

THIS PRINT COVERS CALENDAR ITEM NO.: 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Accepting a gift of technical research and data analysis valued at \$30,000 from the International Council on Clean Transportation to further the expansion of San Francisco’s public electric vehicle charging infrastructure.

SUMMARY:

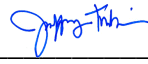
- The City’s transportation sector generates almost half of its greenhouse gas emissions and creates harmful air quality impacts. Expansion of a public charging network is consistent with the 2021 Climate Action Plan and is an important tool in order to realize the City’s climate, mobility and health goals, and it can be done while prioritizing transit, bicycling and walking.
- The acceptance of the gift will allow the International Council on Clean Transportation (ICCT), in collaboration with SFMTA staff, to conduct technical research, data analysis and cost/benefit analysis that is important planning to guide the expansion of the San Francisco’s electric vehicle (EV) public charging network.
- The SFMTA, which is a project partner, will cover any remaining staff costs associated with this planning project.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR 

October 26, 2022

SECRETARY 

October 26, 2022

ASSIGNED SFMTAB CALENDAR DATE: November 1, 2022

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PURPOSE:

To accept a gift of technical research and data analysis valued at \$30,000 from the ICCT to further the expansion of San Francisco’s public EV charging infrastructure.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES:

The ICCT’s data analysis and technical research supports the following goals in the SFMTA’s 2021-2024 Strategic Plan and Transit First Policy Principles:

- Goal 5: Deliver reliable and equitable transportation services.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 8: Deliver quality projects on-time and on-budget.
- Goal 9: Fix things before they break, and modernize systems and infrastructure.
- Goal 10: Position the agency for financial success.

Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights-of-way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

DESCRIPTION:

Exhaust from cars and trucks represents a significant source of air pollution. Residents near major freeways and major traffic thoroughfares are disproportionately burdened with increased exposure of air pollution leading to asthma and other health impacts. A recent report from the American Lung Association estimated that a widespread transition to EVs could help avoid more than \$72 billion in public health costs across the U.S. in 2050. These savings result from preventing asthma attacks, premature deaths, and workdays lost due to respiratory illnesses.

Furthermore, the burning of fossil fuels is warming the planet’s atmosphere and modifying the sensitive climate system. According to the latest data, 47% of San Francisco’s greenhouse gas (GHG) emissions were generated by the transportation sector’s private cars and trucks. In the years ahead, this will increase the frequency of droughts, storms, wildfires, high heat events and coastal flooding across California. On average, San Francisco experiences three to six extreme heat events each year. Climate change is expected to increase the frequencies of these events up to an average of 13 per year by 2100. San Francisco is also projected to experience more frequent and intense storms and increases in coastal flood risk due to sea level rise.

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To reduce health burdens and meet the City's commitment to reaching net-zero emissions by 2040, the City must make it possible for more people to take transit, walk and cycle when they move about the City. For all remaining trips that use cars and trucks, those vehicles must be powered by clean, renewable electricity. Given recent local, state and federal policies, EVs will increasingly play a critical role in ensuring reliable and equitable transportation services for all. Therefore, to accelerate the transition to EVs, the City and private partners must build an affordable, accessible and convenient public charging network, which is an action in the 2021 Climate Action Plan.

The ICCT is a world-renowned research institution that provides analysis and research to transportation policymakers and stakeholders and has offered to partner with the City as it plans for the expansion of a public charging network. As such, the ICCT will collaborate with the SFMTA to develop an EV Network Buildout Analysis Report (the Report), which will evaluate 1) future passenger EV market trends, and 2) the cost/benefits for different EV charging technologies, including capital costs, operation and maintenance costs, electricity costs, utilization rates, GHG emissions reduction potential, equity, demographics, and revenue generation potential.

Along with being consistent with the 2021 Climate Action Plan, the Report also aligns with the implementation of the Citywide EV Roadmap – a comprehensive plan with six strategies to transform all transportation modes to renewable electricity by 2040. Specifically, the Report will inform the City's plan to expand the public EV charging network, including the SFMTA's next steps of determining the feasibility, cost, and benefits of designing a curbside EV charging pilot.

The SFMTA will begin the collaboration immediately after receiving SFMTA Board approval. The SFMTA expects to complete the Report by the first quarter of 2023.

STAKEHOLDER ENGAGEMENT:

Stakeholder engagement was conducted as part of the development of the 2021 Climate Action Plan and the Citywide EV Roadmap (the Roadmap). In 2018, departments from across the City and the private sector developed the Roadmap through numerous workshops and forums to gather community feedback. The Roadmap development effort was led by the SFMTA, Department of the Environment, and the San Francisco Public Utilities Commission.

ALTERNATIVES CONSIDERED:

The proposed gift could be declined, but this will result in a delay in developing the plan to expand the public EV charging network.

FUNDING IMPACT:

This research project will require some staff time from the SFMTA. Tasks include compilation and transfer of relevant data, participation in several meetings, review of drafts, editing of the final draft, and presentation of findings to community and agency partners.

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ENVIRONMENTAL REVIEW:

On October 12, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the gift acceptance is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED:

No other approvals are needed to accept this gift.

The City Attorney’s Office has reviewed this item.

RECOMMENDATION:

Staff recommends that the San Francisco Municipal Transportation Agency Board of Directors accept the gift of data analysis and technical research valued at \$30,000 from the ICCT to further the expansion of San Francisco’s public EV charging infrastructure.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Exhaust from the burning of fossil fuels causes adverse health impacts that disproportionately burden residents and communities near freeways and major traffic corridors and generates greenhouse gas emissions, which are the primary drivers of climate change; and

WHEREAS, Recognizing the increasing potential for public harm, the California Air Resources Board recently approved new passenger vehicle standards that will effectively ban the sale of new fossil-fueled powered vehicles by 2035; and

WHEREAS, The SFMTA has long been at the forefront of climate action planning for the City and collaborates with Agency partners to reduce pollutants and greenhouse gas (GHG) emissions in San Francisco and the Bay Area region; and

WHEREAS, According to latest emissions data, the transportation sector is currently the single largest contributor to GHG emissions and air pollution in the City, with cars and trucks representing over 90% of these emissions; and

WHEREAS, On July 16, 2019, Mayor London Breed adopted the Citywide Electric Vehicle (EV) Roadmap, a plan with six strategies to make all forms of transportation electric by 2040; and

WHEREAS, On December 8, 2021, Mayor London Breed released a new Climate Action Plan, which calls for the City to be a net-zero GHG emissions city by 2040; and

WHEREAS, There is a correlation between the increased usage of EVs and public charging infrastructure growth in U.S. cities; the markets with the most electric vehicles (EVs) tend to have the most comprehensive charging infrastructure; and

WHEREAS, The SFMTA and key City partners need data and technical analysis to understand the cost-effectiveness of the various elements of the charging network to inform the next phase of planning of the public charging network; and

WHEREAS, the International Council on Clean Transportation (ICCT) is an independent nonprofit organization founded in 2001 to provide unbiased research and technical and scientific analysis to environmental regulators and local governments; and

WHEREAS, the ICCT will collaborate with the SFMTA as the project lead and in partnership with the San Francisco Department of the Environment to write an EV Network Buildout Analysis Report that evaluates 1) future passenger EV market trends, and 2) the cost-effectiveness of different EV charging technologies, comparing estimated capital costs, operations and maintenance costs, electricity costs, and utilization rates against projected benefits, including GHG emissions reduction potential, equity, demographics, and potential revenue to the City and the SFMTA; and

WHEREAS, the ICCT's EV Network Build-out Analysis will help facilitate future City policies and plans to expand the public charging infrastructure as well as the SFMTA's next steps of determining the feasibility, cost, and benefits of designing a curbside EV charging pilot; and

WHEREAS, On October 12, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the gift acceptance is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors accepts a gift of data analysis and technical research of public EV charging infrastructure valued at \$30,000 from the International Council on Clean Transportation.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 1, 2022.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency