

Electric Vehicle Chargers at Public Facilities
– Selected South Bay Cities –

City	Number of Charging Stations/Ports	Charger Type	Financing Mechanism	Fee Charged to Users	Comments
Mountain View	4/4 ¹	Level 2	Grant, donation	No	
Redwood City	12/22	Level 1 and Level 2	Grant	Yes \$1.50/hour for Level 1/2 and \$5.00/hour for Level 3 fast charger	In addition to the hourly rate, a 4-hour time restriction will also be implemented for all EV parking spaces.
Palo Alto ²	10/15	Level 1 and Level 2	Grant and City funds	No	Palo Alto will charge a fee for the electricity in the future. Stanford Shopping center has one Level 3 fast-charger and the fee is \$7 for 30 minutes.
Sunnyvale	1/1	Level 2	Grant	No	The charger is solar-powered. Sunnyvale is participating in the BACC BayCAP grant project and hopes to install 4 additional dual-port public chargers, and will likely charge use fees.
Cupertino ³	1/2	Level 2	Grant and City funds	\$1.50/hour	The charger averages 5 charges per day, and 130 unique users per month.
San Jose	53/80	Level 1 and Level 2	Mostly grant, but some City funds	Yes \$1.25/session plus \$0.25/kWh 8:30am-9:30pm; \$1.25/session plus \$0.20/kWh 9:30pm-8:30am	Evening pricing was instituted to facilitate EV ownership by residents of downtown complexes who don't have access to charging stations. The goal is to make the program revenue neutral to San Jose.

¹ Electrical outlets are located next to the existing four charging stations, enabling additional electric vehicles to charge using their own charging units. Also, the City plans to install an additional five dual-port, Level 2 chargers at the 850 California Street parking structure, which will bring the total available charging ports to 14.

² Palo Alto's City Council has unanimously supported a proposal to change the city's building code to require new homes to be pre-wired to support 240v level 2 chargers. The council also backed related proposals to streamline the process for obtaining a permit for a charger and to "develop strategies to further encourage electric vehicle use in Palo Alto."

³ Cupertino's City Council unanimously adopted an [ordinance](#) to require pre-wiring for electric vehicle charging systems in new buildings to lower the cost for future installation, adopting the California Building Code related to electrical vehicle charging stations, which requires:

- For new one- and two-family dwellings, one- and two-family dwelling rebuilds, new multi-family dwellings, and new non-residential buildings, a listed conduit such as a metal or plastic pipe, (otherwise referred to as a raceway) is required to be installed from the main building electrical panel out to the parking area. The minimal cost of installing the raceway will alleviate increased expenses of installing such wiring in the future and encourage use of electric vehicles.
- For new multi-family dwellings, and new non-residential buildings, at least 3% of parking spaces, but no less than one, must be capable of supporting future electrical vehicle supply equipment (EVSE). This is consistent with the lower Tier 1 voluntary requirement in the California Green Building Code. Tier 2 requires at least 5% of the parking spaces, but not less than two, to be capable of supporting future EVSE systems.