Burlingame EV Action Plan

MAY 2021

City of Burlingame

EV Action Plan

Introduction

This Electric Vehicle (EV) Action Plan is intended to advance the use of EVs in Burlingame. EVs are leading the transportation sector's shift toward cleaner, less polluting transportation options as California seeks to reduce greenhouse gas emissions and reliance on fossil fuels. In 2020, Governor Gavin Newsom declared through an Executive Order (N-79-20) that all new passenger cars and trucks sold in California must be zero-emission by 2035, a mere 15 years away. Parallel to California's EV growth, solar photovoltaic electricity installations are increasing, and electricity generation is becoming cleaner. Thanks to Peninsula Clean Energy (PCE), Burlingame's electricity is generated from 100 percent greenhouse gas (GHG)-free sources as of January 2021.[1] Carbon-free sources currently account for 57% of California's electricity mix. SB100 requires the California grid to be based on zero carbon resources by 2045. Fueling transportation with clean sources of electricity reduces pollution, greenhouse gas emissions, and associated public health and environmental impacts. The primary purpose of this Plan is to position Burlingame to meet future EV charging demand and to increase the number of EVs in the city.

Goals

Burlingame is committed to accelerating the use of EVs throughout the city by:

1) Investing in EV charging infrastructure and increasing the number of public and private EV charging stations to offer accessible, equitable, and reliable charging;
2) Enhancing the visibility of EVs and awareness of associated benefits; and
3) Growing the number of EVs in the city, including in Burlingame's municipal fleet.

Burlingame's specific goals over the next decade are to:

- Increase public charging infrastructure to 100 charging ports by 2030.
- Increase the number of registered EVs in Burlingame to 5,000 by 2030.

EV TYPES OVERVIEW

Battery Electric Vehicles (BEV) use a battery to store the electric energy that powers the motor; they are charged by plugging the vehicle into an electric power source. BEVs do not have a traditional internal combustion engine.

Plug-in Hybrid Electric Vehicles (PHEV) are powered by a small electric motor in conjunction with an internal combustion engine. PHEV's use both gasoline and electricity for power and need to be plugged in to charge the battery.

Zero Emission Vehicles (ZEV) include BEVs, PHEVs, and other vehicles, like fuel cell, that do not emit emissions.

View various EV options at http://www.driveclean.ca.gov.

EV CHARGING BASICS

Level 1: Standard wall outlet; charges 2-5 miles/hour; common for home charging.

Level 2: 240 volt (dryer electric plug); charges 10-20 miles/hour; common for home, workplace, and public charging.

Level 3/DC Fast Charger: 480 volt; charges 60-80 miles/hour; workplace and public charging.

Find local charging stations at www.plugshare.com.

[1] Most of the GHG-free electricity is generated from large hydropower, which isn't considered renewable.

- Increase EVs to 10% of Burlingame's municipal fleet by 2030.

EV Progress

Charging Stations: Burlingame first established EV goals in its Climate Action Plan (adopted in September 2019). The CAP calls for the City to install 25 charging stations by 2030, 50 by 2040, and 75 by 2050. With consideration to demand growth, available incentives for charging infrastructure, and new state goals, this EV Action Plan is accelerating the City's target to installing 100 public EV charging stations by the year 2030. Burlingame currently has 12 public charging ports. Six of the 12 charging ports offer Level 2 charging, and six are DC fast chargers installed at no cost to the City by EVgo. DC fast chargers can charge twice as many vehicles as Level 2 chargers but are uncommon in public charging locations. They are expensive to install and have high space and power capacity requirements. DC fast chargers are generally provided by private entities like Tesla, EVgo, and large corporate workplaces. The City has two large projects under development this year that will significantly increase the number of chargers in Burlingame. The new Community Center is set to have at least seven EV chargers, and the new Highland Parking Structure will have 24EV chargers.

At least another 100 private EV charging stations have been installed in Burlingame at commercial and residential properties. Plugshare – an application that maps available EV charging stations – shows a couple of privately owned EV stations at Burlingame's auto dealerships and hotels that are available for use by entity customers. According to permit applications, about 87 permits for EV charging have been approved. However, that number does not capture properties that installed chargers without permits, or when a charger was installed as part of a larger permit process such as a new addition.

More private EV charging stations are in the development pipeline. Most significantly, Burlingame Point, a large new development project under construction along the Bayshore, will have 88 new EV charging ports upon project completion in 2021.

EV Charging Locations

PUBLIC EV Charging Stations in Burlingame	Charging Ports	Average Charging sessions/month/ port
Burlingame Caltrain Station	4 Level 2 ports (2 stations)	146
Burlingame City Hall	2 Level 2 ports (1 station)	98
Downtown Broadway, Chula Vista Parking Lot	6 EVgo DC fast stations	24
New Highland Parking Structure (Spring 2021)	24 Level 2 stations	NA
New Community Center (Spring 2022)	7 Level 2 stations	NA
Total Ports	**43 charging ports**	

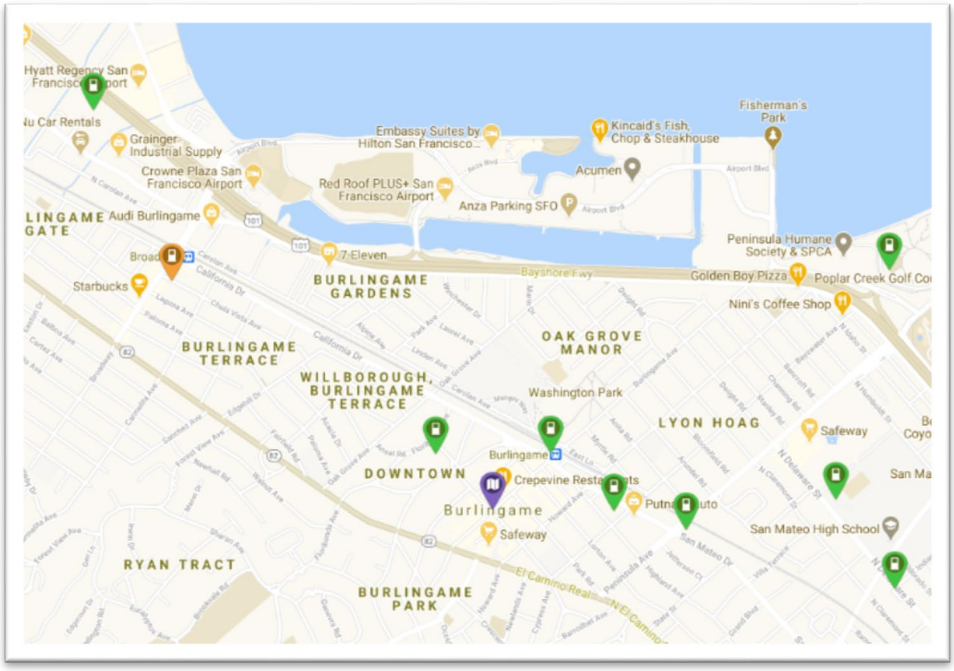
PRIVATE EV Charging Stations in Burlingame	Charging Ports
SFO Airport Marriott	5 stations
Peter Pan BMW Service	2 stations
Nissan of Burlingame	6 EVgo DC fast stations
Permitted residential	~87
Burlingame Point Development (2021)	88 charging ports
Total Ports	**~188 private EV charging locations**

The table below illustrates how Burlingame compares to its neighboring cities on chargers per residents. The data comes from Plugshare.com and includes charging stations (not ports) installed by local governments as well as private charging stations such as Tesla Superchargers. Note that Plugshare.com data may not capture all stations, but it still provides an idea of where EV chargers are located in the region.

City	Population	# Existing EV Charging Stations	Chargers per # of Residents
Belmont	27,000	20	1,350
Burlingame	30,000	30	1,000
Foster City	34,000	45	755
Millbrae	22,500	21	1,071
Palo Alto	66,500	249	267
San Carlos	30,000	32	937
San Mateo	105,000	111	945

EV Registrations: To date, 2,174[2] EVs are registered in the 94010 zip code, which includes both Burlingame and Hillsborough addresses. EV's represent 5% of the zip code's total registered vehicles. Statewide, EVs comprise 2% of total registrations.

Plugshare Burlingame EV Charging Locations:



[2] https://www.energy.ca.gov/data-reports/energy-insights/zero-emission-vehicle-and-charger-statistics

Current Initiatives

Reach Code: The City has already started working toward growing the number of EV charging stations in Burlingame. In 2020, the City Council adopted a Reach Code – a code that extends past the requirements of the state building code – that requires all new developments to install EV charging stations. The Reach Code ensures that all new buildings - single family homes and multifamily and commercial buildings - will be equipped to charge EVs. With about 14 new single family homes and one to four multifamily/commercial buildings constructed per year in Burlingame, about 20 private new private EV charging stations are expected to be installed annually due to the Reach Code.

Permit Process: The Burlingame Building Department has a quick and easy permit process in place for people seeking electrical permits for new EV charging infrastructure. The permit fees are nominal, and the permit is often provided the same day.[3] Burlingame is in compliance with AB 1236, which requires cities to adopt an expedited permitting process for EV stations.

Pilot Projects & Opportunities: In 2016, Burlingame partnered with EVgo for the installation of six DC fast chargers at no cost to the City. DC fast chargers are expensive – they can cost about $60,000/charger compared to $10,000 for a Level 2 charger - and usually require costly power capacity improvements that deter local governments from investing. EVgo is one of several charging installers tasked with securing charging locations under the requirements of the Volkswagen settlement. Volkswagen was found guilty of cheating on federal emissions tests and was required to give millions of dollars to be invested in charging infrastructure and EVs as part of its settlement agreement. EVgo has installed DC fast chargers throughout the region. Burlingame's EVgo chargers, located in downtown Broadway, are in a prime spot by a busy commercial area and dense residential area with multifamily buildings (where EV charging access tends to be limited); they are expected to help accommodate future EV charging demand. Currently, the EV chargers are under used. One reason, other than the pandemic, may be because the EVgo chargers previously did not accommodate Tesla vehicles – the most popular EV registered in Burlingame. In April 2021, EVgo installed Tesla adaptors on their chargers, allowing Tesla drivers to now charge at the stations which may increase overall usage.

EV Reach Code Requirements

New Single Family Units: One Level 2 charger; one Level 1 charger if unit has more than one parking space.

New Multifamily Buildings: Level 2 chargers in parking spaces of 10% of unit spaces; access to Level 1 chargers in remaining parking spaces.

New Office Buildings: Level 2 chargers in 10% of spaces; Level 1 chargers in 10% of spaces.

New Commercial Buildings: Level 2 chargers in 6% of spaces; Level 1 chargers in 5% of spaces.

Read more about our Reach Code here, https://www.burlingame.org/reachcode

[3] Review time and costs are different when the EV charger permit is part of a larger electrical permit, such as a new home.

Burlingame joined a new pilot project headed by PCE to explore curbside charging. Curbside charging refers to on-street EV charging. Curbside charging can take advantage of existing infrastructure for power, such as streetlights. The effort kick started in December 2020 and will assess technical challenges, policy considerations, and project ideas. Curbside charging may be especially promising in Burlingame's North Rollins neighborhood.

Grants: Burlingame applied to the competitive CALeVIP grant program. The California Energy Commission funds the program to install EV infrastructure across California, especially DC fast chargers which are generally too expensive for cities to pay for on their own. Peninsula Clean Energy also contributed to the CALeVIP grant to fund Level 2 charging stations in the region. Powerflex, the City's contractor for the installation of EV charging stations at the new Highland Parking Garage, submitted the application on Burlingame's behalf for a mix of new DC fast and Level 2 charging stations at four priority locations: Main Library, Bayside Park, the Corp Yard, and the City parking lot adjacent to Burlingame High School. City staff is currently working with CALeVIP to secure the grant awards and prepare a request for proposals for the project design and installation.

Other potential funding sources include PCE, Bay Area Air Quality District, PG&E, Electrify America (part of the Volkswagen settlement), and no/low cost EV charging stations based on adverting revenues. To take advantage of these opportunities, the City may consider preparing a Request for Proposal (RFP) for a contractor to assist in designing, installing, and securing grant funds for EV charging stations in priority locations at no or low cost.

Incentives: The City broadcasts the availability of incentives and rebates for purchasing or leasing EVs and for charging equipment. Incentives change frequently year to year. Currently, they include:

- Peninsula Clean Energy (PCE) is offering $700 for purchasing a new plug-in hybrid, $1,000 for a new battery electric vehicle, and up to $4,000 for a used EV for income-qualifying residents.
- The CA Clean Vehicle Rebate Project, funded by the Air Resources Board, is offering $1,000-$7,000 rebates for various EVs.
- EVs are eligible for federal tax credits and state credits between $1,000 and $7,500.
- PG&E is offering $800 as a Clean Fuel Rebate to help pay for electricity usage or the installation of a home Level 2 charging station.

Low Carbon Fuel Standard: Low Carbon Fuel Standard (LCFS) credits are traded in California's Cap-and-Trade carbon program. The program is part of the state's plan to cut GHG emissions and other air pollutants and advance clean transportation. The LCFS sets a standard for carbon intensity for fuels. The standard will decrease and become stricter over time. Fuel generators with carbon intensity higher than the standard, like oil refineries, generate LCFS deficits. Cleaner fuels like ethanol, hydrogen, and electricity that have a carbon intensity below the standard generate credits. Deficit generators purchase credits to meet the standard, thereby creating a market and potentially lucrative funding source for credits. EV charging stations qualify for credits, and EV charging installers usually take ownership of the credits. Local governments seldom take ownership due to the complexity of tracking and selling the credits. PCE is exploring how to make LCFS credits accessible and usable for local governments. For example, one option is for PCE to own future LCFS credits and split the revenue with the local government installing the EV station. PCE estimates that one EV station's LCFS credits in nine years may generate about $4,000.

When local governments do not own the LCFS credits for their installed EV stations, they may be able to benefit indirectly from the LCFS credit incentives. For example, Burlingame is in contract with Powerflex to install charging stations at the new Highland Parking Structure. Powerflex's revenue model relies on collecting and selling LCFS credits - which allows them to be extremely cost competitive.

Opportunity Areas

In early 2020, Burlingame staff surveyed the public about how Burlingame can support EVs. The following results emerged from the survey (not all of the respondents answered each question, so totals are not accurate):

Of the 219 people who responded to the survey:

- 60% currently drive an EV.
- 76% charge their EV at home; 14% charge at work; and 10% charge at public chargers.
- 65% primarily use a Level 2 charger; 23% plug into a Level 1 standard outlet at home; and 12% use a fast charger, mostly a Tesla Supercharger.
- 32% said they use a public charger more than once a week; the remaining 68% use public chargers once or twice a month or less, only on road trips, or rarely ever.
- 180 live in a single family home, while 32 live in a multifamily building.[4] The remainder did not respond to this question.
- 68% of the multifamily respondents said they do not have access to charging in their building.

When asked what strategies Burlingame should pursue to support EVs, the top three answers were:

- Encourage work places to install EV chargers (139 respondents)
- Install more public chargers (131 respondents). Also, 46% of the respondents said more Level 2 chargers should be installed, and 65% pushed for more fast chargers.
- Offer incentives or rebates for EV charging (128 respondents)

When asked about where more chargers should be installed, the top locations were:

- Downtown Burlingame (122 respondents)
- At grocery stores (Safeway, Lunardi's, Mollie Stone's) (120 respondents)

The True Costs of EVs:

EVs are perceived to be expensive, but studies show differently.

Lower Fuel Costs: A AAA study found that driving 15,000 miles a year will cost an average of $546 for an EV and $1,255 for a gas vehicle in fuel costs.

Lower Maintenance Costs: EVs do not need oil changes or smog checks and generally require less maintenance than gas vehicles. EVs cost about $330 less to maintain per year than a gas vehicle.

A Consumer Reports study found that EVs save owners 60% in fuel costs and 50% in maintenance costs compared to gas vehicles.

Federal and state credits deeply discount new EVs, making them cost competitive. In addition, a solid market exists for used EVs at reasonable prices.

[4] Five people did not provide a response.

- By Caltrain stations (119 respondents)
- In downtown Broadway (101 respondents)
- Mills Peninsula Hospital (81 respondents)

The top reasons respondents gave for not driving an EV were:
- Range anxiety (39 respondents)
- Don't need a new care anytime soon (34 respondents)
- Too expensive (26 respondents)
- No access to charging (17 respondents)

As indicated by the survey and generally known, home charging is the most convenient and often cheapest way to charge, but it can prove problematic for multifamily residents. The next most convenient option is charging at work, especially when offered for free or access is limited at home. Public charging is least convenient as it tends to be the priciest and is mostly used to top off EVs between destinations and for long distances.

Residential Charging: Home charging is simple for users with private garages and more challenging for people who only have street parking available to them or live in multifamily buildings with no or limited charging access.

Burlingame's new Reach Code ensures that new homes and multifamily buildings will include Level 2 charging access for residents. Offering Level 2 charging in existing multifamily buildings is more complicated. Burlingame's multifamily buildings tend to be older buildings with limited power capacity and dated infrastructure that could require expensive upgrades for Level 2 charging. Level 1 charging - plugging into a standard outlet - is much easier, but garage outlets are not metered to specific units, and landlords may be unwilling to allow for vehicle charging.

Actions to address EV charging in existing multifamily buildings include:
- Participate in PCE's curbside charging pilot program.
- Install EV chargers near multifamily buildings. The EVgo, City Hall, and upcoming new Highland Parking Structure chargers are located near dense areas of multifamily buildings.
- Provide how-to resources for landlords and tenants interested in creating charging access in multifamily buildings.
- Explore potential grant opportunities for multifamily charging, such as through PCE or the Air District.
- Outreach to multifamily building owners and tenants on EV charging opportunities.

Workplace Charging: Workplace charging offers employers the chance to support zero emission transportation, reduce commute-associated greenhouse gas emissions, and provide an employee benefit to EV drivers. Workplace charging generally happens during the day, which means it takes

advantage of peak solar power generation and may also help stabilize the grid by reducing power demands from night charging. Large workplaces with expansive parking lots, like office parks, industrial areas, and some of Burlingame's hotel sites, have the space and capacity to install EV charging, while grocery stores and downtown businesses may be more challenged to turn over prime parking spots to EV charging.

Targeted workplace locations include:
- Downtown Burlingame, especially near Safeway and Mollie Stone's
- Downtown Broadway
- Burlingame Plaza
- Mills Peninsula Hospital
- Hotels and office parks along the Bayshore
- Burlingame High School
- Burlingame Intermediate School and the elementary schools

The table in the next section lists strategies intended to support and grow EV charging in workplaces.

Public Charging: Public EV charging stations help diminish range anxiety for EV drivers by extending the range of batteries and enabling long trips. They also provide a service to EV drivers who do not have easy access to EV charging. Local governments have taken the lead in installing public chargers to benefit the community, support clean transportation and reduce greenhouse gas emissions, draw EV drivers to destinations, and enable charging for EV users with limited charging access. Burlingame's existing public chargers are purposefully located near commercial amenities, transit, and multifamily buildings, specifically in downtown Burlingame and Broadway. For example, the new Highland Parking Structure set to open in spring 2021 will have 24 EV chargers and is close to multifamily buildings and downtown Burlingame.

The City is interested in expanding charging access to the Bayshore to serve the area's park spaces, businesses, and hotels. The Bayshore's proximity to San Francisco International Airport will also attract rideshare EV drivers.

The top priority areas identified for future public EV charging in Burlingame include:
- Public parking lots in downtown Burlingame and Broadway
- Burlingame Main Library
- Bayside Park and Murray Field
- Burlingame High School
- North Rollins neighborhood

Parking: Parking spaces are scarce in downtown Burlingame and Broadway, and reserving a considerable number of prime spaces exclusively for EV parking is infeasible. To accommodate the anticipated growth of EVs (from 5% registrations to 30-40%[5] in the next decade) and expand the EV network will mean looking at parking differently. More specifically, loosening parking restrictions and allowing EV parking spaces to be flexible and accommodate all vehicles will make installing high numbers of EV stations in single locations more feasible. It is more cost efficient to install many charging stations in one location rather than spreading an equal number of stations over several locations due to power and infrastructure costs.

Parking strategies to consider include:

- Posting signage that allows for dual parking in EV charging spaces.
- Restricting parking at charging stations to EVs during set hours and allowing all vehicles the rest of the time.
- Setting aside a number of EV charging spaces for just EVs and allowing all vehicles at the remaining EV charging spaces.
- Restricting parking at DC fast chargers to EVs only and allowing all vehicles to park at Level 2 chargers.

Municipal Fleet

Fleet: Part of the City's commitment to increasing EV usage citywide is to increase EV usage in our own municipal fleet as well. In 2020, Burlingame adopted an EV First Policy requiring the City to first consider an EV option when leasing or purchasing municipal fleet vehicles or equipment; acquire zero emission equipment when feasible; and install charging infrastructure.

As of this report, the City owns three EVs- Fusion Energi plug-in hybrids – that are used by City Hall staff. The EVs were purchased at a slight discount through the Climate Mayors EV Purchasing Collaborative. The Collaborative leverages collective buying power to help municipalities purchase EVs.

Burlingame has about 117 vehicles. This Plan calls for increasing EVs to 10% of our total fleet by 2030. That means having at least 11 EVs by 2030. Staff conducted a fleet assessment and identified 14 vehicles that may be replaced with EVs in the next ten years, including vehicles that can be downsized and high-mileage vehicles.

Clean Lawn Equipment:

The Parks Division purchased an all-electric battery-powered ride-on mower to add to its fleet. The new mower has an eight-hour run time on a full charge and gets an assist from the sun via a solar panel attached to the canopy.

The mower is 70% more efficient than traditional combustion-powered lawn equipment and costs 95% less to operate. It also emits half the noise of a traditional mower. Parks staff will use the mower on smaller and medium-sized lawns.

The mower joins other energy efficient equipment including several electric blowers, trimmers, chainsaws, and a walk behind mower.

[5] https://www2.deloitte.com/us/en/insights/focus/future-of-mobility/electric-vehicle-trends-2030.html

The City's in-house auto shop is certified to maintain Ford vehicles, which influences the City's preference for primarily using Ford vehicles. However, EV maintenance needs are typically extremely low, and there may be a competitive advantage to purchasing EVs by other manufacturers. The City should also consider purchasing or leasing used EVs for potential cost savings.

EV Stations in Burlingame: Burlingame installed the City's first charging stations at the Burlingame Caltrain Station - two Chargepoint chargers, with two ports on each.

Burlingame's Parks Division is continually exploring electric options for their day-to-day landscape equipment. As the Parks Division replaces older equipment, consideration is given to the environmental impact of each purchase including efficiency, emissions, noise pollution, and long-term maintenance costs.

EV Charging Stations: Burlingame's City Hall and Police Station are the only facilities with Level 2 charging stations. The charging station at the Police Station is used for personal vehicles and can serve future electric police vehicles. City Hall has one charging station with two ports that is used by City Hall staff during business hours and is open to the public after hours.

Burlingame's new Community Center, to be completed in spring 2022, will have seven Level 2 charging stations for staff and public use.

The Main Library and Corp Yard, the City's two other large municipal buildings, are slated for the next EV charging stations. At the Main Library, the charging stations would be accessible for staff and the public. At the Corp Yard, the charging stations could be used to fuel staff vehicles and future EVs in the City's fleet. Staff is exploring grant and funding opportunities for these two locations.

Actions

This EV Action Plan is a living document that will be tracked, revisited, and updated to keep up with new issues, technologies, and opportunities as they arise. The list of actions below contains measures from the City's Climate Action Plan as well as new actions that will help Burlingame achieve the goals set out in this Plan.

Action Plan

Expand Residential EV Charging

1. Require the installation of Level 2 chargers in new developments.
   - Action completed as part of the Reach Code adopted in 2020.
2. Support opportunities to install EV charging stations in existing multifamily buildings.
3. Explore innovative charging stations, such as EV stations at curbsides and/or streetlights.
   - Participating in PCE's curbside charging pilot program.
4. Provide how-to resources for landlords and tenants interested in creating charging access in multifamily buildings.
5. Identify and conduct outreach on incentives and opportunities for EV charging for multifamily buildings.

Expand Workplace EV Charging

6. Connect existing businesses to EV charging opportunities, such as Electrify America, EVgo, and available grants/incentives.
7. Encourage local school districts to install EV charging stations at school sites.
8. Explore ideas for new or remodeled gas stations to provide EV charging stations.
9. Affirm that EV designated parking spaces count toward meeting minimum parking requirements.

Expand Public EV Charging

10. Release RFP for a contractor to identify, apply, and install EV stations at no or minimal cost to the City at priority locations.
11. Consider installing EV charging stations during public parking lot and park improvements.
12. Explore installing an electric bicycle charging station in Burlingame.
13. Promote electric bicycles, motorcycles, shuttles, and car sharing vehicles/programs.

14. Provide information on the City's website and conduct outreach on social media on EV-related content.
    - Burlingame's EV website

15. Install signage to assist the public in locating EV charging stations.

16. Partner with local automobile dealerships to promote EV awareness.

17. Include ADA EV parking requirements on website for clarity.

18. Implement flexible parking for EV charging stations to accommodate non-EVs and allow for more chargers.

Education and Outreach

19. Track and annually report the number of EV stations installed in Burlingame.

20. Promote EVs at events, such as test drives during street festivals.

21. Promote and connect with local EV businesses like Proterra.
    - Awarded Proterra the City's Green Business Award in 2020.

22. Promote countywide efforts by PCE and other agencies for rebates for vehicles and/or charging stations.

23. Engage community groups in the EV Action Plan – Transportation, Safety and Parking Commission, Citizens Environmental Council, Chamber of Commerce, and Downtown Business Improvement Districts.

Municipal Fleet

24. Adopt an EV First Policy for Burlingame's municipal fleet to ensure EVs are being considered whenever new vehicles are purchased or leased.
    - Completed in April 2020

25. Purchase 100% greenhouse gas-free electricity for Burlingame.
    - Completed in October 2016

26. Provide adequate workplace charging for municipal employees and fleet.

27. Consider purchasing or leasing used EVs and EVs by companies other than Ford for cost savings.

28. Educate and train municipal employees on EV use.

29. Purchase an electric bicycle for staff use.

30. Expand EV lawn and landscape equipment purchase and use.

31. Explore solar and energy storage for EV charging at municipal facilities.

Reporting and Tracking

Burlingame's Sustainability Coordinator will track the City's progress toward achieving the goals set out in this Plan and report it annually to the City Council. Information will also be available on the City's website.

Tracking	2020	Goals
# of Public EV Charging Ports	12	100 charging ports by 2030
Registered EVs in 94010	2,160	5,000 Registered EVs by 2030
EVs in Municipal Fleet	3	EVs 10% of Municipal fleet, 11 vehicles, by 2030

Burlingame's EV website: www.burlingame.org/ev

GHG IMPACT:

Reaching 5,000 registered EVs in the 94010 zip code (adding 2,840 new EVs) will save **13,000** tons of greenhouse gas emissions and is equivalent to:

1.4 million gallons of gasoline

1,517 homes' annual energy use

217,000 tree seedlings grown for 10 years

Source: EPA GHG Emissions Equivalency Calculator