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TO: Supervisor Nora Vargas, Chairwoman  
Supervisor Terra Lawson-Remer, Vice Chair  
Supervisor Joel Anderson  
Supervisor Monica Montgomery Steppe  
Supervisor Jim Desmond

FROM: Dahvia Lynch, Director  
Planning & Development Services

## **ELECTRIC VEHICLE ROADMAP IMPLEMENTATION PROGRESS UPDATE**

### **Background**

On October 16, 2019 (2), the Board of Supervisors (Board) adopted the Electric Vehicle Roadmap (EV Roadmap), which included six goals to support the equitable transition to electric vehicle (EV) ownership and use through the installation of charging infrastructure, education, and identification of grant opportunities:

Goal 1: Further Reduce the County's Fleet of Gas-Powered Vehicles

Goal 2: Accelerate Installation of EV Charging Stations at Public Locations in County Facilities

Goal 3: Promote and Incentivize County Employee EV Ownership

Goal 4: Incentivize and/or Require EV Charging Infrastructure in New and Existing Private

Multi-Family Residential and/or Non-Residential Development

Goal 5: Fund EV Expert/Consumer Advocate as a Regional Resource

Goal 6: Collaborate with Regional Partners to Support Public and Private Fleet Electrification

Implementation of the EV Roadmap reduces greenhouse gas emissions, improves air quality, and contributes toward other related County sustainability efforts that are highlighted by Board actions, including: January 13, 2021 (5), Framework for our Future: Actions to Achieve Bold Climate Action at the County of San Diego; and July 14, 2021 (3) Framework for our Future: Developing a Regional Sustainability Plan (Regional Decarbonization Framework). The County of San Diego (County) has also advanced this

commitment through the Strategic Plan's Sustainability and Community initiatives, which identify the goals to "actively combat climate change through innovative or proven policies, green jobs, sustainable facility construction or maintenance and hazard mitigation" and "facilitate meaningful conversations, shared programming, grant opportunities, or other opportunities to maximize resources through community partnerships to benefit the region" as County priorities.

In 2023, the County continued taking bold action toward addressing the climate crisis by advancing a variety of sustainability and equity-driven policy directives, including the Regional Decarbonization Framework (RDF), Sustainable Land Use Framework, Departmental Sustainability Plans, and development of the Climate Action Plan (CAP) Update. Together, these directives will create a sustainable and resilient unincorporated county and support greater sustainability-related efforts throughout the region. Specifically, the Draft 2024 CAP, released for public review on October 26, 2023, will establish a vision for responding to climate change in the unincorporated area. This effort will result in a California Environmental Quality Act (CEQA) qualified plan that mitigates greenhouse gas (GHG) emissions to meet and exceed State reduction targets to reach net zero emissions by 2045. The final 2024 CAP and associated environmental document will be presented to the Board in Fall 2024.

### **Electric Vehicle Roadmap Annual Report Overview**

As directed by the Board, staff have provided annual reports on EV Roadmap implementation efforts since adoption. This memo summarizes the implementation progress for the EV Roadmap's six goals through Calendar Year (CY) 2023<sup>1</sup>. A narrative of implementation progress is followed by a detailed table summarizing completed and anticipated implementation actions/priorities for each goal. Additional supporting information is provided in two appendices: Appendix A, titled "Charging Station Summary," includes a list of existing and proposed EV charging stations at County facilities, while Appendix B, titled "EV Charging Station Maps," includes maps showing EV charging stations for County fleet use and public use at County facilities.

Through 2023, the County continued to advance EV Roadmap implementation to achieve the six goals and 11 recommendations. This includes regular updates to the County's public-facing EV Roadmap website (<https://sandiegocounty.gov/ev-roadmap>). Released April 2021, the website offers a centralized online platform for monitoring activities related to EV Roadmap implementation and provides access to annual reports. Through the end of 2023, the EV Roadmap website was viewed more than 4,000 times, including about 1,900 views in 2023, an increase from the 1,400 views in 2022.

To support EV Roadmap implementation, an internal County EV Working Group regularly coordinates EV Roadmap implementation activities. Participating departments include the Agriculture, Weights, and Measures (AWM), Department of Environmental Health and Quality (DEHQ), Department of General Services (DGS), Department of Parks and

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<sup>1</sup> Subsequent references to '2023' refer to Calendar Year 2023.

Recreation (DPR), Department of Public Works (DPW), Planning & Development Services (PDS), and San Diego County Library (SDCL). Implementation efforts described in this memo reflect the work carried out by departments across the County enterprise.

*Goal 1: Further Reduce the County's Fleet of Gas-Powered Vehicles*

<b>Focused Outcome</b>	Increase the number of EVs in the County's fleet to 250 vehicles by 2025 and 501 vehicles by 2027.
<b>Status</b>	<ul style="list-style-type: none"><li>• 165 EVs in use; 66 percent progress toward 2025 goal.</li><li>• 156 additional EVs currently on order, bringing the total EVs in use or on order to 321; exceeding the 2025 goal and 64 percent progress toward the 2027 goal (if EVs currently on order are fulfilled).</li></ul>

***FLEET MANAGEMENT***

DGS manages the County's vehicle fleet and implements the County's Facility Operations Electric Vehicle Roadmap (Operations EV Roadmap) and Green Fleet Action Plan (GFAP). The Operations EV Roadmap, last updated in August 2019, outlines implementation strategies and tracking metrics to guide the transition of the County's fleet to EVs. The GFAP builds on the efforts outlined in the Operations EV Roadmap to guide the transition of the over 4,500 County fleet vehicles and off-road equipment to cleaner fuels. The GFAP identifies goals and strategies to transition the County's fleet to EVs, in alignment with the EV Roadmap's goal of 250 vehicles transitioned to EVs by 2025 and 501 vehicles by 2027. In September 2023, DGS completed an update to the GFAP to set milestones and identify funding needed for the transition of the County's fleet to EVs, including transitioning 100 percent of medium-duty and heavy-duty (MD/HD) fleet vehicles (i.e., trucks, busses, freight, construction equipment) to clean and zero-emission fuels by 2037, and light-duty vehicles by 2045.

***FLEET EVS***

In 2023, DGS conducted a series of five-year forecast strategy meetings with every County department to discuss how departments could transition their fleet vehicles to EVs and forecast expenditures for a transition to EVs. The County added 66 new EVs to the County fleet in 2023, with an additional 156 EVs on order and expected to be in service in 2024. Seventeen County departments have made commitments to convert gas-powered vehicles to electric or plug-in electric through their initial Departmental Sustainability Plans. These commitments will advance fleet transition efforts. As each department evaluates vehicle needs and opportunities to transition or retire existing fleet vehicles, the departmental plans will support financial decisions to purchase EVs.

***MEDIUM- AND HEAVY-DUTY ZEVS***

On January 19, 2021, Governor Newsom signed Executive Order N-79-20, which calls for 100 percent of MD/HD vehicles in the state to be zero-emission by 2045 for all operations where feasible. The California Air Resources Board (CARB) Advanced Clean

Fleets Regulation has since been updated to reflect these ambitious targets and identify pathways for local governments to comply. Starting in 2024, 50 percent of all MD/HD vehicle purchases must be zero emission vehicles (ZEV), and all purchases must be ZEV by 2027. Challenges outside of the County's control to purchase MD/HD vehicles to meet these requirements (e.g., higher upfront vehicle costs, limited availability of ZEVs in market, insufficient charging infrastructure and technological limitations) have impacted departmental fleet vehicle replacement plans, but the County remains committed to replacing vehicles with ZEV as aggressively as possible, aligning with market availability and vehicle replacement eligibility criteria. Throughout 2023, DGS engaged with CARB and other State agencies to share known challenges in meeting these requirements and identify where potential exemptions to this rule may exist that would still support the State's goals. DGS has also worked with County departments to share details of these purchasing requirements and how they impact departmental purchasing and replacement of fleet vehicles.

Beyond passenger vehicles, the County has progressed in transitioning County services that rely on heavy-duty diesel buses to ZEVs. SDCL has retired two diesel-fueled buses that operated as the Library's Bookmobiles or mobile libraries and will replace them with four EV Mobile Outreach Platforms. In 2023, SDCL received four all-electric mobile outreach vans, and DGS is currently outfitting them with specialty equipment, such as a ramp, lift gate, power inverter, vehicle wrap, and more, to start operations in Fall 2024. These all-electric vans will provide expanded mobile library services to residents and students throughout the region.

#### ***FLEET EV INFRASTRUCTURE***

To support fleet EVs, DGS installs and manages EV charging stations<sup>2</sup> that are restricted for fleet use only. These fleet charging stations are not available for public use and can only be accessed by employees charging County-owned vehicles. EV charging station infrastructure available for public use is discussed under Goal 2. In 2023, DGS deployed 10 portable EV charging stations powered by solar photovoltaic canopies and batteries with two Level II ports each, known as EV Autonomous Renewable Chargers (ARCs). These EV ARCs were deployed to five County parks and five DPW road stations (see Appendix A for deployment locations). Additionally, DGS completed the construction of 16 new Level II EV charging stations at the Southeastern Live Well Center. These installations brought the total number of EV chargers installed for fleet vehicles to 239. Additionally, the County has 203 Level II chargers and 14 direct current fast chargers (DCFC) in progress with anticipated installations scheduled for 2024.

DGS coordinates with San Diego Gas & Electric (SDG&E) to reduce charging infrastructure installation costs through SDG&E's EV Infrastructure incentive program, called Power Your Drive, where the utility covers all the costs associated with construction

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<sup>2</sup> EV charging stations are categorized based on the charging speed offered. Level I charging provides charging at approximately 5 miles per hour. Level II offers charging at approximately 25 miles per hour. Direct current fast chargers (DCFC) enable rapid charging at approximately 100 to 200+ miles per hour. Source: [U.S. Department of Energy, Alternative Fuels Data Center](#).

and installation between the utility network and charging equipment rough-in (to the mounting pad). This, along with DGS's pursuit of State and Federal funding opportunities (e.g., Inflation Reduction Act grants), will support funding future installation of fleet chargers. To support County fleet vehicles that operate in areas where County-operated charging stations may be limited, the County partnered with ChargePoint in 2023 to establish the "Charge on the Go" program. This program allows County employees to charge County fleet vehicles at any ChargePoint charging station, opening more than 2,400 additional charging stations in the San Diego region for use by County vehicles when in the field. Appendix A includes a summary of the existing and proposed EV charging stations at County facilities that support the County's EV fleet.

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<b>Goal 1: Further Reduce the County’s Fleet of Gas-Powered Vehicles</b>		
Focused Outcome: Increase the number of EVs in the County’s fleet to 501 vehicles by 2027		
<b>EV Roadmap Recommendation</b>	<b>Progress as of December 31, 2023</b>	<b>Expected Next Steps</b>
1-A: Amend Board policies F-22, “Lease of Real Property for County Use”, H-1, “Fleet Management and Internal Service Fund”, and H-2, “Fleet Vehicle and Mobile Equipment Acquisition Policy” in the October 2019 sunset review.	Completed in October 2019.	N/A
1-B: Convert 250 County fleet gas-powered vehicles to EVs by 2025 and install necessary EV charging infrastructure.	<ul style="list-style-type: none"> <li>• 165 EVs available for use in County fleet.</li> <li>• 156 EVs on order (estimated delivery in 2024).</li> <li>• 36 EV charging stations installed for fleet use for a total of 239 fleet charging stations.</li> <li>• Established the "Charge on the Go" program, allowing County employees to charge County fleet vehicles at any ChargePoint charging station.</li> <li>• Received four all-electric mobile library outreach vans.</li> </ul>	<ul style="list-style-type: none"> <li>• Receive an additional 156 EVs for fleet in 2024 for a total of 321 EVs in the fleet.</li> <li>• Install 203 Level II and 14 DCFC additional EV fleet charging stations in 2024 at County facilities, for a total of 442 Level II and 14 DCFC fleet charging stations.</li> </ul>
1-C: Convert an additional 251 County fleet gas-powered vehicles to EVs for a total of 501 by 2027 and install necessary EV charging infrastructure.		
1-D: Keep pace with technological trends, track the costs and benefits of fleet conversion, and update the Green Fleet Action Plan no later than 2025 to set goals for medium- and heavy-duty fleet vehicle conversions.	<ul style="list-style-type: none"> <li>• Completed the update of the Green Fleet Action Plan in September 2023, incorporating strategies to initiate the conversion of MD/HD fleet</li> </ul>	<ul style="list-style-type: none"> <li>• Identify funding opportunities to convert MD/HD vehicles in compliance with CARB.</li> </ul>

Consider additional categories of light-duty vehicles for conversion, and purchase EVs as feasible.	vehicles to EVs or hydrogen fuel.	
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*Goal 2: Accelerate Installation of EV Charging Stations at Public Locations in County Facilities and in the unincorporated County.*

<b>Focused Outcome</b>	Contribute to the regional EV charging network by installing 2,040 Level II or equivalent charging stations at County facilities and throughout the unincorporated area by 2028.
<b>Status</b>	812 Level II equivalent chargers completed, in-process, or planned; 40 percent progress towards the Level II equivalent goal.

***PLANNING FOR PUBLIC EV CHARGERS***

EV Roadmap Recommendation 2-C has been integrated into the Draft 2024 CAP with a specific measure focused on installing EV charging stations and incentivizing the adoption of ZEVs. This measure will support continued progress toward achieving the goal of installing 2,040 Level II or equivalent charging stations in the unincorporated area by 2028.

***PUBLIC EV INFRASTRUCTURE***

The County continued to make progress on the installation of new public charging stations through County-led installations at County facilities and financial support for other public chargers in the unincorporated area through the California Electric Vehicle Infrastructure Project (CALeVIP). The CALeVIP San Diego County Incentive Project is implemented by the Center for Sustainable Energy (CSE) for the California Energy Commission and in partnership with the San Diego Association of Governments (SANDAG) and San Diego County Air Pollution Control District (SDAPCD). The program provides funding for installing publicly available Level II and DCFC charging stations.

In 2023, the County installed eight Level II charging stations at County facilities as part of the completion of three major capital projects, including two Level II chargers at the Lakeside Library, four Level II chargers at the Southeastern Live Well Center, and two Level II chargers at the East Otay Mesa Fire Station. The installation of these charging stations increased the total publicly available charging stations installed or funded by the County or CALeVIP to 67 Level II and two DCFC stations. In 2024, DGS will start the replacement of third-party EV charging stations in the Ash Street Parking Garage with County-owned and operated DCFC chargers.

In total, 153 Level II and 81 DCFC charging stations are in progress (i.e., funded and/or currently being installed) with anticipated completion in 2024/2025. This includes installations led by the County at County-operated sites (111 Level II and 14 DCFC) and the CALeVIP program in the unincorporated area (42 Level II and 67 DCFC). Beyond those in-process, the County and CALeVIP have an additional 47 Level II and 47 DCFC charging stations planned (i.e., designed but not yet funded and/or under construction).

The County measures progress toward the 2,040 Level II charging stations by 2028 goal through “Level II Equivalent” chargers. This equivalency was established through the County’s Planning Level Analysis for Public Electric Vehicle Infrastructure in the Unincorporated County (EVI Planning Analysis) as a way to compare the different charger types against the goal. The



equivalency is intended to provide a comparative value of faster charging options (i.e., DCFC) that can meet a greater demand of public charging than a Level II charger. At the end of 2023, approximately 812 Level II equivalent chargers (including 267 Level II and 130 DCFC) were completed, in-process, or planned through County-led installations and CALeVIP.

As the County continues installing public charging stations in the unincorporated area and at County facilities, efforts also continue to improve maintenance of charging stations and up-time (i.e., the percentage of time that a charger can be successfully operated). These efforts include outlining clear maintenance plans for chargers to provide regular updates, fixes, or cleaning, and will include steps to avoid or mitigate experienced vandalism (e.g., graffiti, property destruction) at stations.

***PUBLIC EV CHARGING FUNDING OPPORTUNITIES***

Through 2023, the County continued to monitor grant opportunities through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA). The IIJA includes two major funding opportunities for EV charging infrastructure projects and programs, including \$384 million in formula funding for the State and \$2.5 billion for discretionary grants. The grant funding includes an “EV Charging Formula Program” and “Charging and Fueling Infrastructure (CFI) Grant Program.”

The CFI Grant Program is a competitive federal grant program that funds the installation of publicly accessible EV charging infrastructure. On June 13, 2023, the County applied for approximately \$11 million in funding through the CFI Community Program to reduce greenhouse gas emissions and expand access to publicly accessible EV charging infrastructure at County facilities. In January 2024, the County was notified that it had not been selected to receive funding through the first round of the CFI discretionary grant program. The Department of Transportation (DOE) awarded<sup>3</sup> \$622.57 million in grant funding to 47 applicants across 22 States and Puerto Rico, including two Tribal Nations.

While the County’s application was not selected, the grant pursuit resulted in initial design ideas and plans that can be incorporated into future County capital projects and planning. The plans include the development of 72 Level II and 40 DCFC charging stations at 10 facilities owned by the County. These 10 facilities are located throughout San Diego County, including five in incorporated cities and five in unincorporated communities. The selection of sites in unincorporated communities was based on the EVI Planning Analysis. This study evaluates the anticipated charging demand in the unincorporated area and identifies priority locations for publicly accessible EV infrastructure to align with the goals of the EV Roadmap and contribute to the development of future planning efforts, such as the Draft 2024 CAP. All 10 project sites are existing, publicly accessible facilities that offer public services, including parks, libraries, and community centers. The County will continue to monitor this grant program for additional rounds of funding to further advance EV infrastructure planning at County facilities.

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<sup>3</sup> Charging and Fueling Infrastructure Program Grant Recipients available at [https://www.fhwa.dot.gov/environment/cfi/grant\\_recipients/](https://www.fhwa.dot.gov/environment/cfi/grant_recipients/)

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<b>Goal 2: Accelerate Installation of EV Charging Stations at Public Locations in County Facilities and in the Unincorporated County</b>		
<p>Focused Outcome: Contribute to the regional EV charging network by installing 2,040 Level II or equivalent charging stations at County facilities and throughout the unincorporated area by 2028</p>		
<b>EV Roadmap Recommendation</b>	<b>Progress as of December 31, 2023</b>	<b>Expected Next Steps</b>
<p>2-A: Amend Board Policy G-15, “Design Standards for County Facilities” to require all new County facilities to include charging infrastructure for public and employee use.</p>	<p>Completed in October 2019.</p>	<p>N/A</p>
<p>2-B: Fund the installation of 63 publicly accessible Level II chargers at seven County facilities for public and employee use by 2021, which would increase the number of public charging infrastructure at County facilities to 100 chargers.</p>	<ul style="list-style-type: none"> <li>• Installed eight new public EV charging stations for a total of 68 publicly accessible EV chargers available at County facilities including 66 Level II and two DCFC charging stations. Equal to a 74 Level II equivalent public charging stations.</li> </ul>	<ul style="list-style-type: none"> <li>• Through County-led efforts, install an additional 125 publicly accessible EV chargers at County facilities, including 111 Level II and 14 DCFC charging stations.</li> </ul>
<p>2-C: Complete an EV charger site assessment study and develop the EV Charger Installation Program for unincorporated communities by FY 2022-2023. Return to the Board for funding and install 2,040 Level II chargers by FY 2027-2028.</p>	<ul style="list-style-type: none"> <li>• Installed one Level II EV charging station funded through CALeVIP in the unincorporated area.</li> <li>• Completed an EV charger site assessment through the development to the EVI Planning Analysis in September 2023.</li> <li>• Completed design ideas and plans for future projects at ten County facilities as part of the CFI Community Program application.</li> <li>• Incorporated EVI Planning Analysis findings and implementation steps into the Draft 2024 CAP.</li> </ul>	<ul style="list-style-type: none"> <li>• Support completion of 109 in-progress Level II and DCFC charging stations funded through CALeVIP, including 42 Level II and 67 DCFC chargers.</li> <li>• Continue the internal County EV Working Group to coordinate ongoing efforts and explore new opportunities for installing EV chargers at County facilities.</li> </ul>

Goal 3: Promote and Incentivize County Employee EV Ownership

<b>Focused Outcome</b>	Increase County employee EV ownership and use to reduce employee commute emissions.
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**REDUCING GHGs FROM EMPLOYEE COMMUTES**

PDS is continuing to develop an enterprise-wide Employee Commute Program that supports actions identified in the 2018 Climate Action Plan, EV Roadmap, and Departmental Sustainability Plans to reduce the GHG emissions from vehicle miles traveled (VMT) associated with employee commutes. Integrated into the Draft 2024 CAP, this program will evaluate using incentives and education to increase the number of employees who drive EVs and use alternative transportation modes, such as walking/rolling, biking, buses, shuttles, and carpools, to work.

In late 2023, PDS began developing and preparing for the second iteration of the Employee Commute Survey that was initially distributed in 2022. The previous survey of County employees showed almost 5 percent currently drive to work using an EV and support for increased teleworking, carpool/vanpool, and transit as opportunities to reduce the use of single-occupancy, gas-powered vehicles to travel to work. Survey results also identified EV price rebates, free or reduced workplace charging, and low-interest loans as the top incentives for employees to purchase an EV. This employee feedback informed actions included in the Draft 2024 CAP GHG reduction measures and will be used to develop educational programming for employees, in partnership with SANDAG’s Sustainable Transportation Services (formerly iCommute). The second iteration of the survey was distributed in Summer 2024.

PDS and DGS staff participated in and led multiple events and activities throughout the year to increase employee awareness of programs and opportunities to reduce individual GHG emissions associated with commuting. At the County’s Earth Day celebration on April 21, 2023, at the County Operations Center (COC) campus, DGS showcased new electric vehicles in the County fleet and shared information about existing rebates and incentive programs that employees could use to purchase an EV of their own. On Bike Anywhere Day, a regionwide event hosted by SANDAG on May 18<sup>th</sup> to encourage bicycle commuting, DGS sponsored a “pit stop” at the COC for bicycle commuters to get free refreshments, prizes, and participate in Bike Anywhere Day activities. In total, 61 cyclists stopped by the County’s pit stop.

As a result of these efforts to reduce GHGs from employee commutes, the County was recognized as a Platinum Tier recipient at SANDAG’s Diamond Awards<sup>4</sup>, the highest award given for excellence in commute programs. The Program acknowledges employers across the region who develop and implement alternative commute programs. This was the second consecutive year the County had been recognized as a Platinum Tier recipient, after receiving Gold Tier recognition from 2018 to 2021.

<sup>4</sup> SANDAG’s Diamond Award available at [SANDAG-DiamondAwards-RecipientList-2023-v05](#)

***EMPLOYEE TELECOMMUTING***

Since 2020, the County has monitored employee commute VMT reductions resulting from increased employee telecommuting and alternate work schedules<sup>5</sup>. This tracking estimates the amount of VMT avoided by allowing employees to work at home or at facilities closer to their homes. In 2023, teleworking and alternate work schedules resulted in the avoidance of 18,285,188 vehicle miles which is a 26 percent reduction in commute miles that would have occurred if employees were working in-office full time. The amount of vehicle miles avoided is equal to a reduction of an estimated 5,315 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>). This is equivalent to taking 1,183 gasoline-powered passenger vehicles driven for one year or planting 87,884 tree seedlings grown for ten years.<sup>6</sup> Since 2021, the County has avoided over 101 million vehicle miles from teleworking.

In their initial Departmental Sustainability Plans, 22 departments focused on increasing teleworking opportunities for employees including 17 short-term, four mid-term, and one long-term commitments, to reduce departmental space needs and VMT from commutes. According to the Departmental Sustainability Planning 2023 Annual Report, approximately 56 percent of County staff telework at least one day per week, and approximately 6 percent of County staff have an alternate work schedule. All County departments offer telework and/or alternate work schedule opportunities for team members. As an example of departmental-level initiatives, the County Technology Office (CTO) has fully implemented remote phone functionality to support telework and is in the process of updating teleworking IT guidance on their webpage to reflect the latest resources. The Department of Human Resources (DHR) has reconfigured the training room to allow both in-person and remote employees to interact.

DGS is leading the space consolidation efforts of many County services to the COC in the upcoming years. This is driven by the increased flexibility and reduced need for in-office workspace through the County's Government Without Walls (GWOW) initiative, along with expanded opportunities for teleworking and alternate schedules in some positions. The expectation is that these opportunities will further increase over time with the incorporation of e-government tools and other technologies, providing added flexibility for staff to telework.

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<sup>5</sup> "9/80", "10/80", or other work schedules that differ from standard schedules for working eight hours each day.

<sup>6</sup> U.S. Environmental Protection Agency's Greenhouse Gas Equivalencies Calculator. Available at: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results>

<b>Goal 3: Promote and Incentivize County Employee EV Ownership</b>		
Focused Outcome: Increase County employee EV ownership and use to reduce employee commute emissions		
<b>EV Roadmap Recommendation</b>	<b>Progress as of December 31, 2023</b>	<b>Expected Next Steps</b>
Promote and incentivize County employee EV use by developing partnerships with banks, credit unions, dealerships to extend lending and pricing benefits.	<ul style="list-style-type: none"> <li>• Began planning efforts to implement 2024 employee survey.</li> <li>• Avoided an estimated 5,315 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>)* from telecommuting in 2023.</li> <li>• Since 2021, the County has avoided over 101 million vehicle miles from teleworking.</li> <li>• Incorporated the Employee Commute Program into the Draft 2024 CAP.</li> </ul>	<ul style="list-style-type: none"> <li>• Begin the implementation of the Employee Commute Program.</li> <li>• Continue evaluation and implementation of office space consolidation.</li> </ul>
<p>Notes:</p> <p>* Reducing employee work commuting in 2023 resulted in the avoidance of 18,285,188 vehicle miles. GHG emissions equivalency based on data used in the 2018 CAP inventory and forecast to convert vehicle miles to MTCO<sub>2e</sub>.</p>		

Goal 4: Incentivize and/or Require EV Charging Infrastructure in New and Existing Private Multi-Family Residential and/or Non-Residential Development

<b>Focused Outcome</b>	Increase charging station installations in new and existing private development.
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**PERMIT STREAMLINING**

Recognized by the State and SANDAG in 2020 as a “Permitting Best Practice,” the County continues to serve as a leader in the region through the application of a streamlined EV charger permitting process. The County’s process encourages EV charging infrastructure development by reducing project costs to homeowners and developers by providing checklists (i.e., a step-by-step guide to walk users through the EV permitting process) that allow for ministerial review (i.e., a process for permit approval involving little or no discretionary judgement). Since the start of the streamlined permitting process, the County has approved over 700 EV charging stations<sup>7</sup> in private residential homes and commercial developments, with 389 of those permits granted in 2023 alone.

In 2023, PDS began the development of the Construction Cost and Green Affordable Housing Study, supportive of the Transformative Housing Solutions project directed on August 31, 2021 (7). Specifically, the Green Affordable Housing Study includes a review of permitting processes implemented through the County’s streamlined Renewable Energy Fee Waiver Pilot Program. This review will identify the effectiveness of these efforts in increasing the number of EV and renewable energy permits submitted to the County. The study will be completed in mid-2024 and will identify additional options for advancing sustainable building practices, including EV charging station installations. Further, the study will identify opportunities to expand incentives and remove barriers to increase the development and rehabilitation of sustainable housing, including EV charging stations.

**CODE REQUIREMENTS AND ADVANCEMENT**

The California Building Standards Code (State Model Code) strives to ensure public health, safety, and general welfare through provisions addressing structural strength and stability, emergency exiting, fire prevention, electrical hazards, sanitation, air and water quality, energy efficiency, accessibility, and sustainability of buildings and structures. On February 8, 2023 (2), the Board adopted the base 2022 State Model Code, including the California Green Building Code (also known as “CALGreen”) updates. CALGreen mandatory requirements encourages the adoption of EVs through mandatory EV-ready, EV-capable, and EV Supply Equipment (EVSE) requirements. The 2022 edition of CALGreen expands beyond the residential EV Ready requirements first introduced in 2019 with new mandatory EV charging requirements for nonresidential construction, which include provisions for MD/HD vehicles for grocery, retail, and

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<sup>7</sup> Public charging stations at commercial sites installed through the CALeVIP program are included in these values, thus they are not fully additional to those reported in Goal 2. Additionally, the total number of permits issued does not necessarily reflect the total number of chargers installed as property owners may, for a variety of reasons, not complete installation after a permit has been issued.

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warehouse building types. In addition, newly constructed multi-family dwellings, hotels and motels have new EV-capable, EV-ready, and EVSE-installed requirements based on the total number of parking spaces.

In addition to the 2022 CALGreen mandatory requirements for EV charger readiness, CALGreen also includes optional Tier 1 and Tier 2 voluntary measures that local jurisdictions can adopt to reach beyond the State minimum mandated requirements for EV charging stations in private development. The Draft 2024 CAP includes commitments to further amend the County's Code of Regulatory Ordinances by 2026 to require Tier 2 CALGreen, or similar, increasing electric vehicle charging infrastructure and preferential parking for ZEVs in new multi-family residential and nonresidential construction beyond the state minimum mandates. Alongside the Construction Cost Study and Green Affordable Housing Study, PDS will continue to assess potential measures that encourage additional EV charging station installations and other sustainable building practices through future modifications to the County Building Code or other actions.

<b>Goal 4: Incentivize and/or Require EV Charging Infrastructure in New and Existing Private Multi-Family Residential and/or Non-Residential Development</b>		
Focused Outcome: Increase charging station installations in new and existing private development		
<b>EV Roadmap Recommendation</b>	<b>Progress as of December 31, 2023</b>	<b>Expected Next Steps</b>
Prepare a cost/benefit analysis of options to incentivize and/or require EV charger installations in new and/or retrofits of multi-family and non-residential development in the unincorporated area.	<ul style="list-style-type: none"> <li>• Continued EV charger permit streamlining consistent with AB 1236 (2015)*.</li> <li>• Adopted the base 2022 State Model Code on February 8, 2023 (2) which includes provisions for EV charging infrastructure in nonresidential and multi-family developments.</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate Renewable Energy Fee Waiver Pilot Program and impact on EV charging station permitting through the Construction Cost and Green Affordable Housing Study and identify any additional programs the County could consider incentivizing EV charging station development.</li> <li>• If adopted, develop a program to incentivize the installation of EV charging stations in the unincorporated area as identified in the Draft 2024 CAP.</li> </ul>
<p>Notes:</p> <p>*County of San Diego has been recognized by the State as one of the first jurisdictions in the region to have this streamlined permitting. Other jurisdictions recognized in the region include the cities of Carlsbad, Encinitas, Escondido, Del Mar, National City, Oceanside, Santee, San Diego, and San Marcos.</p>		

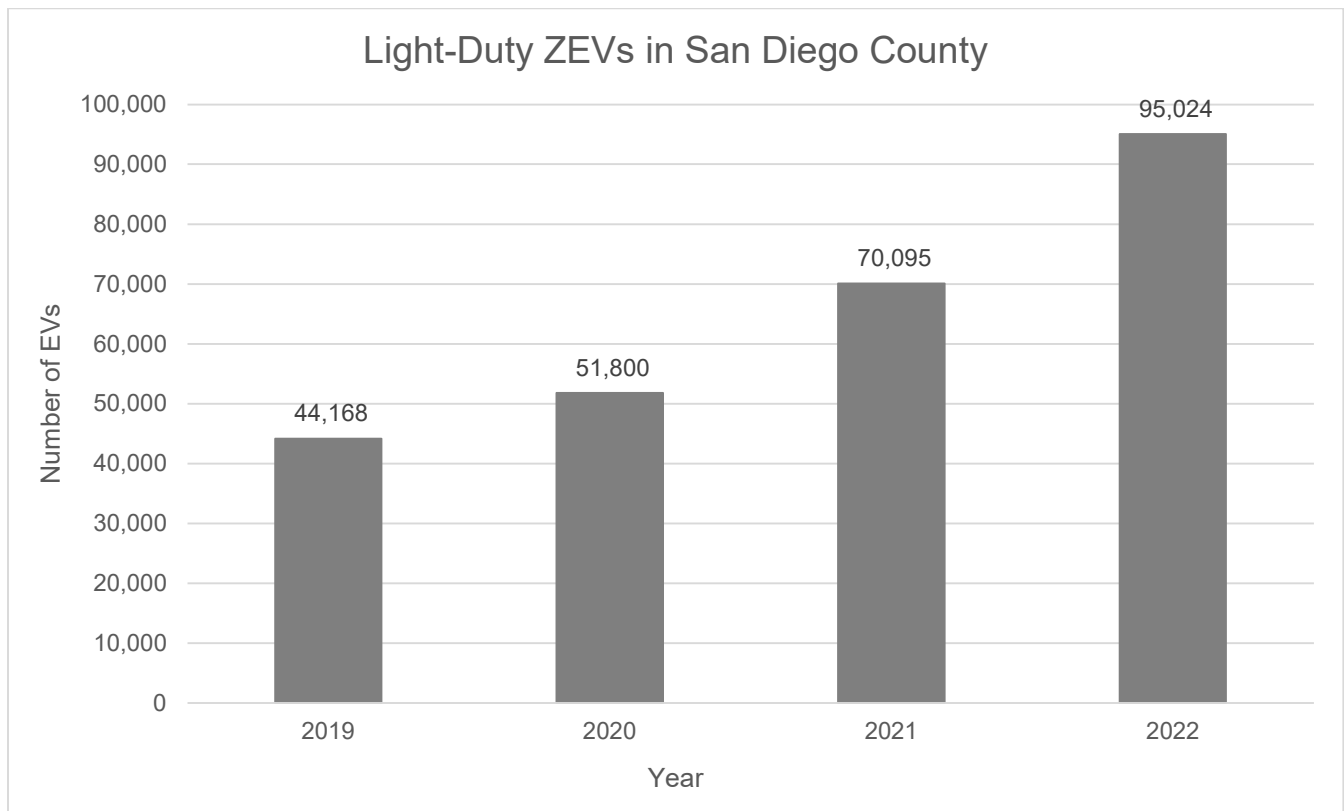


Goal 5: Fund EV Expert/Consumer Advocate as a Regional Resource

<b>Focused Outcome</b>	Increase EV ownership and charging station installations through education, outreach, regional collaboration, and incentives.
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**PUBLIC OUTREACH AND EV OWNERSHIP IN THE REGION**

Through EV Roadmap implementation, the County provides EV-related education and outreach to residents through online resources, community engagement, and regional collaboration. This outreach has the goal of increasing awareness of the economic and environmental benefits of driving an EV and the process for installing charging infrastructure to help increase EV ownership and charging station installations across the region. While the precise impact of County outreach on regional EV ownership is unknown, the region has seen a continued rise in the number of EVs in use since the EV Roadmap’s adoption in 2019. The California Energy Commission reports<sup>8</sup> the total number of light-duty ZEVs “on the road” in San Diego County has increased from 44,168 vehicles in 2019 to 95,024 vehicles in 2022 (the most recent year with complete data). The chart below presents the number of light-duty ZEVs in the region from 2019 to 2022.



<sup>8</sup> California Energy Commission report available at <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/light-duty-vehicle>. Complete data for 2023 is not yet available.

### ***EV CONSUMER GUIDE***

The County's EV Consumer Guide website (<https://sandiegocounty.gov/ev-consumerguide>), which was recognized with a County Resiliency Achievement Award<sup>9</sup> by the National Association of Counties (NACo) in 2022, continues offering general and technical online education and support on EV-related topics to consumers in the San Diego region. The website provides a consolidated source of consumer-friendly information on the benefits and costs of EV ownership, available vehicle and charger purchase incentives, charger options and installation procedures, a fuel cost comparison calculator, and access to a vehicle search and comparison tool. To improve the user experience and accessibility, the website provides information for a diverse range of users (i.e., low-income residents, residents of multi-family developments, large families, residents with accessibility needs) and has the ability to translate website content into more than 100 languages, including all County threshold languages.

Since the release of the website in June 2021, the website has received 38,004 cumulative views. The website received a significant increase in individual page views in 2023, totaling 22,731 individual page views in 2023 alone. A significant increase in the number of views can be attributed to the amount of community outreach conducted by PDS for the Draft 2024 CAP and participation in EV-related events in 2023, during which the EV Consumer Guide website was promoted to the public. Staff monitor website traffic on a quarterly basis to evaluate reach and effectiveness and identify opportunities to expand and/or modify individual pages based on feedback or user experience. In 2023, PDS staff added information and links to updated federal funding opportunities and incentive programs available through the IRA for new and used vehicle purchasing and charger installation. The website will continue to be updated to ensure content is up to date with the latest EV technology, new and pre-owned EV market trends, County policies and priorities, and State and federal legislation.

### ***COMMUNITY OUTREACH AND ENGAGEMENT***

Through 2023, PDS and other County department staff supported EV education and outreach through various events, community engagement opportunities, and social media postings. Staff shared information on EVs, including available rebates, charging options, and other sustainability resources, at in-person community and professional events, such as the grand opening of the Lakeside Library on March 25, 2023, SDG&E EV Fleet Day held at the Port of San Diego Pavilion on Broadway Pier on April 6, 2023, and SDG&E EV Day on October 14, 2023, at Snapdragon Stadium.

The PDS Sustainability Planning Division shared 11 posts promoting EV content on social media accounts including X (formerly Twitter), Instagram, and Facebook in 2023. These posts highlighted the main goals of the EV Roadmap, provided links to learn about implementation progress, and encouraged citizens to partake in the EV transition through promotions and grant opportunities. Through 2024, staff will continue to attend outreach and community engagement

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<sup>9</sup> National Association of Counties. 2022 Achievement Award – County of San Diego Electric Vehicle Consumer Guide. <https://www.naco.org/resources/award-programs/electric-vehicle-consumer-guide>

## Electric Vehicle Roadmap Implementation Progress Update

July 26, 2024

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events to provide in-person information sharing with community members and will provide additional information and resources through PDS online platforms that have translation capabilities for languages other than English.

In 2023, the PDS Sustainability Planning Division engaged in multiple community outreach events for the development of the Draft 2024 CAP. A recurring theme from these engagements focused on transportation and EVs, emphasizing the importance of ensuring equitable access to EVs and charging stations, particularly for low-income communities and renters. This input directly influenced the integration of EV and charging infrastructure measures into the Draft 2024 CAP.

<b>Goal 5: Fund EV Expert/Consumer Advocate as a Regional Resource</b>		
Focused Outcome: Increase EV ownership and charging station installations through education, outreach, regional collaboration, and incentives		
<b>EV Roadmap Recommendation</b>	<b>Progress as of December 31, 2023</b>	<b>Expected Next Steps</b>
Identify regional partners and cost sharing opportunities to fund a regional “EV Expert/Consumer Advocate” that would provide no-cost consultations for residents, agencies, and businesses to learn more about available incentives, technologies, and charger installation procedures on an ongoing basis.	<ul style="list-style-type: none"> <li>• Continued to monitor the County’s EV Consumer Guide website, a County-led website to provide general and technical support for residents and businesses.</li> <li>• Updated the EV Consumer Guide to provide information on latest vehicle market availability, available incentives, and rebates through federal programs (e.g., IRA).</li> <li>• Attended various community outreach and engagement events to promote the County’s EV programming and share information on EVs with county residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Review EV Consumer Guide website content to keep up to date with latest advancements and technologies. (Ongoing)</li> <li>• Evaluate EV Consumer Guide effectiveness and identify opportunities to expand/modify to satisfy regional demand. (Ongoing)</li> <li>• Continue attending community events to share EV-related information.</li> <li>• Host sustainability events at County facilities for employees and residents and include EV-related information materials and activities.</li> </ul>

Goal 6: Collaborate with Regional Partners to Support Public and Private Fleet Electrification

**Focused Outcome**

Increase EV use in regional light-, medium-, and heavy-duty fleets.

**ACCELERATE TO ZERO EMISSIONS REGIONAL COLLABORATION**

As a founding member of the Accelerate to Zero Emissions (A2Z) Collaboration (<https://a2zsandiego.com/>), staff continued to participate as a Core Team member through 2023. The purpose of the A2Z Collaboration is to develop a vision and implement a San Diego Regional EV Strategy that will accelerate investment in ZEVs and EV infrastructure to reduce air pollution and GHG emissions and combat climate change. In addition to County staff, the Core Team includes staff from SANDAG, SDG&E, the City of San Diego, and the San Diego County Air Pollution Control District (SDAPCD).

Building on the Regional EV Gap Analysis (Gap Analysis) published in the 2021, the A2Z Collaboration published the San Diego Zero Emissions Vehicle Strategy (ZEV Strategy) in 2023. The ZEV Strategy presents 10 strategies to address ZEV adoption and deployment strategies outlined in the Gap Analysis. The strategies were developed through a review of existing market and infrastructure conditions, broad stakeholder engagement, and modeling of the potential impact strategies could have on increasing ZEV adoption within the region. The strategies serve as a resource and provide guidance for regional and local government agencies, planning organizations, utilities, fleet operators, building owners, community-based organizations (CBO), and others on how they can take action to increase ZEV adoption rates, address equitable access to ZEVs and infrastructure, and enhance availability of ZEV infrastructure within the region. The A2Z Collaboration will continue to operate as a regional resource for guidance and technical assistance on ZEV planning and implementation.

**REGIONAL ZERO EMISSIONS VEHICLES INCENTIVE PROGRAM (ZEVIP)**

The County kicked off the ZEVIP program in 2023 in coordination with SANDAG. This program, funded through a Caltrans Planning Grant awarded to the County and SANDAG in 2022 to research and design an incentive program, will offer rebates to San Diego County residents for the purchase or lease of zero emission vehicles. This program is a key GHG reduction measure in SANDAG's 2021 Regional Transportation Plan and Sustainable Communities Strategy (2021 Regional Plan) and the County's Draft 2024 CAP. Through the ZEVIP, SANDAG and the County will develop a funding program to support the purchase of over 100,000 zero emissions passenger vehicles (e.g., cars, pick-up trucks, minivans) between 2025 and 2035. A key policy priority of this program will be to enable significantly more EV purchases by residents in low- and moderate-income households who have had limited participation in State incentive programs so far. The project will identify best practices from existing incentive programs, include incentive options for new and used vehicles, conduct outreach and engagement to community members to increase awareness and identify local mobility needs, and explore partnership opportunities with other incentive programs offered by the State, metropolitan planning organizations (MPOs), air districts, utility or community choice aggregators, and/or other program administrators to establish stackable and/or combined incentives.

The County worked with SANDAG to hire a consultant in mid-2023 to prepare the ZEVIP strategy and implementation program. The consultant conducted initial assessments of existing ZEV market conditions and needs in the region through 2023 and continues to build off of this work in 2024. Beginning in March 2024, the County and SANDAG led focus groups with CBOs to understand needs and challenges that can be addressed through the ZEVIP and considerations for how to appropriately scale and implement the program to ensure equitable access. Focus group and broad community outreach will continue throughout 2024 and inform the development of the strategy and implementation plan, which are anticipated to be complete by Fall of 2024.

**REGIONAL DECARBONIZATION FRAMEWORK**

In August 2023, the Office of Sustainability and Environmental Justice (OSEJ) posted the *Let's Get There* Playbook (<https://engage.sandiegocounty.gov/rdf>), a compilation of actions that individuals, organizations, communities, and the region can take to reduce GHG emissions, including those in the transportation sector. The Playbook provides various resources to decarbonize transportation at the individual scale, such as advertising financial incentives from the IRA to transition to EVs. The EV Roadmap implementation efforts will continue to coordinate and be informed by this effort.

On August 31, 2022 (6), the Board directed staff to prepare a Hydrogen Fueling Readiness Report (Hydrogen Fueling Report) to support near-term implementation of RDF-supportive actions. The Hydrogen Fueling Report analyzed current and future hydrogen fueling needs and demands for MD/HD vehicles in the unincorporated area to support regional fleets. The Hydrogen Fueling Report identifies high priority areas where hydrogen fueling stations could be efficiently located and provides best practices to support process improvements for the deployment of hydrogen fueling permitting in the unincorporated areas. The findings of the Hydrogen Fueling Report were incorporated into the Draft 2024 CAP to support the development of GHG reduction measures to increase hydrogen fueling infrastructure and vehicle adoption in the County's fleet and unincorporated area. These measures will support continued progress toward the net-zero GHG emissions goal by 2035-2045.

**REGIONAL PARTNERSHIP TO ELECTRIFY**

The County submitted a letter of commitment in 2023 expressing its support for the City of San Diego (City)'s grant application for the San Diego Regional Off-Grid EV Charging Solutions Site Prioritization. This submission was made for funding consideration to the Department of Energy's Office of State and Community Energy Programs' Energy Future Grants. The County is committed to supporting the development of the strategy to advance regional transportation electrification and resilience through planning and exploration of wireless EV charging stations. As a partner agency, the County will serve on the project development team, provide guidance and input on project scope and development through regular meetings with City staff and the project development team, inform and support project outreach and engagement activities through existing County resources and outreach channels, and review and provide feedback on the draft and final San Diego Regional Wireless EV Charging Solutions Site Prioritization.

Goal 6: Collaborate with Regional Partners to Support Public and Private Fleet Electrification		
Focused Outcome: Increase EV use in regional light-, medium-, and heavy-duty fleets		
EV Roadmap Recommendation	Progress as of December 31, 2023	Expected Next Steps
<p>Develop public and private regional partnerships to provide fleet electrification technical support to convert large regional fleets such as delivery services, rideshare, school districts, and transportation network companies to EV on an ongoing basis.</p>	<ul style="list-style-type: none"> <li>• Participated as a Core Team member in the A2Z Collaboration* and completed the Regional EV Gap Analysis (July 2021) and Regional ZEV Strategy (October 2023).</li> <li>• Coordinated with Regional Decarbonization Framework effort. (Ongoing)</li> <li>• Began development of the Zero Emissions Vehicle Incentive Program (ZEVIP) with SANDAG.</li> <li>• Continued to develop the Hydrogen Fueling Readiness Report.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue participation as a Core Team member in the A2Z Collaboration</li> <li>• Review and participate in the development of the Regional Decarbonization Framework.</li> <li>• Lead focus groups and community outreach and develop the ZEVIP program strategy and implementation plan.</li> <li>• Complete the Hydrogen Fueling Readiness Report.</li> </ul>
<p>Notes:</p> <p>* The County of San Diego is a founding member of the Accelerate to Zero Emissions Collaboration. The Core Team consists of County of San Diego, SANDAG, SDG&amp;E, San Diego County Air Pollution Control District, and City of San Diego.</p>		

### Next Steps

Key actions that have already begun in 2024 and will continue include (responsible departments noted in parenthesis):

- Add an additional 156 EVs to the County fleet. (All departments)
- Install 215 additional EV charging stations for fleet vehicles at County facilities. (DGS)
- Install 137 publicly accessible EV charging stations at County facilities. (DGS)
- Complete the installation of 109 in-progress charging stations in the unincorporated area funded through CALeVIP. (SDAPCD/private entities)
- Determine a funding strategy to initiate the conversion of MD/HD fleet vehicles to EVs or hydrogen fuel. (DGS)
- Develop the Zero Emission Vehicle Incentive Program Strategy and Implementation Plan (PDS in partnership with SANDAG)
- Complete the Hydrogen Fueling Readiness Report. (PDS)

Please contact Dahvia Lynch ([Dahvia.Lynch@sdcounty.ca.gov](mailto:Dahvia.Lynch@sdcounty.ca.gov)), Director of PDS, or Marko Medved ([Marko.Medved@sdcounty.ca.gov](mailto:Marko.Medved@sdcounty.ca.gov)), Director of DGS, if you have further questions or to request further information.

Respectfully,



DAHVIA LYNCH, Director  
Planning & Development Services

- c: Amy Harbert, Interim Deputy Chief Administrative Officer, Land Use and Environment Group  
Andrew Potter, Clerk of the Board of Supervisors  
Marko Medved, Director, Department of General Services  
Susan Brazeau, Director, Department of Human Resources  
Migell Acosta, Director, San Diego County Library  
Brian Albright, Director, Department of Parks, and Recreation  
William Morgan, Director, Department of Public Works  
Ha Dang, Agricultural Commissioner/Sealer, Department of Agriculture, Weights, and Measures  
Heather Buonomo, Interim Director, Department of Environmental Health and Quality  
Eden Brukman, Chief Sustainability Officer, Office of Sustainability and Environmental Justice



**Appendices**

- A. EV Charging Station Summary:** A table summarizing all EV charging stations installed and in progress at County owned and operated facilities. This will include a summary of existing chargers installed, and in progress and planned EV charger installations.
- B. EV Charging Station Maps:** Maps of all EV charging stations installed in public locations in the unincorporated area and at County facilities.

**Public/Workplace Electric Vehicle Charging Sites at County Facilities and in the Unincorporated Area**

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
<b>Completed</b>					
County Administrative Center	1600 Pacific Hwy, San Diego, 92101	4	2	CP	2014
4S Ranch Community Center	16118 4S Ranch Pkwy, San Diego, 92127	2	0	CP	2015
County Operations Center, Parking Structure A	5515 Overland Avenue, San Diego, 92123	10	0	CP	2015
Fallbrook Library	124 South Mission Road, Fallbrook, 92028	2	0	CP	2015
Health Service Complex	3851 Rosecrans Street, San Diego, 92110	2	0	CP	2015
North County Regional Center	325 South Melrose Drive, Vista, 92083	4	0	CP	2015
Ramona Library	1275 Main Street, Ramona, 92065	2	0	CP	2015
San Diego County Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	1	0	CP	2015
South Bay Assessor/Recorder/County Clerk Office	590 Third Avenue, Chula Vista, 91910	4	0	CP	2015
Cedar Kettner Parking Structure	735 West Cedar Street, San Diego, 92101	4	0	CP	2017
Santa Ysabel Nature Center	22135 Highway 79, Santa Ysabel, 92070	2	0	CoSD	2019
North Coastal Live Well Health Center	1701 Mission Avenue	9	0	CoSD	2021
Sweetwater Place Park	10691 Sweetwater Park Place, Spring Valley, 91978	1	0	CoSD	2021
Borrego Springs Library	2580 Country Club Road, Borrego Springs, 92004	2	0	CoSD	2022

Appendix A - Summary of Electric Vehicle Charging Stations

East County Assessor/Recorder/County Clerk Office	10144 Mission Gorge Road, Santee, 92071	5	0	CoSD	2022
Ohio Street Community Support Office (Probation)	3977 Ohio Street, San Diego, 92104	4	0	CoSD	2022
Public Charges Funded Through CALeVIP	Various locations in the unincorporated area	1	0	Other	2022
Lakeside Library	9839 Vine Street, Lakeside, 92040	2	0	CoSD	2023
Southeastern Live Well Center	415 Euclid Avenue, San Diego, 92114	4	0	CoSD	2023
East Otay Mesa Fire Station	850 Alta Road, San Diego	2	0	CoSD	2023
<b>Total Completed EVCS</b>		<b>67</b>	<b>2</b>		

<b>In Process</b>					
Julian Library	1850 Highway 78, Julian, 92036	0	4	CSG	2024
McClellan-Palomar Airport	2192 Palomar Airport Road, Carlsbad 92008	0	4	CSG	2024
Youth Transition Campus	2801 Meadow Lark Drive, San Diego, 92123	3	0	CoSD	2024
Ramona Community Resource Center	1221 Main Street, Ramona, 92065	2	0	CoSD	2024
San Diego County Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	7	0	CoSD	2024
Hazard Way Buildings	9325 Hazard Way, San Diego 92123	8	0	CoSD	2024
County Operations Center Medical Examiner South Lot	5570 Overland, San Diego	23	0	CoSD	2024
Edgemoor Distinct Part Skilled Nursing Facility	655 Park Center Drive, Santee 92071	8	0	CoSD	2024

Appendix A - Summary of Electric Vehicle Charging Stations

El Cajon Family Resource Center	20 1st Street, El Cajon 92019	8	0	CoSD	2024
San Marcos offices	141 and 151 E Carmel, San Marcos	18	0	CoSD	2024
County Operations Center Public Health Lab	5540 Overland Ave, San Diego 92123	2	0	CoSD	2024
County Operations Center PSB2	5610 Overland Ave, San Diego 92123	28	3	CoSD	2024
Lakeside Community Center	9841 Vine Street, Lakeside, 92040	4	2	CoSD	2023
County Administration Center - Ash St. PS	1600 Pacific Hwy, San Diego, 92101	0	1	CoSD	2023
Public Charges Funded Through CALeVIP	Various locations in the unincorporated area	42	67	Other	NA
<b>Total In-Process EVCS</b>		<b>153</b>	<b>81</b>		

<b>Planned (not confirmed)</b>					
Kearny Mesa ARCC	9225 Clairemont Mesa Blvd, San Deigo 92123	6	4	Unknown	2024
Lindo Lake SDGE EV Charging Stations	12660 Lindo Lane Lakeside CA 92040	9	2	Unknown	TBD
Mount Woodson Gateway County Preserve	Highway 67	1	0	Unknown	TBD
Calavao Park	Spring Valley, CA 91978	1	0	NA	TBD
Public Charges Funded Through CALeVIP	Various locations in the unincorporated area	30	41	Other	TBD
<b>Total Planned EVCS</b>		<b>47</b>	<b>47</b>		

Public/Workplace EVCS Summary				
	# EVCS Ports			
	L2	DCFC	Total	Total L2e
<b>Total Completed EVCS</b>	<b>67</b>	<b>2</b>	<b>69</b>	<b>75</b>
<b>Total In-Process EVCS</b>	<b>153</b>	<b>81</b>	<b>234</b>	<b>493</b>
<b>Total Planned EVCS</b>	<b>47</b>	<b>47</b>	<b>94</b>	<b>244</b>
<b>TOTAL BY TYPE</b>	<b>267</b>	<b>130</b>	<b>397</b>	<b>812</b>

**Notes**

COSD = County of San Diego; CP = ChargePoint; CSG = Carbon Solutions Group; DCFC = Direct Current Fast Charging; EVCS = Electric Vehicle Charging Station; L2 = Level II charging stations; TBD = to be determined.

\*Numbers may not add up due to rounding. The Level II Equivalency (L2e) was established through the Electric Vehicle Infrastructure Planning Analysis based on literature review and charging capacity. The analysis reports that, conservatively, a single DCFC station is equivalent to 4.2 Level II chargers.

Data current as of 12/31/23

***Fleet Charging Sites at County Facilities***

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
<b>Completed</b>					
South Bay Regional Center	500 Third Avenue, Chula Vista, 91910	12	0	SDGE	2017
North County Regional Center	325 S Melrose Dr, Vista, 92081	10	0	SDGE	2017
Juvenile Justice Complex	2901 Meadowlark, San Diego, 92123	10	0	SDGE	2017
County Operations Center, Medical Examiner	5570 Overland Ave, San Diego, 92123	10	0	SDGE	2017
County Operations Center, Parking Structure B	5610 Overland Ave, San Diego, 92123	12	0	CoSD	2017
County Operations Center, Mobile Solar	9301 Hazard Way, San Diego, 92123	2	0	CoSD	2017
Health Services Complex	3851 Rosecrans st, San Diego, 92110	10	0	SDGE	2017
San Diego County Air Pollution Control District	10124 Old Grove Rd, San Diego, 92131	10	0	SDGE	2017
Sheriff Headquarters	9621 Ridgehaven Ct, San Diego, 92123	8	0	SDGE	2017
County Operations Center, Parking Structure A	5515 Overland Avenue, San Diego, 92123	119	0	CoSD	2022
Southeastern Live Well Center	415 Euclid Avenue, San Diego, 92114	16	0	CoSD	2023

Appendix A - Summary of Electric Vehicle Charging Stations

EV Arcs: Parks (Tijuana River Valley regional park, Yard, Lake Morena park, Pine Valley park, William Heise park)	2721 Monument Road, San Diego, 92154 3554 James Circle, Spring Valley, 91977 2550 Lake Morena Drive, Campo, 92006 28810 Old Highway 80, Pine Valley, 91962 4945 Heise Park Road, Julian, 92036	10	0	CoSD	2023
EV Arcs: DPW road stations (San Marcos, Ramona, Campo, Borrego, Jamacha)	1579 Osage Street, San Marcos, 92069 116 5th Street, Ramona, 92065 970 Forrest Gate Road, Campo, 91906 1550 Rango Way, Borrego Springs, 92004 11970 Singer Lane, Spring Valley, 91978	10	0	CoSD	2023
<b>Total Completed EVCS</b>		<b>239</b>	<b>0</b>		

<b>In Process</b>					
Div 1 DPW Road Maintenance Station	11970 Singer Lane, Spring Valley, 91978	10	2	CoSD	2024
Div 2 DPW Road Maintenance Station	1579 Osage Street, San Marcos, 92069	10	2	CoSD	2024
Ramona Road Maintenance Station	116 Fifth Street, Ramona, 92065	10	2	CoSD	2024
Hazard Way Buildings	9325 Hazard Way, San Diego, 92123	30	0	CoSD	2024
San Diego County Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	20	1	CoSD	2024
East Mesa Detention Facility / East Mesa Juvenile Detention Facility	446 Alta Road, San Diego, 92158	10	2	CoSD	2024
County Administration Center - Ash St. PS	1600 Pacific Hwy, San Diego, 92101	0	1	CoSD	2023
County Operations Center, Parking Structure B	5610 Overland Ave, San Diego, 92123	111	4	CoSD	2024

Appendix A - Summary of Electric Vehicle Charging Stations

Rancho San Diego Library	11555 Via Rancho, San Diego, 92019	2	0	CoSD	2024
<b>Total In-Process EVCS</b>		<b>203</b>	<b>14</b>		

Fleet EVCS Summary			
	# EVCS Ports		
	L2	DCFC	Total
<b>Total Completed EVCS</b>	<b>239</b>	<b>0</b>	<b>239</b>
<b>Total In-Process EVCS</b>	<b>203</b>	<b>14</b>	<b>217</b>
<b>Total by Type</b>	<b>442</b>	<b>14</b>	<b>456</b>

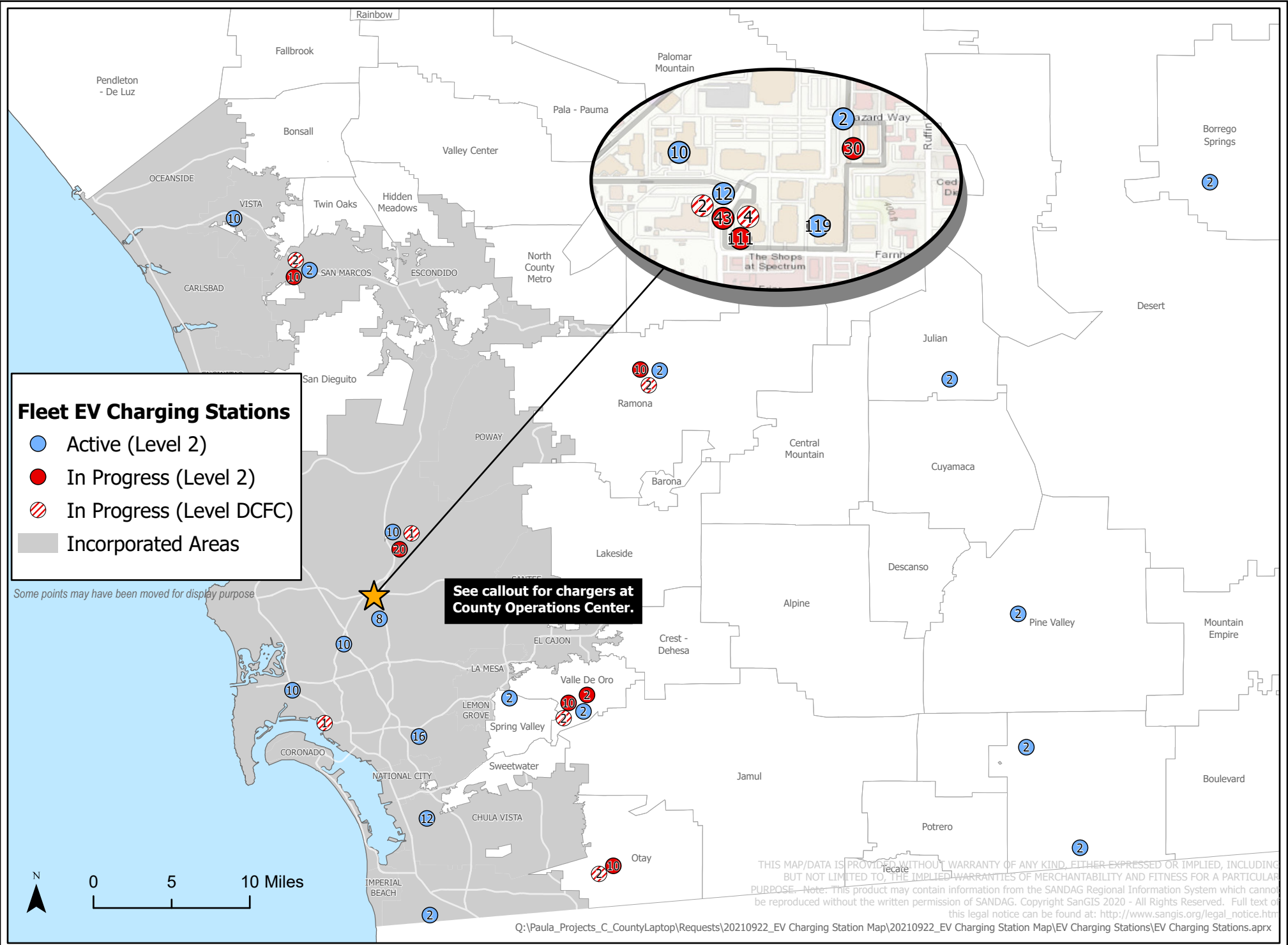
**Notes**

CoSD = County of San Diego; DCFC = Direct Current Fast Charger; EVCS = Electric Vehicle Charging Station; L2 = Level II charging station; SDGE = San Diego Gas & Electric.

Data current as of 12/31/23



# Appendix B - Electric Vehicle Charging Stations for County Fleet



# Appendix B – Public Electric Vehicle Charging Stations at County Facilities

