Thank you for joining us. The workshop will begin at 2:05
Your Hosts

Nicole Appenzeller
Energy Specialist

Suzanne Loosen
Clean Cities Coalition Coordinator
Please use the chat during Q+A portions of the workshop
Agenda

Welcome  10 mins
How did we get here?  10 mins
Ordinance Requirements  10 mins
Compliance Process + Q&A  20 mins
EVSP Panel + Q&A  30 mins
Conclusion  10 mins
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
• 925,000 sold in California (11% of new car sales)
• 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
Publicly Accessible EV Charging Demand in 2030

Today:
• 1,000 chargers

Demand:
• 2025: 4,000 chargers
• 2030: 6,000 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

Section B: Compliance Information and Statement

8. No. of Total Parking Spaces*: 

9. Total Number and Output of Public Level 2 Charging Stations*: (enter “NA” if not applicable)

<table>
<thead>
<tr>
<th>Number of Public Level 2 Charging Stations</th>
<th>Output per Station</th>
<th>Connectors per Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>For example: 4</td>
<td>50 kW</td>
<td>2</td>
</tr>
</tbody>
</table>

10. Total Number and Output of Public Fast Charging Stations*: (enter “NA” if not applicable)

<table>
<thead>
<tr>
<th>Number of Public Fast Charging Stations</th>
<th>Output per Station</th>
<th>Connectors per Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>For example: 3</td>
<td>100 kW</td>
<td>2</td>
</tr>
</tbody>
</table>
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 into 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 date the stations will be available to public
- Additional information to support the request
- Equipment schedule and site plan for the stations
Next Steps

Go to www.sfenvironment.org for instructions and latest information

**Key Dates:**
- By September 1, 2021 – Ordinance webpage available
- By December 1, 2021 – Ordinance Forms available
- January 1, 2022 – Ordinance Forms required for annual permit renewal
- January 1, 2023 – Compliance required
Q&A: Compliance – 15 mins

Please use chat to submit questions
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 and PG&E incentive programs for EV charging stations are currently closed.

- 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

Max Wilcox
PowerFlex

Jonah Eidus
EVgo

Mike Casterline
ChargePoint
- Large-scale, cost-effective EV Charging with Power Management
- Turnkey installation including design, permitting, and installation
- Customize your customers’ EV Charging Experience at your parking location

Max Wilcox
Manager, Strategic Markets
Email: Max.Wilcox@powerflex.com
Phone: 650.906.1477
EVgo – Fast Charging Offer

- EVgo leases parking spaces for charging station installation – direct revenue to property owner
- EVgo owns & operates public fast charging stations. EVgo manages all service, maintenance & operations.
- EVgo pays all costs associated with installation, service, maintenance, electricity and operation of fast charging stations.
- EVgo Fast Chargers drive new, high value foot traffic to partners.

Jonah Eidus
VP – Strategic Partnerships
sitehost@evgo.com
ChargePoint Value Proposition

+ Best and only single-provider, fully-integrated, at-scale solution across all use cases, including L2 and DCFC.

+ Most used and highly rated network of charging stations and driver app experience.

+ Advanced energy management, data analytics, and fleet capabilities (including telematics and battery health monitoring).
Q&A: Ask an EVSP

Max Wilcox
PowerFlex

Jonah Eidus
EVgo

Mike Casterline
ChargePoint

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
SF Environment is here to help

Following this meeting we will share...

• 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!

Additional Workshops will be held on November 18 and January 12

ChargingMadeEasy@sfgov.org