

[Supporting EV Charger Implementation]

**Resolution In Support of Expanding Electric Vehicle (EV) Charger Concentration Throughout San Francisco.**

WHEREAS, An EV (Electric Vehicle) is defined as any vehicle using electricity as a primary source of power including but not limited to electric cars, bicycles, scooters, hover boards etc.; and

WHEREAS, Vehicle emissions are the leading contributor to carbon dioxide emissions – accounting for 45% of San Francisco's total emissions in 2022, and EVs have shown incredible success in reducing the City's greenhouse gas emissions, responsible for an annual 1.8% reduction of emissions between 2018-2022 according to a recent UC Berkeley study<sup>12</sup>; and

WHEREAS, Expanding affordable and convenient EV charging in San Francisco will contribute to meeting Climate Action Plan goals that 25% of all registered private vehicles are electric by 2030 and greenhouse gas emissions are net-zero by 2040<sup>3</sup>; and

WHEREAS, In 2024, San Francisco had the second highest EV adoption rate in metropolitan areas in the nation at 34% with 28,000 registered EVs<sup>4</sup>; and

WHEREAS, In order to meet the growing demand and adoption of EVs, San Francisco needs 1760 charging stations by 2030. As of July 2, 2025, however, there are

<sup>1</sup> Greg Wong, "Electric Vehicles Already Curbing SF Bay Area Emissions," *San Francisco Examiner*, July 13, 2025, [https://www.sfexaminer.com/news/climate/electric-vehicles-already-curbing-sf-bay-area-emissions/article\\_ac9a75d4-f20e-11ee-8cbb-df334085a859.html](https://www.sfexaminer.com/news/climate/electric-vehicles-already-curbing-sf-bay-area-emissions/article_ac9a75d4-f20e-11ee-8cbb-df334085a859.html).

<sup>2</sup> Robert Sanders, "EVs Are Lowering Bay Area's Carbon Footprint," *Berkeley News*, April 4, 2024, <https://news.berkeley.edu/2024/04/04/evs-are-lowering-bay-area-s-carbon-footprint/>.

<sup>3</sup> San Francisco Environment Department, "San Francisco's Climate Action Plan: 2025 Update," <https://www.sfenvironment.org/CAP-2025>.

<sup>4</sup> Nadja Popovich, "The Bay Area Leads the U.S. National Shift to Electric Vehicles," *The New York Times*, March 12, 2024, <https://www.nytimes.com/2024/03/12/us/bay-area-electric-vehicles.html>.

only 1,179 charging stations installed, thus 581 new charging stations must be installed at the minimum<sup>5</sup>; and

WHEREAS, The International Energy Agency (IEA) recommends for metropolitan cities like San Francisco to have a 10:1 ratio for EVs drivers to public EV chargers, however San Francisco's ratio for EV charging is far greater and severely misses the benchmark recommendations of by the IEA<sup>6</sup>; and

WHEREAS, In 2024, The San Francisco Examiner reported that “70% of San Francisco residents live in multi-unit housing and 67% of registered vehicles are parked in multi-unit housing spaces and street parking” without easy access to EV chargers<sup>7</sup>; and

WHEREAS, EVs require a charger to function, and there are different types of chargers. Public Level 3 and DC Fast Chargers are used in public spaces such as grocery stores to charge vehicles more quickly. Level 2 chargers are used for a slower charge and take longer to charge, such as at-home charging; and

WHEREAS, Public curbside charging – EV chargers owned and operated by the City installed along street curbsides – is more accessible, enabling charging outside of homes. However, EV charging ports are most concentrated in San Francisco's Downtown Neighborhood and Financial District as of 2020; and

WHEREAS, In April 2025, Board President Mandelman launched the EV Curbside Charging Pilot Program to study the feasibility of installing public curbside

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<sup>5</sup> San Francisco Environment Department, “San Francisco's Electric Vehicle (EV) Curbside Pilot Program Delivers the First Public Curbside Chargers,” press release, April 25, 2025, <https://www.sfenvironment.org/press/san-francisco-s-electric-vehicle-ev-curbside-pilot-program-delivers-first-public-curbside>.

<sup>6</sup> International Energy Agency, *Global EV Outlook 2025*, “Electric vehicle charging” section, published May 2025, <https://www.iea.org/reports/global-ev-outlook-2025/electric-vehicle-charging>.

<sup>7</sup> Benjamin Schneider, “The Bay Area Has Twice as Many Parking Spots as People and There's a Hidden Toll,” *San Francisco Examiner*, March 3, 2022, [https://www.sfexaminer.com/archives/the-bay-area-has-twice-as-many-parking-spots-as-people-and-there-s-a/article\\_2ef9ce1e-1b53-5b51-a0e7-935ac32beb97.html](https://www.sfexaminer.com/archives/the-bay-area-has-twice-as-many-parking-spots-as-people-and-there-s-a/article_2ef9ce1e-1b53-5b51-a0e7-935ac32beb97.html).

1 chargers, informing pilot charger installations in Duboce Triangle and Dogpatch. In July  
 2 2025, Mayor Daniel Lurie opened a new 24/7 public EV charging station in the Bayview  
 3 Plaza. These efforts, along many others, have helped the City nearly double its EV  
 4 charging capacity since 2019<sup>89</sup>; and

5 WHEREAS, The SF Standard found that the highest number of EVs registered  
 6 were in Bernal Heights and the Mission, with around 2,500 sold in 2023. Other areas  
 7 with high concentrations of single-family housing and families, such as the Mission, Noe  
 8 Valley, Sunset, Richmond, and Excelsior, also had around 2,300-2,400 sales of EVs.  
 9 This demonstrates that EVs are used primarily by families<sup>10</sup>; and

10 WHEREAS, This EV registration data demonstrates that EV charging is a  
 11 citywide demand issue; and

12 WHEREAS, Many youth and their families would be more incentivized to  
 13 purchase an electric vehicle and therefore lessen their environmental impact if there  
 14 were more chargers throughout the city; and

15 WHEREAS, EV purchase likelihood was highest amongst young people between  
 16 the ages of 18 to 29. Furthermore, teenagers and young adults are the most climate  
 17 aware generation, utilizing the Internet and social media to be aware of the impending  
 18 danger of climate change. Young people are the fastest growing consumer base of EVs,  
 19 and utilizing this could be impactful to advance the city's climate goals<sup>11</sup>; and

<sup>8</sup> San Francisco Environment Department, "EV Curbside Pilot Program."

<sup>9</sup> "Mayor Lurie Opens 24/7 Electric Vehicle Fast Charging in Bayview," *SF.gov*, July 9, 2025, <https://www.sf.gov/news-mayor-lurie-opens-247-electric-vehicle-fast-charging-in-bayview>.

<sup>10</sup> Noah Baustin, "Did Tesla Sales Stay Strong in California Despite Controversy Around Elon Musk?" *The San Francisco Standard*, February 20, 2023, <https://sfstandard.com/2023/02/20/tesla-sales-california-san-francisco-la-market-share-evs-elon-musk/>.

<sup>11</sup> Statista, "Likelihood of Purchasing an Electric Vehicle in the U.S. by Consumer Age Group," <https://www.statista.com/statistics/1277794/electric-vehicle-purchase-likelihood-in-the-us-by-consumer-age-group/>.

WHEREAS, Youth most often frequent community spaces and shopping centers such as malls. Stonestown Galleria recently installed more chargers in its parking lot; and

WHEREAS, Permitting for EV chargers is currently around 70 days in San Francisco, the second slowest in the entire state. This long process disincentivizes business owners and other people to install chargers in their neighborhoods<sup>12</sup>; and

WHEREAS, Public Vehicle Charging disparities are present in California. In comparison to white, wealthy neighborhoods, low-income Black and Hispanic-majority neighborhoods tended to have less access to public chargers, especially in multi-unit housing areas; and

WHEREAS, The San Francisco Youth Commission advocated for scaling up public EV charging stations in the 2024-2025 Budget Policy Priorities<sup>13</sup>; and therefore be it

RESOLVED, The San Francisco Youth Commission supports the San Francisco Environment Department in expanding public, fast, and more accessible EV charging, continue collecting EV charging distribution data, supporting youth in becoming more informed about electrification opportunities for themselves and families, and long-term plans to develop a mobility electrification hub – a place for all constituents to gain various EV resources such as EV ridership exploration, rebate programs, informational events, etc.; and therefore be it

<sup>12</sup> Chih-Wei Hsu and Kevin Fingerma, "Public Electric Vehicle Charger Access Disparities Across Race and Income in California," *Transport Policy* 100 (2021): 59–67, <https://doi.org/10.1016/j.tranpol.2020.10.003>.

<sup>13</sup> San Francisco Youth Commission, "Budget and Policy Priorities, FY 2024–25" (PDF), City and County of San Francisco Youth Commission, <https://www.sfgov.org/youthcommission/sites/default/files/24-25%20Budget%20and%20Policy%20Priorities%20-%20B%26A%20Presentation.pdf>.

1           FURTHER RESOLVED, The San Francisco Youth Commission hereby urges the  
2 Mayor and Board of Supervisors to expedite the permitting process for San Francisco  
3 Environment to install more EV charging stations citywide; and therefore be it

4           FURTHER RESOLVED, The San Francisco Youth Commission urges the Mayor  
5 and Board of Supervisors, SFE, and SFMTA to scale up current EV charging  
6 infrastructure by considering installation of level 2 and 3 chargers in public, off-street  
7 parking; and therefore be it

8           FURTHER RESOLVED, The San Francisco Youth Commission hereby urges the  
9 Mayor and Board of Supervisors to prioritize installing more curbside EV chargers near  
10 multi-unit and single family housing citywide, as well as youth-accessible spaces such  
11 as community centers, libraries, shopping centers and malls to increase equity and  
12 accessibility; and therefore be it

13           FURTHER RESOLVED, The San Francisco Youth Commission hereby urges the  
14 Mayor and Board of Supervisors to consider the data (Current Charging Totals vs 2030  
15 Goals) from San Francisco Environment Department to meet EV charging demand and  
16 EV adoption rates in neighborhoods and zip codes where it is not currently being met;  
17 and therefore be it

18           FURTHER RESOLVED, The San Francisco Youth Commission hereby urges the  
19 San Francisco Environmental Department to collect data on youth EV mobility usages  
20 to best inform places to install EV chargers to effectively serve youth in San Francisco,  
21 as well as more ; and therefore be it

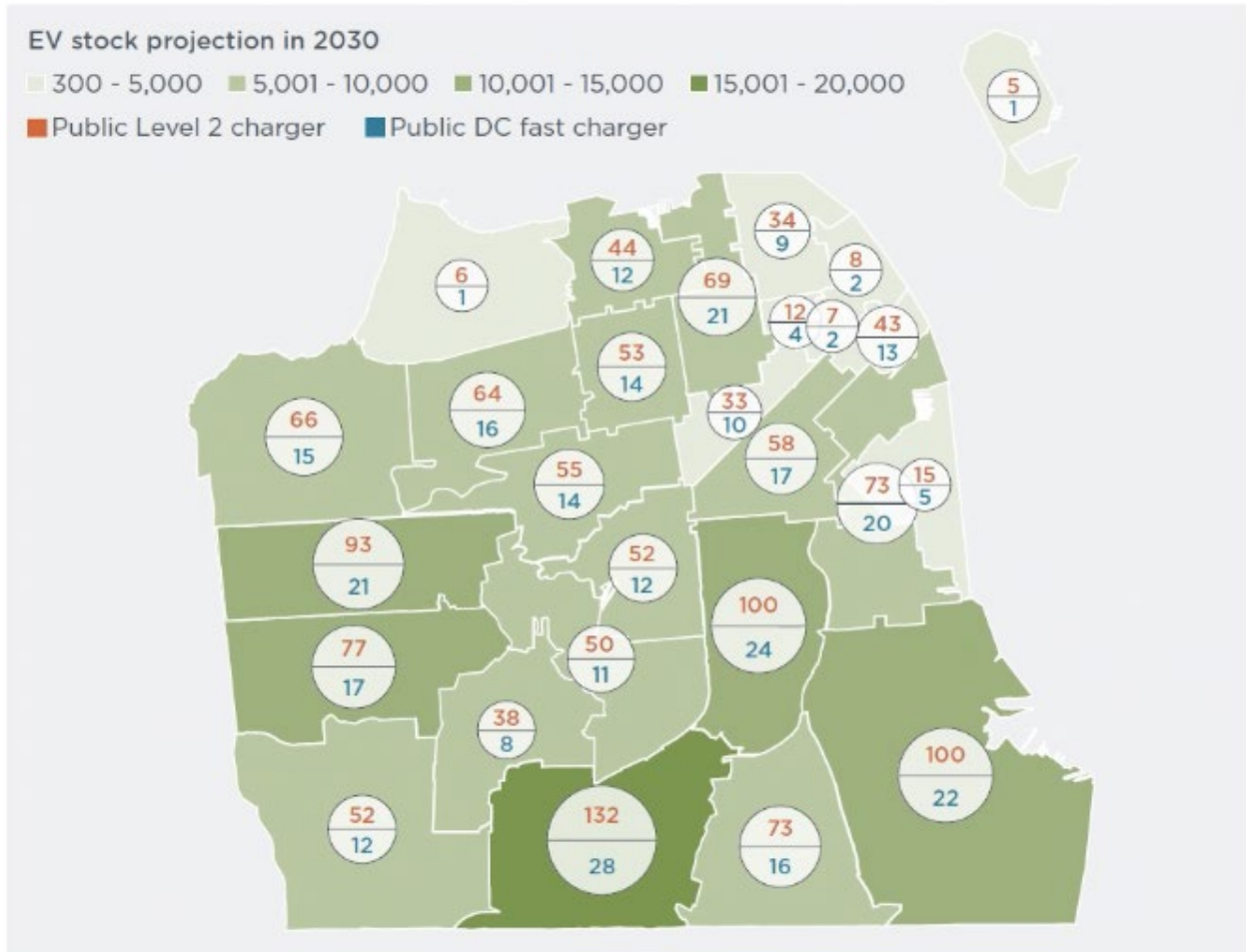
1           FURTHER RESOLVED, The San Francisco Youth Commission supports the  
2   implementation of expanding EV charging in the San Francisco Climate Action Plan to  
3   reach the City's goal of achieving net zero greenhouse gas emissions by 2040.

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**[Supporting EV Charger Implementation]**

**Supplemental Information:**

See attached document [Figure 1, ICCT 2030 Charging Demand Report]



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2 Figure 1