from EVSPs, including many not present for today’s workshop
• Commercial Garage Ordinance Fact Sheet

Please contact us at ChargingMadeEasy@sfgov.org with further questions
Thank you for attending!

ChargingMadeEasy@sfgov.org