

Hidden Meadows Community Sponsor Group

Covering the area bordered by Escondido, I-15, Valley Center, & Circle R

Meeting location: The Hidden Meadows Community Center 28208 Meadow Glen Way West

Thursday, August 27, 2026 at 7:00 p.m.

FINAL AGENDA

Assistance for those with disabilities: If you need accommodation to participate in this meeting, please call Bret Sealey at 619-808-3020 so necessary arrangements can be made.

(Please note that persons desiring to speak on any action or information item are requested to fill out a speaker slip, available from the Secretary.)

- 1) CALL TO ORDER: Bret Sealey, Chair
- 2) ROLL CALL: Quorum establishment
- 3) PLEDGE OF ALLEGIANCE
- 4) MINUTES
 - a) *Approval of minutes from July 23, 2026
- 5) OPEN FORUM: attendees may speak on any subject not covered by this Agenda
(Time limit – 3 minutes per speaker)
- 6) ACTION ITEMS
 - a) *Draft Battery Energy Storage Systems (BESS) Zoning Ordinance. The draft ordinance defines BESS uses and determines where BESS can be located. The draft proposes to prohibit BESS in residential zones and encourages siting of BESS in appropriate industrial and commercial zones. The draft only addresses BESS facilities that have a total energy storage capacity of more than 600 kilowatt-hours (kWh). The draft also incorporates requirements to address safety and compatibility with surrounding areas. Comment period ends September 27, 2026. Additional information can be viewed at:
<https://engage.sandiegocounty.gov/battery-energy-storage-systems>
 - b) *County of San Diego Office of Economic Development and Government Affairs (EDGA) 2027 Legislative Program. Comment period ends September 14, 2026. The program can be viewed at:
<https://engage.sandiegocounty.gov/2027-legislative-program>
- 7) ADMINISTRATIVE ITEMS/CORRESPONDENCE
 - a) *County of San Diego's Annual Road Resurfacing Program Update (FY 2026/2027). The Department of Public Works (DPW) Annual Resurfacing Program (Program) was developed to balance community input, funding availability, pavement management software recommendations, and operational safety requirements. The 2026-27

resurfacing projects (Year Ten) list of roads is sorted by community. These projects are in the design process and are being evaluated for potential utility, private development project conflicts, drainage, and accessibility improvement needs, and include 90.23 miles of roads. Additional information can be viewed at:

https://www.sandiegocounty.gov/content/sdc/dpw/roads/Resurfacing_Program.html

- b) *On January 14, 2026, the San Diego County Board of Supervisors (Board) directed the Chief Administrative Officer (CAO) to evaluate the development potential of large artificial intelligence (AI) data centers in the unincorporated areas of San Diego County and report back on options for reducing impacts from large AI data centers. Additional information can be viewed at:
<https://www.sandiegocounty.gov/content/sdc/pds/longrangeplanning/DataCenters.html>
- c) *County of San Diego Climate Action Plan (CAP): Annual Report & Extended Program Deadlines. The 2024 CAP, which outlines 21 measures and 70 actions designed to help the County reduce greenhouse gas (GHG) emissions and achieve net zero emissions by 2045, in alignment with State requirements. The first-year report on 2024 CAP implementation integrates progress on the 2019 Electric Vehicle Roadmap (EV Roadmap) for the 2025 calendar year. Zero-Emission Equipment Voucher Program has been extended to September 4, 2026. Electric Vehicle Charger Program (EVCP) has been extended to October 23, 2026. Additional information can be viewed at:
<https://www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan.html>
- d) Socially Equitable Cannabis Program (SECP) Board of Supervisors Hearings. The SECP would allow for new cannabis facilities in the unincorporated areas of the county, including cultivation, distribution, manufacturing, microbusiness, retail, onsite consumption lounges, temporary cannabis events, and testing laboratories. The SECP was prepared in response to the Board of Supervisors' January 27, 2021, direction to develop amendments to the Zoning Ordinance and County of San Diego Regulatory Code to allow for permitting and licensing of new commercial cannabis uses. Next hearing date is September 2, 2026. Additional information can be viewed at:
<https://engage.sandiegocounty.gov/hub-page/cannabis-program>
- e) *Sustainable Agricultural Lands Conservation (SALC) 2.0 Final Report. The County of San Diego Planning & Development Services (PDS) produced the SALC 2.0 Final Report in collaboration with San Diego County Local Agency Formation Commission (LAFCO). This multi year agricultural conservation planning effort provides a look at the economic challenges facing local agriculture and identifies practical strategies to support

a more resilient future. Additional information can be viewed at:

<https://www.sandiegocounty.gov/content/sdc/sustainability/projects/SALC2.html>

- f) Inclusionary Housing Ordinance and Program Development (Housing Study). the Board of Supervisors adopted the Inclusionary Housing Ordinance which requires some new housing developments to include some affordable housing. Housing development projects submitted to the County after October 21, 2026, will be subject to the ordinance requirements. Additional information can be viewed at:

<https://www.sandiegocounty.gov/content/sdc/pds/advance/housingstudy.html>

- g) Reappointment nominations for terms expiring January 4, 2027

- i) Seat #2 – James Chagala

- ii) Seat #4 – Craig Cook

- iii) Seat #6 – Robert Riha

- h) Status of vacancies and appointment recommendations

- i) Seat #1 – Vacant

- ii) Seat #8 – Vacant

- iii) I-15 Corridor Design Review Board Seat #3 – Vacant

- i) Compliance requirements update

- i) Annual training

- ii) Form 700

- iii) Bi-annual ethics training

8) SUB-COMMITTEE REPORTS

- a) Trails & Parks

9) MEMBERS' COMMENTS

10) AJOURNMENT

* Denotes Attachment

Next regular meeting will be on September 24, 2026, at the Hidden Meadows Community Center, 28208 Meadow Glen West. If this agenda is further revised, it will be posted 3 days prior to the meeting on the community web site: <https://www.sandiegocounty.gov/content/sdc/pds/gpupdate/comm/hidmdws.html>. A final agenda may include additional items if added more than 72 hours prior to the meeting. For further information, contact the Chair.

Public Disclosure

We strive to protect personally identifiable information by collecting only information necessary to deliver our services. All information that may be collected becomes public record that may be subject to inspection and copying by the public, unless an exemption in law exists. In the event of a conflict between

this Privacy Notice and any County ordinance or other law governing the County's disclosure of records, the County ordinance or other applicable law will control.

At the discretion of the Sponsor Group, all items appearing on this agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the Sponsor Group. All public records relating to an agenda item are available for public inspection at the time they are available to Sponsor Group members. Please contact Bret Sealey at 619-808-3020 or bret@bretsealey.com for a copy of those items (identified on the agenda with an asterisk).

Hidden Meadows Community Sponsor Group

Covering the area bordered by Escondido, I-15, Valley Center, & Circle R

July 23, 2026 at 7:00 p.m.

DRAFT MINUTES

- 1) CALL TO ORDER: Jim Chagala, Vice Chairman, 7:00 PM
- 2) ROLL CALL: Michalowski, Chagala, Cook, Riha, Van Liew, Delin present, Sealey, excused absent.
Quorum established.
- 3) PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA
- 4) MINUTES:
Motion to approve March 26, 2026 minutes by Cook, Second by Delin, passes 5 yea, 0 nay, 1 abstain.
- 5) OPEN FORUM: attendees may speak on any subject not covered by this Agenda.
Sharon Cook notes that construction grading is taking place in Rim Rock and a boulder fell from the site as no downhill protection was in place. Member Cook has contacted Rim Rock HOA to follow up.
- 6) ACTION ITEMS:
 - a) Draft Tiered Winery Zoning Ordinance Amendments. Members had no comments relative to CEQA associated with the draft ordinance.
- 7) ADMINISTRATIVE ITEMS:
 - a) Outcomes from Quarterly Community Planning and Sponsor Group Chair Meeting held on June 13. No Member was able to attend. Vice Chair Chagala will review and report back to Group.
 - b) Status of vacancies and appointment recommendations. No action taken.
 - c) Compliance requirements update. No compliance issues identified.
- 8) SUB COMMITTEES:
 - a) Trails and Parks. Discussion lead by Vice Chair Chagala on the appropriateness of the property at the corner of Mountain Meadow Road and Hidden Meadows Road. No additional action.
- 9) MEMBER COMMENTS:
None.
- 10) ADJOURNMENT: Meeting ends at 7:16 pm on motion by Michalowski, second by Cook, and unanimous consent

PART ONE: BASIC PROVISIONS

1110 DEFINITIONS (B).

Battery Energy Storage System (BESS): See Energy Storage System (ESS) below. BESS is a chemical energy storage system utilizing electrochemical cells, or batteries, to store and discharge electrical energy.

- a. Battery: One or more cells connected electrically in a series, parallel, or both, to provide the required operating voltage and current levels.
- b. Battery Chemistry: The specific materials in a BESS used to store and release energy, such as a positive electrode (cathode), a negative electrode (anode), and the substance allowing ion flow (electrolyte). Examples include, but are not limited to, lithium ion, lithium iron phosphate, or lead-acid.
- c. BESS Facility: A site where one or more BESS are installed and operated, either indoors within a building or structure, or an outdoor installation, including all associated equipment and infrastructure. The project boundary of a BESS Facility is the acreage within the boundary of the permit associated with BESS and includes any on- or off-site generation tie (gen-tie) line easements.
- d. Energy Storage System (ESS): One or more devices assembled together and capable of storing energy to supply electrical energy at a future time. An ESS may include batteries, control systems, inverters, safety systems, metering, and other associated components.
- e. Generation Tie (gen-tie): A transmission or distribution line that connects a BESS Facility to the electrical grid, enabling the transfer of stored or generated energy to off-site locations.
- f. Outdoor BESS Installation: A BESS that is not located within a building. Examples include but are not limited to rooftops, open parking garages, and standalone units such as shipping containers.

USE CLASSIFICATIONS

GENERAL CLASSIFICATION RULES

1205 LISTING OF USE CLASSIFICATIONS.

- b. Civic Use Types.

Battery Energy Storage System (BESS) “27” (see Section 6955)

CIVIC USE TYPES

1376 BATTERY ENERGY STORAGE SYSTEM.

The Battery Energy Storage System (BESS) use type refers to an indoor or outdoor installation of a chemical energy storage system utilizing batteries to store and discharge electrical energy. Typical uses include but are not limited to standalone BESS Facilities, BESS Facilities located on the same site as an energy generation facility or electric utility infrastructure, or BESS supporting operation of a large industrial or commercial use.

PART TWO: USE REGULATIONS

SUPPLEMENTAL LIMITATIONS ON USES.

2980 LIMITATIONS ON PERMITTED USES.

“27” Battery Energy Storage Systems: Allowed subject to the provisions of Section 6955.

USE MATRIX

2990 USE MATRIX.

USE & ENCLOSURE MATRIX

[See next page]

PART SIX: GENERAL REGULATIONS GENERAL PROVISIONS

MISCELLANEOUS GENERAL REGULATIONS

6955 BATTERY ENERGY STORAGE SYSTEMS

The provisions of Section 6955 shall be known as the Battery Energy Storage System (BESS) Ordinance.

a. Purpose

The purpose of this Section is to protect the public safety and welfare of communities in the unincorporated area of the County of San Diego by establishing land use regulations for the installation and use of BESS.

b. Applicability

The provisions of this Section apply to any projects that include BESS with energy storage capacity exceeding 600 kilowatt-hours (kWh).

c. Conformance with Applicable Regulations

All BESS must comply with all relevant federal and State laws, applicable California Environmental Quality Act (CEQA) requirements, the San Diego County General Plan, and any applicable specific plans and master plans, as well as all applicable zoning and regulatory standards at the time of application submittal. The project must demonstrate compliance with the most up-to-date National Fire Protection Association (NFPA) standards relevant to BESS, California Fire Code, County Consolidated Fire Code, and San Diego County Fire Protection Guidelines for BESS Facilities applicable at the time of application submittal and prior to operation commencement, subject to the discretion of the fire authority having jurisdiction.

d. BESS Tiers

A BESS Facility, as defined in Section 1110, shall be classified into the following tiers based on the facility's total energy storage capacity and project boundary.

Tier Criteria	Tier 1	Tier 2	Tier 3
Total energy storage capacity	More than 600 kWh, up to and including 80 MWh	More than 80 MWh, up to and including 400 MWh	More than 400 MW
Project boundary (including acreage of on-site/off-site gen-tie easements)	5 acres or less	More than 5 acres but less than 10 acres	10 acres or more

Table Summary: This table contains four columns. The first column lists criteria for each tier classification, including total energy storage capacity and project boundary. The second column shows Tier 1 classification. The third column shows Tier 2 classification. The fourth column shows Tier 3 classification.

1. Tier 1 BESS Facilities are those with a total energy storage capacity that exceeds 600 kilowatt-hours (kWh), up to and including 80 megawatt-hours (MWh), and/or a project boundary of 5 acres or less.
2. Tier 2 BESS Facilities are those with a total energy storage capacity greater than 80 MWh, up to and including 400 MWh, and/or a project boundary greater than 5 acres but not more than 10 acres.
3. Tier 3 BESS Facilities are those with a total energy storage capacity greater than 400 MWh and/or a project boundary greater than 10 acres.

e. Development Standards

1. Setbacks

- i. Buildings or Structures Containing Batteries. All buildings or structures containing one or more batteries, as defined in Section 1110, shall maintain a minimum setback of 100 feet from all lot lines or the setback required by the San Diego County Fire Protection District or the fire authority having jurisdiction, whichever distance is greater.
- ii. Buildings or Structures that Do Not Contain Batteries. Setbacks shall comply with the applicable setback requirements of the zone.

2. Height. The heights of all buildings and structures on the site shall comply with the applicable height requirements of the zone in which the facility is located. Ancillary or accessory equipment on the roof of an Outdoor BESS Installation, as defined in Section 1110, shall be considered part of the structure height.

3. Screening. BESS Facilities must comply with Section 6700 et seq. (Fencing and Screening Regulations) and any applicable community design guidelines or standards, with the following exceptions:
 - i. Required Fences and Walls. All BESS Facilities shall comply with all applicable physical security requirements, including but not limited to fences and walls, as specified in NFPA 855, the California Code of Regulations, and County Consolidated Fire Code.
 - ii. Screening of Outdoor BESS Installations. All BESS Facilities containing Outdoor BESS Installations, as defined in Section 1110, shall be entirely enclosed at its exterior boundaries by a view-obscuring fence, wall, decorative screening, or landscaping plants and/or materials in accordance with Section 86.701 et seq. (Water Conservation in Landscaping) of the San Diego County Code of Regulatory Ordinances and fuel modification requirements of the County Consolidated Fire Code, as applicable.
 4. Signage. Safety signage shall comply with NFPA 855 (Standard for the Installation of Stationary Energy Storage Systems), County Consolidated Fire Code, California Fire Code, and any other applicable federal or State requirements. All other signage shall comply with Section 6250 et seq. (On-Premise Sign Regulations) and any applicable community design guidelines or standards.
- f. Performance Standards
1. Noise. All operations, including but not limited to equipment such as switchgears, transformers, inverters, and cooling and heating systems, shall comply with the provisions of Section 36.401 et seq. (Noise Abatement and Control) of the San Diego County Code of Regulatory Ordinances. Noise barriers shall be installed around any noise-generating equipment if necessary to meet the required limitations.
 2. Lighting. Exterior lighting shall comply with the outdoor lighting regulations in Section 6324(g) (Dark Skies Ordinance) and Section 51.201 et seq. (Light Pollution) of the San Diego County Code of Regulatory Ordinances relating to light pollution. In addition, all exterior lighting shall be operational, fully cut-off, shielded, downward facing, and motion-sensor activated, unless otherwise required to meet minimum security lighting standards. Lighting shall not spill over onto other properties, structures, or the night sky. All

lighting for indoor/enclosed spaces shall utilize light-emitting diode (LED) bulbs, or equivalent or more energy-efficient technology.

3. Decommissioning Plan. Prior to issuance of any construction-related permit for any component of a BESS, the applicant and/or operator shall provide a decommissioning plan addressing how the facility will be dismantled and removed, and the site restored to a condition reasonably similar to its original state and/or viable for use consistent with the underlying zone, once the facility has reached the end of its useful life or is otherwise no longer in operation for a continuous period of 12 months. The decommissioning plan shall comply with all applicable provisions of NFPA 855, the requirements of the California Fire Code and County Consolidated Fire Code.

- i. Contents of a Decommissioning Plan

- a) An overview of the decommissioning process developed specifically for the BESS that is to be decommissioned, including when the decommissioning process will be triggered, items to be removed upon decommissioning, hazardous materials management, and site restoration.
 - b) The time and schedule required to decommission and remove the BESS and any ancillary and accessory structures.
 - c) A detailed description of each activity to be conducted during the decommissioning process, including who will perform the activity and when it will be performed, general permitting requirements, grading activities for remediation, and procedures to be used in documenting the decommissioning of the BESS and all associated structures, equipment, and infrastructure. The condition of decommissioned components, including whether they have been damaged by a fire or other event, shall be included in the documentation of decommissioning.
 - d) A recycling and disposal plan for facility components, including but not limited to battery cells.
 - e) A site restoration plan, including mitigation of any environmental impacts, to restore the site to a condition reasonably similar to its original state, and/or viable for use consistent with the underlying zone.

- f) A cost estimate for implementing the decommissioning plan and financial assurances for facility removal and site restoration. The cost estimate shall include contingencies for increasing costs over time during the duration of the term of the permit.
 - ii. Financial Assurance for Decommissioning. Financial assurance shall be in a form approved by the Director, typically including a surety bond, irrevocable letter of credit, or trust funds. Financial assurance shall be posted in full prior to issuance of any construction-related permit and remain in effect for the entire time that the BESS Facility is operational and for any additional time until the decommissioning has been completed in accordance with the decommissioning plan. The financial assurance should include contingencies for increasing costs over time during the duration of the term of the permit. The amount of the financial assurance shall not be less than the estimated cost of decommissioning the facility, after deducting salvage or recycling value, as calculated by a third party with decommissioning expertise, which the County has the discretion to select and which shall be paid for by the owner/applicant. Once the BESS Facility has been removed from the property pursuant to a demolition permit to the satisfaction of the Director, the financial assurance may be released to the operator of the BESS.
 - iii. Notification of Decommissioning. The BESS owner shall notify the Director in writing prior to beginning decommissioning.
- g. Permitting and Approvals. The provisions of this section apply to BESS permits. Applications for a BESS Facility may be subject to the requirements of other associated permits and approvals to be processed concurrently with the BESS permit.
 - 1. New Facility. A new BESS Facility shall require either a Site Plan Review pursuant to Section 7150 or a Use Permit pursuant to Section 7350, and shall be permitted as follows:
 - i. Tier 1 BESS Facilities in C36, C37, C38, M50, M52, M54, M56, and M58 zones shall be permitted with a Site Plan.

- ii. Tier 1 BESS Facilities in C30, C31, C32, C34, C35, C40, C42, C44, C46, A70, A72, S80, S82, S86, S90, S92, and S94 zones shall be permitted with a Minor Use Permit.
 - iii. Tier 1 BESS Facilities in S88 zone shall be permitted as Minor Impact Utilities in accordance with the underlying zoning regulations and the allowed uses in the applicable Specific Plan.
 - iv. Tier 2 BESS Facilities in C36, C37, C38, M50, M52, M54, M56, and M58 zones shall be permitted with a Minor Use Permit.
 - v. Tier 2 BESS Facilities in C30, C31, C32, C34, C35, C40, C44, C46, A70, A72, S80, S82, S90, S92, and S94 zones shall be permitted with a Major Use Permit.
 - vi. Tier 2 BESS Facilities in S88 zone shall be permitted as Major Impact Utilities in accordance with the underlying zoning regulations and the allowed uses in the applicable Specific Plan.
 - vii. Tier 3 BESS Facilities in C30, C31, C32, C34, C35, C36, C37, C38, C40, C44, C46, M50, M52, M54, M56, M58, A70, A72, S80, S82, S90, S92, and S94 zones shall be permitted with a Major Use Permit.
 - viii. Tier 3 BESS Facilities in S88 zone shall be permitted as Major Impact Utilities in accordance with the underlying zoning regulations and the allowed uses in the applicable Specific Plan.
 - ix. Required Decommissioning Plan. Before any construction-related permit is issued for a BESS Facility, the owner shall provide a decommissioning plan that complies with the provisions of Section 6955(f)(3).
2. Changes to an Existing Permit. Changes to an existing permit for a new BESS use may be approved by the Director in accordance with Section 7378 (Application for Modification of a Use Permit), Section 7609 (Minor Deviation from Plan), or Section 7169 (Application for Modification of a Site Plan) except for the following limitations:
- i. Any change in battery type or chemistry shall require a new or updated review and approval by the San Diego County Fire Protection District or the fire protection district having jurisdiction.

- ii. All changes to an existing BESS Facility or addition of BESS to an existing permit shall comply with requirements of the California Fire Code, County Consolidated Fire Code, County Fire Protection Guidelines for BESS Facilities, and the specific NFPA 855 standards referenced in this Section.
 - iii. The applicable findings provided in Sections 6955(g)(3) and 6955(g)(4) are required prior to approval of a Modification of a Site Plan or a Use Permit.
 - iv. Prior to final approval of any changes to an existing permit for a new BESS use, a new or updated Decommissioning Plan shall be submitted consistent with Section 6955(f)(3) and shall include revised cost estimates and financial assurances necessary to reflect the scope of the addition of BESS to the satisfaction of the Director.
- 3. Site Plan Findings. Findings for a Site Plan are required pursuant to Section 7160.
- 4. Use Permit Findings. Before any Minor or Major Use Permit may be granted or modified, it shall be found:
 - i. That the location, size, design, and operating characteristics of the proposed use will be compatible with adjacent uses, residents, buildings, or structures, with consideration given to:
 - a) Harmony in scale, bulk, coverage and density;
 - b) The availability of public facilities, services and utilities;
 - c) The harmful effect, if any, upon desirable neighborhood character;
 - d) The generation of traffic and the capacity and physical character of surrounding streets;
 - e) The suitability of the site for the type and intensity of use or development which is proposed; and to
 - f) Any other relevant impact of the proposed use.
 - ii. That the impacts, as described in paragraph "i" of this section, and the location of the proposed use will be consistent with the San Diego County General Plan.

- iii. That the requirements of the California Environmental Quality Act have been complied with.
- iv. That the BESS Facility meets all of the setback requirements as provided in Section 6955(e)(1).
- v. That the BESS Facility meets the following measures to minimize the visual impact of the project:
 - a) Removal of existing vegetation shall be minimized except as required by the County Consolidated Fire Code.
 - b) Internal roads shall be graded for minimal size and disruption.
 - c) Any accessory buildings shall be painted or otherwise visually treated to blend with the surroundings.
- vi. That the applicant has provided the County with an owner consent letter demonstrating to the satisfaction of the Director that the operator of the BESS is authorized to use the property for a BESS, unless the operator owns the land upon which the BESS will be located.

bret@bretsealey.com

From: County of San Diego <sdcounty@service.govdelivery.com>
Sent: Monday, August 10, 2026 16:18
To: bret@bretsealey.com
Subject: 2027 Legislative Program Public Comment Starts NOW!

Flag Status: Flagged



COUNTY OF SAN DIEGO

What policy issues matter to you in 2027? What should the County advocate for at the state and federal level?

The County of San Diego advocates for legislation at the state and federal level throughout the year. The Legislative Program outlines the Board of Supervisors' policy priorities. It guides which legislation the County advocates for and authorizes formal action on important topics.

Each year, the County's [Office of Economic Development and Government Affairs \(EDGA\)](#) updates the Legislative Program to incorporate feedback from County departments, boards, and commissions, local organizations, and you!

The community's input on the [2026 Legislative Program](#) last year helped us choose which policies to prioritize during the current legislative session. So far this year, the Board of Supervisors has taken formal positions on 16 state and federal bills. These bills relate to priority issues like:

- Safeguarding the Social Safety Net
- Advancing Housing Solutions
- Bolstering the Behavioral Health System
- Ensuring Safe Communities
- Responding to the Tijuana River Valley Sewage Crisis

We want to make sure the 2027 Legislative Program represents the issues that are most important to San Diegans. Note these important dates and opportunities to participate!

- **Monday, August 10:** Public comment period opens
- **Tuesday, August 25:** Virtual community forum
- **Monday, September 14:** Deadline to submit public comment
- **Tuesday, December 8:** Draft 2027 Legislative Program presented to Board of Supervisors

Learn more and share your feedback on [Engage San Diego](#). You can also send comments to: legislative.program@sdcounty.ca.gov.

We look forward to hearing from you!

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FY 26/27 Road Resurfacing List

CPG	NAME	FROM	TO	TBG#	LENGTH (MI)	TREATMENT	STATUS	EST START	EST COMPLETION
ALPINE	ARMENTROUT LN	SNEATH WY	END	1234-B4	0.21	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	AVNDA CANORA	NIDO AGUILA	CUL DE SAC	1254-C1	0.10	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	CURTIS LN	SNEATH WY	CUL DE SAC	1234B3	0.14	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	MC DOUGAL PL	SNEATH WY	CUL DE SAC	1234-B4	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	NIDO AGUILA	VIA VIEJAS	CUL DE SAC	1254-C1	0.21	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	SANDLER CT	ARMENTROUT LN	CUL DE SAC	1234-B4	0.03	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	SNEATH WY	VICTORIA DR	CUL DE SAC	1234-B4	0.69	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	STARKEY WY	SNEATH WY	CUL DE SAC	1234-B3	0.24	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	VARS WY	ARMENTROUT LN	CUL DE SAC	1234-B4	0.05	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	VIA DIEGUENOS	VENADITO	VIA BELOTA	1254-D1	0.07	ACO	PLANNED	SUMMER 2027	SUMMER 2028
ALPINE	VIA VIEJAS	SOUTH GRADE RD	VIA BELOTA	1254-C1	0.44	ACO	PLANNED	SUMMER 2027	SUMMER 2028
BONSALL	CAMINO DEL REY	VIA MARIA ELENA	WEST LILAC RD	1068-A1	1.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
BONSALL	GOPHER CANYON RD	VISTA VALLEY DR	LITTLE GOPHER CYN RD	1068-C6	0.99	ACO	PLANNED	SUMMER 2027	SUMMER 2028
BONSALL	OLD RIVER RD	GOLF CLUB DR	CAMINO DEL REY ACCESS RD	1067-J3	0.33	ACO	PLANNED	SUMMER 2027	SUMMER 2028
BORREGO	ARBALEST DR	TREBUCHET DR	CUL DE SAC	1058-G7	0.20	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	BALLISTA DR	FALCHION DR	CUL DE SAC	1058-G7	0.04	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	BARTIZON DR	FALCHION DR	CUL DE SAC	1058-G6	0.08	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	BOLIVAR DR	SAINT VINCENT DR	END	1058-H7	0.07	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	BUCKSKIN RD	CHEYENNE WY	END	1058-G6	0.02	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	CHEYENNE WY	LARAMIE ST	CUL DE SAC	1058-G6	0.19	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	CUISSE LN	BARTIZON DR	CUL DE SAC	1058-G6	0.09	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	FALCHION DR	LAZY S DR	END CMR	1058-G7	0.22	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	FENOVAL DR	ARBALEST DR	LAZY S DR	1058-G7	0.26	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	GRANADA DR	TREBUCHET DR	END	1058-H7	0.39	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	HAUBERK CT	HAUBERK DR	CUL DE SAC	1058-G7	0.05	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	HAUBERK DR	LAZY S DR	ARBALEST DR	1058-G7	0.31	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	LARAMIE ST	END	BEGIN	1058-G6	0.05	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	LAZY S DR	BIG HORN RD	OCOTILLO CR	1078-H1	1.31	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	MANGONEL DR	ONAGER DR	VELITE DR	1058-G7	0.07	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	ONAGER DR	QUINTAIN DR	MANGONEL DR	1058-G7	0.12	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	QUINTAIN DR	ARBALEST DR	VELITE DR	1058-G7	0.13	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	SAINT CROIX DR	GRANADA DR	LAZY S DR	1058-H7	0.17	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	SAINT THOMAS DR	LAZY S DR	TREBUCHET DR	1058-G7	0.19	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	SAINT VINCENT DR	LAZY S DR	BEGIN	1058-H7	0.65	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	SANTA FE TL	LAZY S DR	CUL DE SAC	1058-G6	0.27	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	TREBUCHET DR	GRANADA DR	CUL DE SAC	1058-G7	0.29	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BORREGO	VELITE DR	TREBUCHET DR	CUL DE SAC	1058-G7	0.24	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
BOULEVARD	TIERRA DEL SOL	END CMR	MP 4.0	1320-A7	2.57	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
CAMPO/LAKE MORENA	BUCKMAN SPRINGS RD	LAKE MORENA DR	BRIDGE 0.23' SE/O CORRAL CANYON TL	1317-H2	4.92	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
CREST	DEHESA RD	MP 6.0	MP 7.0	1253-D5	1.01	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CREST	DEHESA RD	VISTA GRANDE RD	WILLOW GLEN DR	1252-E6	1.26	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CREST	LA CRESTA RD	FORESTER CK RD PVT	OLD BEND RD E	1252-D3	1.14	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CREST	OLD BEND RD	LA CRESTA RD W	LA CRESTA RD E	1252-F3	0.20	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	APACHE DR	ARRAPAHOE PL	END	1176-E4	0.25	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	ARRAPAHOE PL	APACHE DR	INCAPA RD	1176-E4	0.22	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	INCAPA RD	YUMA RD	END	1176-D4	0.11	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	NATCHEZ TL	BEGIN	YUMA RD	1176-E4	0.24	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	NAVAJO RD	YAQUI DR	END	1176-E4	0.26	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	PIUTE TL	YAQUI DR	END	1176-E4	0.07	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	PUEBLO DR	ARRAPAHOE PL	END	1176-E4	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	YAQUI DR	SR-79	NATCHEZ TL	1176-E4	0.24	ACO	PLANNED	SUMMER 2027	SUMMER 2028
CUYAMACA	YUMA RD	INCAPA RD	END	1176-E4	0.33	ACO	PLANNED	SUMMER 2027	SUMMER 2028
DESERT (ISL)	GREAT S OVERLAND 1849	MILE POST 23.0	MILE POST 26.0	1158-F5	3.00	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	ALTURAS RD	AMMUNITION RD	CLEMMENS LN	1027-E4	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	AVOCADO KNOLL LN	KNOLLWOOD AV	CUL DE SAC	1027-H6	0.08	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	BUENA CAPRI	BUENA ROSA	CUL DE SAC	1027-H7	0.10	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	BUENA FLORES	WINTER HAVEN RD	CUL DE SAC	1027-H7	0.10	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	BUENA ROSA	WINTER HAVEN RD	BUENA SUERTE	1027-H7	0.25	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027

FY 26/27 Road Resurfacing List

CPG	NAME	FROM	TO	TBG#	LENGTH (MI)	TREATMENT	STATUS	EST START	EST COMPLETION
FALLBROOK	BUENA ROSA CT	BUENA ROSA	CUL DE SAC	1027-H7	0.06	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	BUENA SUERTE	BUENA ROSA	CUL DE SAC	1047-H1	0.07	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	BUENOS TIEMPOS	N CUL DE SAC	S CUL DE SAC	1027-H7	0.07	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	CANONITA DR	S OLD HIGHWAY 395/STEWART CANY	END	1028-G5	0.27	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	CLEARCREST LN	WINTER HAVEN RD	END	1027-H7	0.20	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	CLEMMENS LN	ALTURAS ST	END	1027-E4	0.08	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	DICKEY ST	CALMIN DR	END	1028-A5	0.20	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	GREEN CANYON RD	GREEN BRIAR CR S	GREEN BRIAR CR N	1028-A5	0.39	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	KNOLLWOOD AV	STAGE COACH LN	POMEGRANATE LN	1027-H6	0.20	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	LA BUENA VIDA	BUENA ROSA	END	1027-H7	0.15	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	LINDA ST	CALMIN DR	END	1028-A5	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	LINDA ST Y	CALMIN DR	LINDA ST	1028-A5	0.03	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	PREMIER ST	CALMIN DR	DOROTHEA AV	1028-A5	0.30	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	PRINCE ST	CALMIN DR	END	1028-A5	0.16	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	RECHE RD	OLD HWY 395	GIRD RD	1028-C5	2.17	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	STAGE COACH LN	MISSION RD	KNOLLWOOD AV	1027-G7	0.48	ACO	PLANNED	SPRING 2027	FALL 2027
FALLBROOK	VIA ENCINOS DR	PALOMAR DR	MISSION RD	1047-J3	0.75	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FALLBROOK	WINTER HAVEN RD	MISSION RD	CLEARCREST LN	1027-H7	0.43	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	CADENCE CT	CRESCENDO DR	CUL DE SAC	1109-H1	0.05	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	CALLE RICARDO	N BROADWAY	END	1109-G1	0.20	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	CRESCENDO DR	CADENCE CT	BEGIN CMR	1109-H1	0.33	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	LEGEND WY	N BROADWAY	WYNDEMERE CT	1109-G1	0.05	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	MOUNTAIN MEADOW RD	HIDDEN MEADOWS LN	MEADOW GLEN WY E	1089-E4	0.30	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	WYNDEMERE CT	CUL DE SAC	CUL DE SAC	1109-G1	0.25	ACO	PLANNED	SUMMER 2027	SUMMER 2028
HIDDEN MEADOWS	WYNDEMERE LN	WYNDEMERE CT	CRESCENDO DR	1109-H1	0.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JAMUL	LYONS VALLEY RD	BARRETT LAKE RD	BARRETT LAKE CP	1294-J2	2.51	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	BONITA VISTA DR	END	LAKEVIEW DR	1136-D7	0.28	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	DOLORES DR	SALTON VISTA DR	PHEASANT DR	1156-E1	0.17	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	HELIOTROPE DR	SALTON VISTA DR	PINE CREST DR	1136-E7	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	HOLLOW GLEN RD	SR-78	MANZANITA DR	1136-C7	0.11	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	LAKEVIEW DR	LILAC DR	CHAPIN DR	1136-D7	0.42	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	LAKEVIEW DR	CHAPIN DR	WOODLAWN DR	1136-D7	0.31	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	LILAC DR	CHAPIN DR	LAKEVIEW DR	1136-D7	0.16	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	MANZANITA DR	SR-78	RIDGEWOOD DR	1136-D7	1.07	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	PHEASANT DR	LAKEVIEW DR	DOLORES DR	1136-E7	0.21	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	PINE CREST DR	HELIOTROPE DR	PHEASANT DR	1136-E7	0.08	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	RIDGEWOOD DR	SALTON VISTA DR	MANZANITA DR	1156-E1	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	SALTON VISTA DR	DOLORES DR W	END CMR	1156-E1	0.31	ACO	PLANNED	SUMMER 2027	SUMMER 2028
JULIAN	SALTON VISTA DR	BONITA VISTA DR	HELIOTROPE DR	1136-E7	0.22	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	ARBOLEDA RD	ORANGE GROVE RD	LINDENWOOD DR	1251-G1	0.10	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	BROCKWAY ST	SANTEE CL	SHEILA ST	1251-H1	0.18	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	CACHO CT	LIMON LN	CUL DE SAC	1251-H1	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	CHASE CREEK LN	OAK CREEK DR	CUL DE SAC	1231-H2	0.32	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	CHERRY RD	GOLDEN RIDGE RD	CUL DE SAC	1231-H6	0.07	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	CLOVE ST	SOMERMONT DR	PEPPER DR	1251-H1	0.21	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
LAKESIDE	DOLLAR CT	WILLOW RD	CUL DE SAC	1232-B1	0.08	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	FELLOWS LN	CHASE CREEK LN	CUL DE SAC	1231-H2	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	GOLDEN RIDGE RD	SAPOTA DR	CHERRY RD	1231-J7	0.65	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	LADY LN	WILLOW RD	CUL DE SAC	1232-B1	0.05	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	LAKESIDE AV	VISTA CAMINO	CHASE CREEK LN	1231-H2	0.34	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	LAKESIDE AV	CHANNEL RD	VALLE VISTA RD	1232-A2	0.22	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	LIMON LN	PEGEEN PL	LINDENWOOD DR	1251-H1	0.14	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	LINDENWOOD DR	CUL DE SAC	PEPPER DR	1251-H1	0.17	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	MING CT	SOLOMON AV	CUL DE SAC	1251-G1	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	OAK CREEK DR	PALM ROW DR	CHASE CREEK LN	1231-H2	0.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	OCONNELL RD	PEGEEN PL	CUL DE SAC	1251-H1	0.10	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	ORANGE GROVE RD	PEPPER DR	END	1251-H1	0.10	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	PALM ROW DR	RIVERSIDE DR	END	1231-H2	0.78	ACO	PLANNED	SUMMER 2027	SUMMER 2028

FY 26/27 Road Resurfacing List

CPG	NAME	FROM	TO	TBG#	LENGTH (MI)	TREATMENT	STATUS	EST START	EST COMPLETION
LAKESIDE	PEGEEN PL	ROCKVIEW DR	END	1251-G1	0.27	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	PEPPER DR	GARYWOOD ST	SECOND ST	1251-G1	1.19	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	PEPPER VILLA DR	EC CL LEAVE	CUL DE SAC	1251-H1	0.21	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	REDLANDER WY	WILLOW RD	CUL DE SAC	1232-B1	0.07	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	RIO CORTO DR	VISTA CAM	END	1231-H2	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	RIVERSIDE DR	VALLE VISTA RD/LAKESIDE AV	VISTA CAMINO	1231-J2	0.53	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	ROCKVIEW DR	PEPPER DR	BROCKWAY ST	1251-G1	0.22	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
LAKESIDE	SHEILA ST	PEGREEN PL	BEGIN	1251-G1	0.17	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	SHIR MAR PL	PEPPER DR	END	1251-J1	0.18	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
LAKESIDE	SOLOMON AV	PEGEEN PL	CUL DE SAC	1251-G1	0.16	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	SOMERMONT DR	PEPPER DR	END	1251-H1	0.28	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
LAKESIDE	VISTA CAMINO	RIVERSIDE DR	VALLE VISTA RD	1231-J2	0.98	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	WALNUT RD	SAPOTA DR	GOLDEN RIDGE RD/GREEN LN	1231-J7	0.49	ACO	PLANNED	SUMMER 2027	SUMMER 2028
LAKESIDE	WILLOW RD	SR-67	WILDCAT CANYON RD/ASHWOOD ST	1232-B1	0.91	ACO	PLANNED	SUMMER 2027	SUMMER 2028
N. MOUNTAIN (ISL)	MESA GRANDE RD	NILE POST 4.0	GREEN OAKS DR	NA	1.21	ACO	PLANNED	SUMMER 2027	SUMMER 2028
N. MOUNTAIN (ISL)	MONTEZUMA VALLEY RD	GRAPEVINE CANYON RD (Z1469)	TYE RD (Z1512)	NA	1.82	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	ANAHEIM ST	MARY LN	END	1150-D1	0.30	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	BUENA CREEK RD	SUAGRBUSH DR	HOLLYBERRY DR (EAST)	1108-E1	0.36	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	HAAS ST	ES CL LEAVE	END	1150-D1	0.03	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	HAAS ST	MARY LN	ES CL ENTER	1150-D1	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	LA BONITA CT	LA BONITA DR	CUL DE SAC	1128-C2	0.10	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	LA BONITA DR	SAN MARINO	LA TIERRA DR	1128-C2	0.33	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	LA BONITA WY	LA BONITA DR	CUL DE SAC	1128-C2	0.06	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	LAS PALMAS AV	BEAR VALLEY PY	END CMR	1130-C7	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	MARY LN	HAAS ST	SUMMIT DR	1130-D7	1.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	MIMOSA AV1	OLEANDER AV	282 FT N/O CALHOUN CT	1108-B5	0.40	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	NABAL ST	MARY LN	ES CL	1150-D1	0.14	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	OLEANDER AV	VS CL LEAVE	POINSETTIA AV	1108-B5	0.37	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	ORANGEWOOD DR	MARY LN	END LOOP	1130-D6	0.41	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	PLUMOSA AV	VS CL LEAVE	VS CL ENTER	1108-B5	0.08	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	PLUMOSA AV	VS CL LEAVE	VS CL ENTER	1108-B5	0.42	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	POINSETTIA AV	VISTA CL ENTER	CUL DE SAC	1108-C6	0.36	ACO	PLANNED	SUMMER 2027	SUMMER 2028
NORTH COUNTY METRO (ISL)	PUEBLA ST	MARY LN	END	1150-D1	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
PALA/PAUMA	MC NALLY RD	CARNEY RD	END	1050-C5	0.85	ACO	PLANNED	SUMMER 2027	SUMMER 2028
PALA/PAUMA	SOUTH GRADE ACCESS	SR-76	SOUTH GRADE RD	1052-B6	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
PALA/PAUMA	SOUTH GRADE RD	SR-76	CATTLE GUARD 2	1052-C6	0.84	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAINBOW	RAINBOW GLEN RD	OAK CREST RD	LOOKOUT MTN RD	998-G6	1.36	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	A ST	FIFTH ST	END	1152-G5	0.60	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	D ST	TENTH ST	SEVENTH ST	1152-G6	0.33	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	DAY ST	LA BREA ST	RAMONA ST	1152-E7	0.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	EARLHAM ST	SR-78	SECOND ST	1152-H5	0.31	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	EIGHTH ST	I ST	A ST	1152-H6	0.58	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	LA BREA ST	SIXTEENTH ST	PALA ST	1152-E7	0.37	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	OLD JULIAN HY	THIRD ST	KEYES RD	1152-J6	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	OLIVE ST	SR-78	DAVIS ST	1152-F5	0.88	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	PALA ST	LA BREA ST	SR-67	1152-E7	0.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	RAMONA ST	DAY ST	RAYMOND AV	1152-F7	0.14	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	SECOND ST	SR-78	B ST	1152-H5	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	THIRD ST	OLD JULIAN HY	B ST	1152-H5	0.72	ACO	PLANNED	SUMMER 2027	SUMMER 2028
RAMONA	VERMONT ST	DAY ST	END	1152-F7	0.07	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUI TO	4S RANCH PY	LONE BLUFF DR	CAM DEL NORTE/END CMR	1169-E4	0.71	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUI TO	CIMARRON CANYON DR	4S RANCH PY	DOVE CANYON RD	1169-F4	0.21	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUI TO	CIMARRON CREST DR	PRAIRIE FAWN DR	PRAIRIE SPRINGS RD	1169-E3	0.05	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUI TO	CIMARRON CREST DR	PRAIRIE SPRINGS RD	CIMARRON CANYON DR	1169-F4	0.31	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUI TO	CIMARRON CREST WY	4S RANCH PY	CIMARON CREST DR	1169-E4	0.06	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUI TO	DEER RIDGE PL	DEER RIDGE RD	CUL DE SAC	1169-E4	0.09	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUI TO	DEER RIDGE RD	4S RANCH PY	CAM SAN BERNARDO	1169-E4	0.58	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUI TO	EL ACEBO	RAMBLA DE LAS FLORES	END CMR	1168-A4	0.22	ACO	PLANNED	SUMMER 2027	SUMMER 2028

FY 26/27 Road Resurfacing List

CPG	NAME	FROM	TO	TBG#	LENGTH (MI)	TREATMENT	STATUS	EST START	EST COMPLETION
SAN DIEGUITO	FALCON BLUFF CT	FALCON BLUFF ST	CUL DE SAC	1169-E3	0.02	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	FALCON BLUFF ST	CUL DE SAC	CUL DE SAC	1169-E3	0.25	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	FEATHER BLUFF DR	FALCON BLUFF ST	DEER RIDGE RD	1169-E3	0.05	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	FOX MEADOW RD	CUL DE SAC	CUL DE SAC	1169-E4	0.20	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	FOX VALLEY DR	CAM SAN BERNARDO	FOX VALLEY WY	1169-E4	0.16	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	FOX VALLEY LN	FOX VALLEY DR	CUL DE SAC	1169-E4	0.08	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	FOX VALLEY WY	DEER RIDGE RD	CUL DE SAC	1169-E4	0.20	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	HARMONY GROVE RD	KAUANA LOA DR CS	HARMONY GROVE VILLAGE PY	1129-D5	0.52	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	KAUANA LOA DR	COUNTRY CLUB DR	ES CL ENTER	1129-D4	0.23	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	LARK VISTA DR	PRAIRIE FAWN DR	PRAIRIE SPRINGS RD	1169-F3	0.05	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	LOMAS SANTA FE DR	LINEA DEL CIELO/PASEO PRIMERO	SO CL LEAVE	1167-J6	0.54	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	LONE QUAIL RD	45 RANCH PY	CIMARON CREST DR	1169-E3	0.06	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	LONE QUAIL RD	CIMARRON CREST DR	DOVE CANYON RD	1169-F3	0.18	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	PRAIRIE FAWN CT	PRAIRIE FAWN DR	CUL DE SAC	1169-E3	0.02	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	PRAIRIE FAWN DR	CUL DE SAC	CUL DE SAC	1169-F3	0.22	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	PRAIRIE SPRINGS RD	CIMARRON CREST DR	LARK VISTA DR	1169-E3	0.07	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	PRAIRIE SPRINGS RD	45 RANCH PY	CIMARON CREST DR	1169-E3	0.06	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	PRAIRIE SPRINGS RD	LARK VISTA DR	LONE QUAIL RD	1169-F3	0.08	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	RAMBLA DE LAS FLORES	LINEA DEL CIELO	EL SECRETO	1168-A4	1.22	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	SUMMIT VISTA DR	DEER RIDGE RD	CUL DE SAC	1169-E3	0.12	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SAN DIEGUITO	SURREY LN	COUNTRY CLUB DR	END	1129-C3	0.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	VIA DEL ALBA	LA GRACIA	CALZADA DEL BOSQUE	1168-C5	0.71	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SAN DIEGUITO	VIA DEL CHARRO	ALISO CANYON RD	CUL DE SAC	1148-F6	0.50	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	AKARD ST	END CMR	KEMPTON ST	1291-B4	0.25	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	AVNDA DE LAMAR	LAMAR ST	CUL DE SAC	1271-B6	0.16	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	BARNEVELD ST	FAXON ST	KEMPTON ST	1291-B4	0.13	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SPRING VALLEY	CALLE MARINERO	SWEETWATER SPRINGS BL	AVNDA BOSQUES	1271-E7	0.18	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	CAMBON CT	CAMBON ST	CUL DE SAC	1291-B4	0.02	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SPRING VALLEY	CAMBON ST	FAXON ST	KEMPTON ST	1291-B4	0.14	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SPRING VALLEY	CHAFFIN PL	FAXON ST	PADEN DR	1291-B4	0.05	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SPRING VALLEY	DARBY ST	JAMACHA RD	CARLSBAD ST	1290-J2	0.08	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	DATHE ST	SAN ANDRES ST	KEMPTON ST	1291-B4	0.09	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	FAXON ST	AKARD ST	LAKEVIEW AV/SAN ANDRES ST	1291-B4	0.25	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	HELIX ST	ROSDALE DR	LAMAR ST	1271-B6	0.23	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	HILLSIDE DR	HELIX ST	END	1271-B5	0.29	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	JAMACHA RD	OSAGE DR	SWEETWATER RD	1290-J2	0.70	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	KEMPTON ST	SAN ANDRES ST	AKARD ST	1291-B4	0.26	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	LAKEVIEW AV	KEMPTON ST	SAN ANDRES ST/FAXON ST	1291-B4	0.17	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SPRING VALLEY	LAMAR ST	SWEETWATER RD	BANCROFT DR	1271-A6	0.51	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	LAMAR ST	VISTA DR	BANCROFT DR	1271-B6	0.65	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	PADEN DR	CUL DE SAC	CUL DE SAC	1291-B4	0.23	PVMT SEAL	PLANNED	SPRING 2027	FALL 2027
SPRING VALLEY	SAINT GEORGE ST	SAINT GEORGE PL	LELAND ST	1291-A3	0.14	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	SAN ANDRES ST	LAKEVIEW AV/FAXON ST	KEMPTON ST	1291-B4	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	SINCLAIR LN	HILLSIDE DR	CUL DE SAC	1271-B5	0.12	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	SWEETWATER RD	JAMACHA RD	RINDA LN	1290-J2	0.25	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	TRES LAGOS CT	CALLE MARINERO	CUL DE SAC	1291-E1	0.16	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SPRING VALLEY	VECINO CT	AKARD ST	CUL DE SAC	1291-A4	0.20	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SWEETWATER	BON CT	BONITA VIEW DR	CUL DE SAC	1310-J2	0.02	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SWEETWATER	BONITA VIEW DR	DAWSONIA ST	BON CT	1310-J2	0.35	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SWEETWATER	DAWSONIA ST	CENTRAL AV	BONITA VIEW DR	1310-J2	0.11	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SWEETWATER	GLEN VERDE CT	GLEN VERDE DR	CUL DE SAC	1310-J2	0.08	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SWEETWATER	GLEN VERDE DR	BONITA GLEN TR	BONITA VIEW DR	1310-J2	0.27	ACO	PLANNED	SUMMER 2027	SUMMER 2028
SWEETWATER	GLEN VIEW PL	BONITA GLEN TR	DAWSONIA ST	1310-J2	0.27	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	AVOCADO BL	CALLE VERDE	MADRID WY/CALAVO DR	1271-F5	0.20	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	BROOKSIDE CR	CAM PAZ/CITRADORA DR	CAM PAZ	1271-B4	0.24	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	BROOKSIDE CT	BROOKSIDE CR	CUL DE SAC	1271-B4	0.04	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	CAMINO PAZ	CAMPO RD	TROPICO DR	1271-B4	0.48	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	CARTHAY CR	N CAMINO PAZ	S CAMINO PAZ	1271-B4	0.28	ACO	PLANNED	SUMMER 2027	SUMMER 2028

FY 26/27 Road Resurfacing List

CPG	NAME	FROM	TO	TBG#	LENGTH (MI)	TREATMENT	STATUS	EST START	EST COMPLETION
VALLE DE ORO	CENTINELLA DR	CHALLENGE BL	RANCHO RD	1271-E4	0.35	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	CITRADORA DR	CAMPO RD	CAM PAZ/BROOKSIDE CR	1271-B4	0.33	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	CORTE CENTINELLA	CENTINELLA DR	CUL DE SAC	1271-E4	0.02	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	JAMUL DR	COTTONWOOD SPRINGS LN E	COTTONWOOD SPRINGS LN W	1272-D5	0.32	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	KAHLUA CT	KAHLUA WY	CUL DE SAC	1271-B4	0.02	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	KAHLUA WY	CARTHAY CR	S TROPICO DR	1271-B4	0.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	LARIAT LN	CHALLENGE BL	END	1271-E4	0.05	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	RANCHO RD	CENTINELLA DR	CALAVO DR	1271-F4	0.58	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	SOUTH TROPICO DR	BEGIN CMR	KAHLUA WY	1271-B4	0.16	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	SOUTH TROPICO DR	TROPICO DR	END CMR	1271-B4	0.15	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	SPUR CT	RANCHO RD	END	1271-E4	0.03	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	TOMIKO CT	SOUTH TROPICO DR	CUL DE SAC	1271-B4	0.11	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	VIENTO FUERTE WY	SOUTH TROPICO DR	CUL DE SAC	1271-B4	0.17	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	VISTA DEL MONTE DR	CUL DE SAC	MERRITT DR	1251-J7	0.25	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	VISTA DEL MONTE WY	CUL DE SAC	VISTA DEL MONTE DR	1251-J7	0.10	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLE DE ORO	WILLOW GLEN DR	STEELE CANYON RD/MEDINAH DR	MUIRFIELD DR	1272-B5	0.43	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLEY CENTER	MC NALLY RD	COLE GRADE RD	CARNEY RD	1050-E7	2.03	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLEY CENTER	MILLER RD	VALLEY CENTER RD	COLE GRADE RD	1070-E7	2.13	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLEY CENTER	PARADISE MOUNTAIN RD	END CMR	LATIGO RD	1091-G5	1.17	ACO	PLANNED	SUMMER 2027	SUMMER 2028
VALLEY CENTER	SHILOH LN	PARADISE MOUNTAIN RD	END CMR	1091-G5	0.50	ACO	PLANNED	SUMMER 2027	SUMMER 2028
WARNER SPRINGS	MONTEZUMA VALLEY RD	MP 2.0	GRAPEVINE CANYON RD (Z1469)	NA	0.55	ACO	PLANNED	SUMMER 2027	SUMMER 2028
FY 26/27 TOTALS					90.23				



DAHVIA LYNCH
DEPUTY CHIEF ADMINISTRATIVE OFFICER

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July 14, 2026

TO: Supervisor Terra Lawson-Remer, Chair
Supervisor Monica Montgomery-Steppe, Vice Chair
Supervisor Paloma Aguirre, Chair Pro Tem
Supervisor Joel Anderson
Supervisor Jim Desmond

FROM: Dahvia Lynch, Deputy Chief Administrative Officer

REPORT BACK ON THE POTENTIAL IMPACTS ASSOCIATED WITH LARGE ARTIFICIAL INTELLIGENCE (AI) DATA CENTERS

OVERVIEW

On January 14, 2026 (4), the San Diego County Board of Supervisors (Board) directed the Chief Administrative Officer (CAO) to evaluate the development potential of large artificial intelligence (AI) data centers in the unincorporated areas of San Diego County and report back on options for reducing impacts from large AI data centers. As part of this action, the Board directed the report back to include information in response to questions about the number of constructed and proposed AI data centers in unincorporated San Diego County; the current permitting process for AI data centers; actions the County could take to manage the growth of AI data centers; impacts of large AI data centers on electricity rates, water usage, local infrastructure, air quality, noise, fire risk, and emergency response; and the impacts of AI use on the local workforce. The Board also directed the report back to include policy options to reduce the impacts of AI data centers, including, but not limited to, ratepayer and water-protection measures, as well as siting and development standards. Data center technology and the regulatory landscape are rapidly evolving, and information in this report is current as of the preparation of this memorandum. The technical information presented in this report is based on consultant expertise from a Planning & Development Services (PDS) on-call consultant list, as well as additional research and stakeholder outreach conducted by County staff.

The San Diego region hosts about 20 data centers, most of which are in the City of San Diego. These data centers are smaller in scale, use about 50 to 500 kilowatts for less than 100 servers, and primarily serve institutional or small- to mid-sized businesses. The high cost of land and electricity, limited water availability, and comprehensive environmental regulations are limiting factors for large-scale data center development in the San Diego region, but do not necessarily preclude the potential development of such data centers.

There are currently no data centers of any size within the unincorporated areas. Existing land use regulations in the unincorporated areas would require a discretionary Major Use Permit for a potential large-scale data center application. This discretionary process would incorporate public input and environmental analysis under the California Environmental Quality Act (CEQA). The County Planning Commission votes to approve or deny Major Use Permits, and these decisions are appealable to the Board. The County has not received any complete data center Use Permit applications to date. However, since the Board's direction in January 2026, the County has received one request for an Initial Consultation meeting with staff. An Initial Consultation meeting is not a formal application but offers a preliminary review of a conceptual project to identify potential issues and general regulatory constraints associated with the property.

Based on research and stakeholder outreach, staff found that large-scale data centers could have potentially significant environmental and economic impacts. As directed by the Board, staff developed four options to address these impacts:

1. Memorialize current County land use practices for data centers by issuing a Letter of Determination to clarify that large-scale data center applications will be processed as Major Impact Services and Utilities and require a Major Use Permit and defining data centers in the Zoning Ordinance;
2. Clarify policy guidelines for legislative advocacy related to data centers at the federal and State level, such as recent State bills that seek to address the environmental and economic impacts of data centers;
3. Partner with local economic development organizations to develop an AI workforce development program that provides education on AI tools; and
4. Develop a new data center Zoning Ordinance, which could include definitions for data centers as well as siting and development standards.

Staff intends to move forward with Option 1 as a short-term solution that provides clearer expectations for the permitting of data center projects in the County's unincorporated areas. Additional action beyond this option would require Board direction and may require additional resources to complete the work.

BACKGROUND

Data centers are facilities that provide information technology (IT) services by using large computer systems that process, store, manage, and transmit data. These computer systems typically consist of servers, data storage devices, and network equipment – each composed of several subcomponents that are physically connected to a larger network of electrical and telecommunications infrastructure. This core technology is common across all data centers, regardless of their size.

Although smaller data centers have been sufficient to meet traditional IT needs, there is a growing demand for more data centers in response to the increasing use of cloud-based services and the number of internet-connected devices per household. The rise of AI-powered technologies and

services also contributes to the demand for larger data centers. This nationwide trend toward larger data centers has significant implications for local communities.

This report focuses on the impacts of large-scale data centers that house more than 1,000 servers within a single site and may have a footprint ranging from tens of thousands to over one million square feet. Such facilities have the greatest potential to impact land use, economic conditions, infrastructure, and the environmental landscape of the unincorporated areas of San Diego County. This report generalizes across large-scale data centers, including both AI and non-AI data centers, because both could result in potentially significant impacts at that scale, regardless of their specific use. This approach also aligns with the State's data center energy demand forecasts and existing data center regulation examples from other jurisdictions. It is noteworthy that AI data centers are generally more energy- and water-intensive than non-AI data centers of the same size.

Existing Large-Scale Data Center Landscape

Higher land values and electricity costs, limited water availability, and extensive environmental review requirements in California make data center development more favorable in lower-cost areas outside of the state. However, as market demand continues to grow, this may change. For example, Southern California has historically been less favorable for new large-scale data center development for these reasons, but a 950,000-square-foot, 300-megawatt data center was recently proposed in unincorporated Imperial County. The 75-acre project site is zoned Heavy Industrial, which allows large-scale industrial facilities, such as data centers, to be processed ministerially (by-right) with a building permit. The site was selected for its zoning, direct access to electric transmission lines, and availability of regional geothermal energy sources. On June 16, 2026, the Imperial County Board of Supervisors adopted a 45-day moratorium on data centers that would temporarily pause in-process and future application submittals while an advisory committee develops recommendations on zoning and building policies related to data centers.

The San Diego region hosts about 20 data centers with a combined total electricity demand of approximately 25 megawatts; most are in the City of San Diego. These data centers are small scale (typically under one megawatt and less than 1,000 servers) and primarily serve institutional or small- to mid-sized businesses such as healthcare providers or banks. In contrast, large-scale data centers may house over 5,000 servers, with an electricity demand of over 100 megawatts, and are often used for cloud-based services and AI. Smaller scale data centers (fewer than 1,000 servers) are outside the scope of this report. No large-scale data centers have been approved or constructed in the unincorporated areas of the county, and the County has not received any complete data center Use Permit applications to date. However, since the Board direction in January 2026, the County has received one request for an Initial Consultation meeting to discuss local requirements for a conceptual data center project.

Research, such as a November 2025 data center site suitability study by the National Laboratory of the Rockies, and past development trends suggest that incorporated cities have greater suitability for future large-scale data center development than unincorporated areas based on certain site selection factors. Data centers have historically been sited near population and technology hubs for technical, economic, and regulatory reasons. Availability and cost of land, power, water, and fiber (internet) continue to be the most important factors in data center site selection. Proximity to businesses and other end users also reduces the time it takes for information to travel from its

source to its destination, also known as latency. Data centers are typically sited in technology corridors, where these factors converge to reduce construction costs, maximize operational efficiency, and minimize potential incompatibilities with surrounding uses. However, these factors may change in response to rapidly evolving technology, and the location of future data centers may deviate from past research.

The unincorporated areas of the county lack many of these competitive advantages. Based on past development trends and stakeholder input, near-term development potential for large-scale data centers is generally expected to be challenging due to these factors, while there could be greater potential for smaller or medium-sized facilities in urban infill areas. This market assumption is based on broad development trends and outreach about existing conditions and information available at the time. Market feasibility or other financial analysis would be needed to further refine these assumptions, which may also change as technology evolves.

CURRENT COUNTY REGULATIONS

Under current County regulations, large-scale data centers, such as those serving AI, are classified as Major Impact Services and Utilities, which typically require a Major Use Permit and a discretionary review. This applies to all residential zones, all commercial zones except C42 (where Major Impact Services and Utilities are not permitted), all industrial zones, all agricultural zones, and some special purpose zones (S80, S82, S90, S92, and S94). Examples of other common Major Impact Services and Utilities include utility solar, schools, and cemeteries.

Given that Major Impact Services and Utilities are allowed in most zones, including residential zones, there is potential for large-scale data centers to be proposed near sensitive receptors, such as schools, day care and senior care centers, and hospitals. There are presently no specific requirements related to the proximity of sensitive receptors for Major Impact Services and Utilities uses. However, Section 7358 of the Zoning Ordinance requires staff to make findings regarding compatibility of the project's location, size, design, and operating characteristics such that the proposed use does not have a harmful effect on the community's character, is consistent with the County's General Plan, and meets all CEQA requirements before approving a Major Use Permit.

This current County land use practice differs from how the County is processing Battery Energy Storage Systems (BESS) projects, another relatively new land use that is not currently defined in the Zoning Ordinance. BESS have also been treated as a utility that is allowed in most zones. However, staff are currently developing new BESS-specific standards to direct BESS development to appropriate locations in unincorporated areas of the county, as previously directed by the Board on July 17, 2024 (8). Once new BESS standards are adopted, proposed data centers with onsite utility-scale BESS could also be subject to those requirements.

As part of processing a Major Use Permit, the permit required for data centers, public notice is provided at three stages: at project submittal, during the public review of the CEQA document, and prior to the Planning Commission hearing. Public notifications for Major Use Permits are provided within a 1,500-foot radius of the project site or to a minimum of 100 property owners. The project would also be presented to the local Community Planning or Sponsor Group, if applicable, for a recommendation. During the publicly noticed hearing, the Planning Commission

approves or denies the Major Use Permit based on fulfillment of certain findings and requirements. That determination is appealable to the Board.

IMPACTS ASSOCIATED WITH DATA CENTERS AND STAKEHOLDER INPUT

Planning & Development Services (PDS) staff conducted outreach in early spring 2026, and both qualitative and quantitative impacts of data center development were identified based on data available at the time this memorandum was prepared. Differences in trends across the county, electricity and water service areas, and unincorporated areas are noted to provide locally relevant findings where possible.

In addition to GovDelivery notifications and public comments received through the project website, outreach included a series of focus group meetings with electric and water utility providers, business and technology industry representatives, labor unions, and County working groups to fill in gaps and confirm research findings. Stakeholder feedback about anticipated impacts reflects a perception that data center development in the San Diego region would be fairly limited in the near term and most likely be at a smaller to medium scale. It is noted that such assumptions may be outdated or change due to the rapidly evolving industry. Suggestions generally aligned with a minimal intervention approach that balances economic development with protection against impacts on the community and environment. For example, industry representatives recommended objective regulations that establish clear expectations for data center projects, while recognizing opportunities for these projects to deliver community benefits, such as pathways to higher-paying technical jobs in the region. General feedback from environmental interest groups included concerns about the environmental impacts of data centers, while several community members were opposed to any kind of data centers being located in or near their communities.

Electricity Infrastructure and Rates

Data centers use a significant amount of electricity to power servers, storage devices, network hardware, and cooling systems. This electricity demand scales with the number of servers at the data center. The primary power source for most data centers is grid-supplied electricity, but data centers typically have additional power generators onsite used as backup or supplemental sources to ensure they can always remain online. This means that large-scale data center projects could involve both onsite and offsite energy infrastructure, depending on the capacity of the existing electricity infrastructure.

Data centers are the fastest-growing source of electricity demand and are expected to account for 17% of total electricity consumption in the United States by 2030. Although these trends are less pronounced in California, the California Energy Commission's Integrated Energy Policy Report accounts for significant growth in electricity demand from data centers over the next decade, predominantly in the Pacific Gas & Electric territory. In comparison, there is very minimal data center load growth forecasted in the San Diego Gas and Electric (SDG&E) territory.

During staff's outreach efforts, SDG&E, San Diego Community Power, and industry representatives discussed how data centers could potentially lower electricity rates through careful planning and proper load demand management. In theory, this means that data centers and other

large loads would be located only where there is excess capacity on the existing grid and therefore avoid the need to build new or upgrade existing infrastructure. As a result, rates could go down for all customers because there would be a larger customer base to share costs, as long as those costs remain the same. On the other hand, rates could increase if shared costs increase more than the customer base. While electric utility providers do not foresee rate increases due to local data center growth at this time, the practical implications of such growth on consumer electricity rates in the San Diego region are uncertain and would depend on regulatory and market conditions.

SDG&E has incorporated the impact of large, energy-intensive facilities, such as data centers, into its demand forecasting and planning to ensure infrastructure is used efficiently. SDG&E has an existing rule that requires certain customers requesting additional infrastructure to pay for installation and maintenance costs. It is noted that SDG&E's sets its own utility rates, which are regulated by the California Public Utility Commission (CPUC). Pending legislation may introduce new regulations that protect existing ratepayers from increases in electricity rates due to data centers.

Water Infrastructure and Rates

Data center water demand varies significantly depending on facility size and cooling technology. At the upper end, some large-scale data centers can consume up to 5 million gallons of water per day, equivalent to the water use of a town of 50,000 people, according to the Environmental and Energy Study Institute. This high level of water consumption is primarily due to the high energy intensity of current data center technologies and their need for cooling. Water consumed offsite (upstream) for electricity generation may account for approximately 95% of total water use, whereas onsite water demand for evaporative cooling and ancillary uses may make up the remaining 5%. From a permitting and water supply planning perspective, the onsite component is most directly relevant because it represents the incremental volume of water withdrawn from local water systems. Although substantial in magnitude, offsite water consumption is typically managed at the state or regional energy system level and is not typically attributed to individual development projects for approval decisions. Based on California's average data center water intensity and SDG&E's data center electricity demand projections, onsite water consumption attributable to new data center development in the San Diego region is approximately 10 acre-feet (AF) per year, equivalent to the water use of about 70 people. Actual water demand will vary based on project design.

Data center projects in the imported water areas of western unincorporated San Diego County would require a will-serve letter or equivalent from the applicable water district and would be evaluated for project-level service feasibility. San Diego County Water Authority (SDCWA) is the predominant local wholesale water supplier for imported water areas. Its service area covers most of San Diego County west of Ramona. SDCWA projects that total water demand in 2030 will be approximately 469,300 AF. Even under prolonged drought conditions, SDCWA forecasts a long-term surplus of available water supply. When compared to these regional demand forecasts, the expected 10 AF per year of onsite water use by a new data center is nominal. The expected cumulative demand, based on a reasonably foreseeable number of additional data center projects, would also remain well within the available supply margins identified by SDCWA. During staff's outreach efforts, SDCWA projected that data centers are unlikely to impact the region's water

supply due to their limited scale and surplus availability; however, each member agency would have to determine whether it could meet the demand required for a data center. Small districts or those that primarily serve agricultural customers may not have the capacity. Impacts on water rates may therefore vary because they would depend on the need for new infrastructure or upgrades within individual service boundaries. Water rates are set by the local water agency and regulated by the CPUC.

Surplus conditions do not extend to groundwater dependent areas in central and eastern unincorporated San Diego County. Groundwater availability in these areas is limited, highly variable, and may constrain the feasibility of water-intensive uses like data centers. Further, there are several layers of groundwater review that may apply to large-scale data centers under CEQA (i.e., the County Guidelines for Determining Significance – Groundwater Resources), the County’s Groundwater Ordinance, and the Sustainable Groundwater Management Act, where applicable. Each of these evaluation points provides checks on potential data center water usage relative to available water supply.

Water-efficient cooling strategies include closed-loop systems, hybrid air-water cooling, and advanced monitoring technologies. These strategies are increasingly common in modern data center design and enable data centers to operate even in areas with limited water. However, this approach has limited impact on local water demand because direct cooling-related water use typically accounts for no more than five percent of total data center water consumption. Energy efficiency improvements can more meaningfully reduce water impacts, both onsite (for cooling) and offsite (for electricity generation).

Air Quality

Many data centers have onsite power generators to maintain uninterrupted service during grid outages and other circumstances when grid power is considered unreliable. Diesel-fueled generators are most commonly utilized for this purpose due to their reliability and low cost. This type of generators is a notable source of localized air pollution in California, despite operating primarily during emergencies and routine testing. When operated, these generators emit several types of air pollutants that are harmful to human health. Although limited in annual operating hours, diesel-fueled generators produce more emissions per unit of electricity than grid-supplied power. Even short-duration operations can result in measurable increases in local pollutant concentrations, especially in air basins that already struggle to meet federal and State air quality standards, raising concerns about cumulative impacts when multiple generators operate simultaneously during outages or heat events.

Diesel backup generators are regulated by federal and State requirements and would require permits from the local air quality management district. Such regulations limit allowable operating hours, impose particulate matter emission standards, and require the use of best available control technologies, particularly near sensitive receptors. Mitigation measures required by CEQA may also apply to large-scale data centers, as these are likely to be processed under discretionary review. Air quality impacts from data centers are therefore adequately addressed.

Noise

Data centers include various sources of both continuous and intermittent noise. Mechanical cooling equipment operates continuously to manage heat from servers and generates a consistent, low-frequency sound. Airflow-related noise, such as from large fans and ventilation systems, also contributes significantly to the steady, high noise level. Noise from electrical equipment such as transformers, onsite power generation facilities, and substations is often more noticeable and may cause greater disturbance than mechanical noise. Backup generators also emit intermittent high-frequency noise, though they are typically only used during outages or routine testing.

Noise generated by data centers can be managed through a combination of strategic design, equipment selection, and the use of noise control materials that help reduce noise levels. For example, acoustic barriers around loud equipment or setbacks from such noise sources are strategies commonly used in industrial facilities with similar noise impacts. Although such strategies help manage noise, each project is unique, and there is still potential for noise impacts.

Using immersion or liquid cooling to reduce airflow-related noise could be another design option that more specifically addresses noise in data centers. A regulatory approach may be to establish data-center-specific noise standards to more effectively address constant low-frequency noise and intermittent noise occurring over such short durations that they do not exceed noise standards averaged over longer periods, such as those provided in Section 36.404 of the San Diego County Code of Regulatory Ordinances. Jurisdictions that have established data center standards, such as Fairfax County and Loudon County in Northern Virginia, the leading global data center market, have also used post-construction noise studies to ensure compliance. Such considerations may supplement any required mitigation measures to address noise impacts identified through CEQA under a discretionary process. As such, noise impacts from data centers are somewhat addressed, but additional strategies may help further reduce potential impacts.

Fire Risk and Emergency Response

According to the Uptime Institute's database of publicly recorded incidents that received public or media attention, fire was the cause of 13 publicly reported outages at data centers worldwide between 2016 and 2020, but a majority of these were small and had minimal long-term disruption. Electrical failures due to overloaded circuits, malfunctioning equipment, defective wiring, or other faults are the most common source of potential fire in a data center. Other potential risks include electrical surges that can overload components and generate enough heat to ignite nearby materials, or arc flashes that produce high-intensity discharges capable of igniting surrounding equipment.

The location of proposed data centers may affect fire risk and emergency response. Data centers in groundwater-dependent areas may not have enough water to extinguish an event or supply the fire suppression system (sprinklers). Emergency response may also be delayed for data centers that are outside of a five-minute travel time from an existing fire station. In such cases, the existing fire services capabilities may be inadequate to extinguish a fire in a timely manner.

Data centers also commonly use lithium-ion batteries in rack-mounted uninterruptible power supply systems, which may introduce additional hazards. If damaged or overheated, these batteries may enter thermal runaway, which is a self-accelerating reaction that can spread to adjacent cells

or battery cabinets. This risk may also be present at data center facilities that have onsite BESS. However, the National Fire Protection Association improved safety standards related to BESS based on current technologies in 2025 were incorporated into the 2025 California Fire Code and the San Diego County Fire Protection District's (SDCFPD's) Fire Protection Guidelines for BESS Facilities. SDCFPD requires BESS facilities with an energy storage capacity of 600 kilowatt-hours or greater to submit a site-specific technical study, which includes a hazard mitigation analysis, plume modeling report, and other technical information listed in the guidelines for their review. The BESS Zoning Ordinance Amendment that is currently being developed by staff, as directed by the Board, may also apply to utility-scale BESS. Even without BESS, SDCFPD would still require an external fire protection engineering firm to review the entire project to ensure best practices for fire safety. These protection measures, in addition to typical discretionary and environmental review processes, are already in place to reduce fire risks at data centers and ensure thorough emergency response planning and training.

Local Economic Impacts

The impact of AI on the workforce is evolving along with technology, and long-term changes are uncertain. Trends so far suggest that AI-related technologies are driving significant structural changes in the global labor market, with potential for both negative and positive impacts. Goldman Sachs estimates that about six to eight percent of jobs in the United States face relatively imminent AI displacement risks. According to the Society for Human Resource Management, roles that generally face the highest risk are those with tasks or skills that overlap with AI capabilities. These include high-income, white-collar occupations in sectors such as business, finance, sales, architecture, and engineering. However, studies suggest that workers in these roles also tend to be more educated, which allows them to adapt AI tools to support their work rather than as direct competitors to their skills. On the other hand, roles that face slightly lower exposure to AI, such as administrative jobs, may have less adaptive capacity to reassign skills or tasks to AI.

The expansion of AI may also create new jobs, both directly (e.g., software engineers, AI tool designers) and indirectly (e.g., cybersecurity experts, other experts experiencing third-party demand). In addition, workers familiar with AI tools can realize substantial productivity gains, especially with less experienced workers. More experienced workers benefit, as they can complement their preexisting knowledge with AI to expand career opportunities. Data centers create a limited number of permanent jobs, with greater potential to create temporary construction jobs.

While additional financial market analysis and project-specific information are needed to evaluate local community impacts, large-scale data centers generally have greater impacts and more benefits at a regional rather than local level. For instance, large-scale data centers (both AI and non-AI) themselves do not typically drive local job displacement, and a single facility in the San Diego region would not likely move the needle substantially on broader AI-driven job displacement. However, these data centers may not necessarily provide permanent jobs or career pathways specifically for the communities that they are located in. During staff's outreach efforts, business and technology industry stakeholders advocated that data centers are more likely to play a broader role in regional economic development by providing pathways to higher-paying science, technology, engineering, and mathematics (STEM) jobs and by supporting an expanding range of

businesses that use data center services. The International Brotherhood of Electrical Workers, Local Union 569, San Diego (IBEW 569) noted that data centers may also require skilled labor for installing and maintaining electrical and mechanical systems.

PENDING REGULATIONS RELATED TO DATA CENTERS

Moratoria

Policies to address data centers are evolving rapidly. There has been an increasing trend of jurisdictions that have imposed a moratorium on data centers to allow time to develop regulations that address public health and safety concerns. As of June 2026, over 70 jurisdictions across the country, including several jurisdictions in California, have a data centers moratorium in place. Imperial County is the first county in California to adopt a moratorium that temporarily pauses data center applications in its unincorporated communities. Monterey Park is the first city in California to go beyond a moratorium with an effective citywide prohibition on data centers, approved by voters during the June 2, 2026 election. State and federal legislators have also introduced bills that would place a statewide or nationwide moratorium on AI data centers.

The Board has the option to adopt a resolution that outlines the types of data centers or locations where a new data center application would not be accepted under a moratorium. Upon adoption, the urgency ordinance is valid for only 45 days but can be extended for a total of two years. Additionally, the Board could provide direction to prepare a new data center Zoning Ordinance (Option 4 discussed in subsequent section of this memorandum) to ensure the County has regulations in place prior to expiration of a moratorium.

State Legislation

The State's regulatory framework for data centers is still developing. Pending legislation and other key decisions may change the regulatory landscape and clarify the roles of local jurisdictions and other agencies, like utilities and air districts, that may be involved in data center development. The following information provides context for the legislative landscape as of the preparation of this memorandum, but these bills may or may not still be active at the time of Board consideration.

State legislators have introduced bills during the 2025-2026 legislative session that seek to regulate the development of and impacts from data centers. Senate Bill (SB) 887 (Padilla) would prohibit CEQA categorical exemptions for data centers, requiring data center projects to go through discretionary land use review, even if they are ministerially allowed in a zone. SB 886 (Padilla), SB 1168 (McNerney), and SB 978 (Perez) would create ratepayer protections from data centers, such as by establishing tariffs, or special rate structures for electricity consumed by data centers and requiring data center developers to pay upfront for infrastructure upgrades. Assembly Bill (AB) 2619 (Papan) and AB 2469 (Papan) would require data center developers to report their water use, and AB 1577 (Bauer-Kahan) would require data center developers to report their energy use. During outreach, IBEW 569 and the San Diego County Building & Construction Trades Council expressed support for SB 886, SB 887, and SB 978.

The Little Hoover Commission, an independent State oversight agency, published the "Data Centers and California Electricity Policy" report in March 2026, which evaluated how data centers

could help catalyze investments to modernize the grid and strengthen reliability without increasing costs for ratepayers or undermining the State’s clean-energy commitments. The report recommends the State legislature consider highlighting the State’s role in establishing a clear regulatory framework focused on electricity rates and cost allocation rules, data reporting requirements, energy-efficiency standards, and statewide demand forecasting.

Federal Legislation

Recent federal policy changes by the Administration have generally supported data center development, especially as they are focused on supporting the growth of the domestic AI industry from a national security perspective. Presidential Executive Order 14318, signed in July 2025, prioritizes reducing regulations to facilitate the buildout of AI data centers and associated power infrastructure. The executive order seeks to streamline permitting on both federal and non-federal lands through the Clean Air Act, Clean Water Act, and other federal environmental laws. However, in March 2026 and in response to growing public concern over the exponential growth of data centers, the Trump Administration released a National Policy Framework for AI, which includes legislative recommendations for Congress. The recommendations include measures to protect ratepayers from rising utility costs, while also streamlining federal permitting for AI infrastructure, construction, and operation. In Congress, numerous pieces of legislation have been introduced over the last year to address growing concerns around local impacts and rising energy costs. SB 3682 from Senator Chris Van Hollen (D-MD) would mandate ratepayers are prioritized in energy delivery over data centers. SB 3852 from Senator Josh Hawley (R-MO) would require new data centers to derive power from non-grid sources. House of Representatives Bill 6983 from Representative Rob Menendez (D-NJ) would require data centers to generate their own energy from renewable sources. Senator Bernie Sanders (I-VT) introduced Senate Bill 4214 which would place a national moratorium on AI data centers. At this time, Congress has not coalesced support for one particular path forward to regulating the energy usage of data centers and their impacts on local resident ratepayers.

COUNTY EFFORTS THAT COULD ADDRESS DATA CENTER DEVELOPMENT

The County has existing procedures and practices other than zoning and development regulations that could address data center projects. However, the County does not have specific programs to prepare for or manage the accelerating growth in data center development.

Outside of the discretionary land use process, the County may screen potential data center projects for specific impacts. For example, the Office of Economic Development and Government Affairs (EDGA) receives “requests for information” (RFIs) through the State Governor’s Office of Business and Economic Development (GO-Biz) from companies looking to potentially locate in the San Diego region. EDGA reviews the preliminary information to determine if there are any suitable areas in the San Diego region, and whether the project meets the goals and objectives of the County’s Economic Development Strategy (CEDS), particularly in terms of job creation, relevant wages, and if the project fits into the regional economic ecosystem. Depending on the project and the amount of jobs being created, the County could also encourage project changes to better align with County priorities to receive potential incentives through Board Policy A-124:

Economic Incentives. To date, EDGA has received only one RFI, in May 2026, from GO-Biz regarding a potential data center project.

To date, EDGA has received only one RFI, in May 2026, from GO-Biz regarding a potential data center project. Based on previous Board direction, staff have developed Voluntary Community Benefits Agreements (CBA) Guidelines for large-scale projects to help address local impacts that are not addressed as part of environmental review. The Voluntary CBA Guidelines encourage the creation of voluntary CBAs between local communities and project applicants in the unincorporated areas of the county. The Guidelines lay out applicable project types, benefits, timing, key players, and the process of forming CBAs. The Voluntary CBA Guidelines list large-scale data centers as a project type to consider for a CBA.

To legally establish a mandatory CBA program, there must be a demonstrably strong connection between the project impacts and the project requirements or conditions. There must also be a demonstrably strong connection between the amount or scale of requirements or conditions relative to the project impacts, also known as proportionality. A mandatory CBA program should account for these two key principles.

Other jurisdictions have negotiated voluntary CBAs or similar formalized agreements to address public concerns about large, controversial data centers. Transparency, affordability, and sustainability are common themes among these agreements. For example, the City of Lancaster, Pennsylvania, entered a CBA for a data center project that included mitigation measures for air quality and noise, a limit on water use, requirements to hire residents, and financial contributions to a community foundation and clean energy fund.

OPTIONS TO ADDRESS IMPACTS FROM LARGE-SCALE DATA CENTERS

In response to the Board's direction from January 14, 2026 (4), County staff have identified four options that could address various potential impacts from large-scale data centers. Options 1 and 4 can specifically address permit requirements for large-scale data centers in the unincorporated areas of San Diego County, while options 2 and 3 can address potential impacts in the region. Staff intend to move forward with Option 1 as a short-term solution that provides clearer expectations for the permitting of data center projects in the County's unincorporated areas. Additional action beyond this option would require Board direction and may require additional resources to complete the work.

Option 1: Memorialize Current County Land Use Practices for Data Centers (Short Term)

Staff intends to move forward with this option to provide clearer expectations for the permitting of data center projects in the unincorporated areas of San Diego County. The PDS Director will issue a Letter of Determination to memorialize current County practices confirming that large-scale data center applications are processed as Major Impact Services and Utilities, which requires a Major Use Permit. These letters are internal documents that remove ambiguity and establish a standard interpretation of the Zoning Ordinance. PDS occasionally uses this tool to adapt to evolving information that does not require amending the Zoning Ordinance.

In addition, PDS staff will define data centers in the Zoning Ordinance using best practice research and examples from other jurisdictions based on currently available information. Creating a new

definition is a nominal effort that could be incorporated into a current Zoning Ordinance amendment effort, such as for BESS or a future Zoning Ordinance cleanup, without additional cost or internal PDS workplan impacts. The option for a Letter of Determination could be implemented immediately to clarify that future large-scale data center proposals would be subject to full land use and environmental review, in addition to public noticing requirements.

Option 2: Clarify Legislative Policy Guidelines related to Data Centers (Short Term)

EDGA tracks legislation at the state and federal levels and considers what legislation to support or oppose based on the policy framework outlined in the Board's annually adopted Legislative Program. County Staff are tracking several pending State bills related to data centers and their associated environmental impacts, especially electricity and water use. Passage of those bills could result in legislative mandates that could address certain impacts of large-scale data centers in the San Diego region.

Following Board action on September 9, 2025 (22), the County supported the 2025 Utility Affordability and Accountability Legislative Package to lower utility costs, ensure fair electricity pricing, and advance equitable and affordable energy for residents across the state. The 2026 Legislative Program's priority issue to combat climate change and protect the environment, and associated policy guidelines regarding affordability and availability of energy and water, could broadly apply to data center regulations; however, the County Legislative Program does not incorporate specific policy statements related to data centers. Board direction to advocate for specific data center regulations could help clarify the County's legislative authority on balancing AI innovation with community and environmental protection. This option would also prompt continued monitoring of key federal and State efforts on this issue, including the recommendations from the Little Hoover Commission's "Data Centers and California Electricity Policy" report.

If directed by the Board, this short-term option would set the foundation for other potential actions, such as Option 4 to ensure alignment with the evolving legislative environment related to data centers. In the interim, current County practices (regardless of Option 1) already ensure that any data center Use Permit applications would require full discretionary review and could be appealed to the Board. Legislative advocacy is an ongoing County effort that does not require additional resources and would not result in workplan impacts.

Option 3: Partner on an AI Workforce Development Program (Medium Term)

Trade-offs between the potential benefits and the negative impacts of data centers were a central theme during the County's outreach and could apply to the San Diego region. This option responds to feedback as well as Board direction requesting staff to address community benefits.

Option 3 would involve working with existing partners, including the San Diego Regional Chamber of Commerce, San Diego Regional Economic Development Corporation, San Diego Workforce Partnership (SDWP), labor unions, and local educational institutions, to encourage the development of an AI workforce development program, likely under SDWP. Activities could focus on educational efforts to strengthen understanding of how to use AI tools, especially for those in roles currently vulnerable to AI-related job displacement. Preparing the current and future generations to lead an AI-ready workforce may help attract and retain local talent in STEM fields

by providing high-quality career pathways for students and entry-level workers. This approach would align with statewide efforts and be consistent with several objectives of the CEDS.

This option would require Board direction, which could explicitly focus a portion of existing County funding and staff resources to assist SDWP in developing a workforce training program on AI-related topics. Depending on the level of County involvement, there may be an additional cost for this effort to develop a new workforce plan. Although this action could be rolled out within the near term, workforce development impacts may not be evident until the longer term.

Option 4: Develop a New Data Center Zoning Ordinance (Long Term)

This option involves amending the County Zoning Ordinance to include new data-center-specific standards that holistically address the unique impacts of data center development and operation in the unincorporated areas. These standards could include, but are not limited to, guiding locations toward appropriate commercial or industrial zones and away from residential areas or sensitive receptors, noise studies, onsite energy generation and water recycling requirements or incentives, and development agreements. These standards could also vary based on the scale of data centers or other factors to ensure that requirements correspond to associated project impacts.

During staff's outreach efforts, business and technology industry representatives expressed a preference for regulations that clearly define the County's objectives (e.g., protection from noise and air pollution) while allowing industry flexibility in how to meet them. This approach would focus on desired outcomes that benefit communities, rather than prescriptive regulations that may become obsolete as technology changes. IBEW 569 advocated for requiring workforce safety standards, onsite renewable energy generation, energy storage, and community benefits agreements to help balance economic opportunities with community protections.

Board direction would be required to develop a new Zoning Ordinance amendment. This option would require approximately \$500,000 of consultant costs (one-time-only funding) for CEQA documentation, stakeholder engagement, and ordinance development. This effort could be accomplished with existing staff and would take 18-24 months to complete, during which one full-time equivalent staff will be unavailable to work on other PDS workplan projects. The effort could begin after completion of the Battery Energy Storage Systems project, which is estimated to be completed in spring/summer 2027. Combining this option with Option 2 may improve efficiency through a clearer regulatory framework and better coordination among the State, local jurisdictions, and utilities.

Considerations for Implementing Options

In addition to Option 1, the Board could provide direction to mix and match the other options for short-, medium-, and long-term solutions to further address the impacts of large-scale data centers. For example, the Board could clarify guidelines for legislative advocacy related to data centers and monitor State guidance (Option 2), while staff memorializes current County practices (Option 1). Once State guidance is clear, the Board could consider directing development of a new data center, Zoning Ordinance (Option 4). An AI workforce development program (Option 3) could be considered at any time, either proactively along with Option 1 or more comprehensively with Option 4.

San Diego County Board of Supervisors

July 14, 2026

Page **15** of **15**

For questions or additional information, please contact Vince Nicoletti, Director of Planning & Development Services at vince.nicoletti@sdcounty.ca.gov.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Dahvia Lynch", with a long horizontal flourish extending to the right.

DAHVIA LYNCH

Deputy Chief Administrative Officer

cc: Ebony N. Shelton, Chief Administrative Officer
Joan Bracci, Assistant Chief Administrative Officer/Chief Financial Officer
Vince Nicoletti, Director, Planning & Development Services
Andrew Potter, Clerk of the Board



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TYLER FARMER
ASSISTANT DIRECTOR

July 1, 2026

TO: Supervisor Terra Lawson-Remer, Chair
Supervisor Monica Montgomery Steppe, Vice Chair
Supervisor Paloma Aguirre, Chair Pro Tem
Supervisor Joel Anderson
Supervisor Jim Desmond

FROM: Vince Nicoletti, Director, Planning & Development Services

COUNTY OF SAN DIEGO 2025 CLIMATE ACTION PLAN ANNUAL REPORT

Overview

The County of San Diego (County) is committed to helping communities thrive while protecting the region's unique and diverse natural resources. Planning for climate change impacts on both residents and the environment remains a key priority for the State and County. One of the County's primary tools to mitigate climate change is the [2024 Climate Action Plan](#) (CAP), which outlines 21 measures and 70 actions designed to help the County reduce greenhouse gas (GHG) emissions and achieve net zero emissions by 2045, in alignment with State requirements. Adopted by the Board of Supervisors (Board) on September 11, 2024 (6), the CAP focuses on GHG emissions generated by County facilities and operations, as well as emissions produced within the unincorporated communities, including those associated with the built environment and transportation, energy, solid waste, water and wastewater, and agriculture and conservation. The CAP builds on prior implementation efforts under the 2018 CAP while establishing updated measures and targets to guide future emissions reductions.

This memorandum provides a first-year report on 2024 CAP implementation and integrates progress on the 2019 Electric Vehicle Roadmap (EV Roadmap) for the 2025 calendar year. In 2025, the County achieved 35% of required 2030 reductions, with 55% of CAP investments directed toward historically underinvested communities. The report summarizes the County's efforts to ensure that CAP implementation provides equitable community benefits.

In 2025, the County reduced 259,481 metric tons of GHG emissions (MTCO_{2e}) through the implementation of 35 actions with quantified GHG emission reductions. These GHG

reductions were equivalent to reducing the emissions from removing 60,525 gas-powered vehicles from the road for one year. Figure 1, “CAP Action Performance,” summarizes the performance of these quantified actions in 2025 and their contribution toward the CAP’s 2030 emissions reduction target. Highlights from 2025 accomplishments include:

- Reaching a total of 551 miles of sidewalks and 393 miles of bikeways installed on County roadways to encourage alternative modes of transportation and reduce vehicle miles traveled.
- Powering County facilities with electricity from 72% renewable energy in 2025.
- Achieving 69% waste diversion in County operations in 2025, progressing toward the County’s zero waste (90% diversion) goal for 2030.
- Removing 276,247 square feet of turf and installed 685 rain barrels in 2025 to reduce outdoor water use.
- Preserving 624 acres of land to support long-term habitat conservation and create opportunities for restoration and carbon sequestration.

Additional implementation details are available on the CAP [Dashboard](#) website, including implementation progress on the 35 additional “Path to Net Zero” actions that do not result in quantified GHG emissions reductions but contribute to the 2045 net zero emissions goal, as well as additional equity metrics, as detailed below.

Figure 1: CAP Action Performance

CAP Action	End of Year 2025 Status	Required by 2030
T-1.1: Implement the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan to reduce fleet emissions 35% by 2030 and 100% by 2045.	2% reduction (1,157 MTCO ₂ e)	35% reduction (7,900 MTCO ₂ e)
T-1.2: Amend Board policy to require 100% of landscaping equipment used on County property to be zero-emissions by 2030.	In development ¹	100% reduction (5 MTCO ₂ e)
T-2.1: Develop a program by 2026 to provide residents and businesses incentives to purchase alternative fuel and/or zero-emission construction and landscaping equipment to reduce emissions 3% by 2030.	In development ¹	349 units (2,072 MTCO ₂ e)
T-2.2: Develop and adopt a landscaping equipment ordinance to require the use of zero emission landscaping equipment by 2030 and zero emission construction equipment by 2045 in the unincorporated area.	In development ¹	Landscaping equipment ordinance in effect (7,638 MTCO ₂ e)

¹ GHG emission reductions to be updated/determined upon program development/implementation.

CAP Action	End of Year 2025 Status	Required by 2030
T-3.1: Increase the use of electric and other zero-emission vehicles in the unincorporated area by: - Installing 2,040 publicly available electric vehicle charging stations by 2028. - Requiring the electrification of loading docks and idling reduction in new commercial and industrial development by 2030. - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar electric vehicle charging infrastructure installations and preferential parking for zero-emission vehicles (ZEVs) for new multi-family residential and non-residential construction. - Developing a program by 2026 to incentivize EV purchases and school bus electrification.	1,258 publicly available charging stations (58,162 MTCO ₂ e) ²	2,040 publicly available charging stations by 2028 (218,884 MTCO ₂ e)
T-4.1: Expand County Benefit Program by 2026 to provide County employees with tax-free transportation benefits, alternative work schedules, and expand part-time or full-time teleworking options to reduce vehicle miles traveled from employee commutes by 40% in 2030 and 64% in 2045.	23% reduction (9,120 MTCO ₂ e)	40% reduction (12,800 MTCO ₂ e)
T-4.2: Develop a rebate program by 2026 for County employees to purchase electric vehicles, bicycles, and scooters for commute use.	In development ¹	600 vehicles (903 MTCO ₂ e)
T-5.1: Implement the County's Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area.	551 miles of sidewalks 393 miles of bikeways (3,045 MTCO ₂ e)	345 miles of sidewalks 315 miles of bikeways (1,756 MTCO ₂ e)
T-5.2: Develop a countywide Safe Routes to Schools program to reduce vehicle miles traveled to schools by 1.2% by 2030.	1.2% reduction (278 MTCO ₂ e)	1.2% reduction (214 MTCO ₂ e)
T-6.1: Develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030.	In development ¹	100% reduction (3,051 MTCO ₂ e)

² 2030 CAP target considers a zero emissions vehicle registration rate in 2030 of 31% for light duty vehicles and 11% for medium and heavy-duty vehicles. The County's status for 2025 was at a rate of 7.8% for light duty vehicles and 0.3% for medium and heavy-duty vehicles, which is used to calculate GHG reductions for T-3.1.

CAP Action	End of Year 2025 Status	Required by 2030
T-6.2 and 6.3:³ T-6.2: Increase access to Transit Priority Areas by 5% in the unincorporated area and implement transit-supportive roadway treatments such as traffic signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians by 2030. T-6.3: Increase access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.	In development ¹	7% reduction in VMT (13,609 MTCO ₂ e)
E-1.1: Implement the County Facilities Zero Carbon Portfolio Plan to achieve 90% reduction in operational carbon emissions by 2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation.	Plan in implementation (2,595 MTCO ₂ e)	Plan implemented (13,715 MTCO ₂ e)
E-2.1: Amend the County's Code of Regulatory Ordinances by 2026 to require all-electric equipment in new residential, commercial, and industrial construction to reduce energy emissions from new development in the unincorporated area.	In development ¹	100% electrification in residential 80% electrification in non-residential (17,734 MTCO ₂ e)
E-2.2: Increase energy efficiency and reach 30% electrification in residential and 17% electrification in non-residential existing development in the unincorporated area by 2030 by: - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. - Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. - Developing a program by 2026 to incentivize building electrification and energy efficiency (e.g., electrically powered appliances, heat pumps).	In development ¹	30% electrification in residential 17% electrification in non-residential (124,742 MTCO ₂ e)

³ Metrics and GHG reductions for T-6.2 and T-6.3 are combined due to overlapping monitoring metrics.

CAP Action	End of Year 2025 Status	Required by 2030
E-3.1: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar renewable energy requirements for new residential and non-residential construction to increase renewable energy generation in new development.	In development ¹	Ordinance implemented (252 MTCO ₂ e)
E-3.2: Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy on existing development by 2030 and 12,505 kW by 2045.	Streamlined permitting implemented (53 MTCO ₂ e)	Streamlined permitting implemented (29 MTCO ₂ e)
E-3.3: Develop a program to provide 100% renewable energy to residents and businesses participating in San Diego Community Power by 2030 in the unincorporated area.	55% renewable (109,790 MTCO ₂ e)	100% renewable (176,625 MTCO ₂ e)
SW-1.1: Adopt a County Operations zero waste policy by 2030 to achieve zero waste (90% diversion).	69% diversion (1,132 MTCO ₂ e)	80% diversion (1,305 MTCO ₂ e)
SW-2.1: Update the County's Strategic Plan to Reduce Waste by 2028 to include strategies to achieve 80% diversion by 2030 and zero waste (90% diversion) by 2045.	62% diversion ⁴ (3,763 MTCO ₂ e)	80% diversion (37,804 MTCO ₂ e)
SW-3.1: Expand landfill gas systems at County-owned landfills to exceed State requirements by 10% by 2045.	In development ¹	85% gas capture (N/A MTCO ₂ e)
SW-4.1: Conduct a feasibility study by 2027 and implement a landfill gas system pilot project at privately managed landfills by 2030 to exceed State requirements by 10% by 2045 in the unincorporated area.	In development ¹	Pilot program implemented (1,373 MTCO ₂ e)
W-1.1: Implement the County's Water Efficiency Plan to require water-efficiency measures in new and existing County buildings/operations to reduce potable water use intensity by 28% by 2030.	7% increase (0 MTCO ₂ e)	28% reduction (3 MTCO ₂ e)
W-2.1: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements and reduced outdoor water use for landscaping requirements for new development to reduce potable water consumption from new development by 17% in the unincorporated area.	In development ¹	17% reduction (37 MTCO ₂ e)

⁴ Indicates progress made in 2024 due to delays in data availability from CalRecycle.

CAP Action	End of Year 2025 Status	Required by 2030
W-2.2: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements for existing development projects with qualifying improvements.	In development ¹	20% reduction (320 MTCO ₂ e)
W-2.3: Update the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption in the unincorporated area.	In development ¹	71.9 million gallons reduced (64 MTCO ₂ e)
W-2.4: Implement the Waterscape Rebate Program to incentivize water efficiency and conservation to reduce outdoor water consumption in the unincorporated area.	1,478,443 sq ft turf removed 15,393 rain barrels installed ⁵ (157 MTCO ₂ e)	450,000 sq ft turf removed 1,800 rain barrels installed ⁵ (21 MTCO ₂ e)
W-3.1: Increase wastewater treatment efficiency through the East County Advanced Water Purification Program to produce 12,900 acre feet of water each year by 2030.	In development ¹	4.2 billion gallons (10,046 MTCO ₂ e)
A-1.1: Acquire 11,000 acres of conservation lands by 2030 and 1,000 acres per year thereafter to preserve land in perpetuity.	10,494 acres (61,159 MTCO ₂ e)	11,000 acres (63,242 MTCO ₂ e)
A-1.2: Develop a Habitat Restoration Resource Management Framework for County-owned land by 2030 and restore 80 acres per year thereafter to increase carbon storage.	In development ¹	80 acres (76 MTCO ₂ e)
A-2.1: Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area.	44,615 trees (1,579 MTCO ₂ e)	70,560 trees (2,498 MTCO ₂ e)
A-2.2: Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.	Ordinance implemented (439 MTCO ₂ e)	Ordinance implemented (439 MTCO ₂ e)
A-3.1: Implement the Purchase of Agricultural Conservation Easement (PACE) Program to preserve 6,058 acres of agricultural land by 2030 and 400 acres per year thereafter.	3,508 acres (5,738 MTCO ₂ e)	6,058 acres (9,699 MTCO ₂ e)

⁵ The total storage capacity of all rainwater harvesting containers has been divided by 50 gallons to achieve a Rain Barrel Equivalent (RBE) total.

CAP Action	End of Year 2025 Status	Required by 2030
A-4.1: Develop a Climate Smart Land Stewardship Program [Sustainable Operations in Land Stewardship (SOILS) Program] by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045.	432 acres (1,316 MTCO _{2e})	3,000 acres (10,758 MTCO _{2e})
A-5.1: Develop a program by 2026 to incentivize a transition to cleaner fuels and the efficient use of energy to reduce agricultural operations emissions in the unincorporated area.	In development ¹	225 units (1,559 MTCO _{2e})
Total GHG Reductions	259,481 MTCO_{2e}	741,171 MTCO_{2e}

Equity Metrics

Equity is a foundational element of CAP implementation and monitoring. Consistent with Board direction, the County is committed to ensuring that at least 20% of CAP investments benefit underinvested or frontline communities, which are populations disproportionately vulnerable to climate change impacts and are likely to experience them first and most severely. In 2025, 55% of CAP investments benefited frontline communities. Through coordination with the County's Environmental Justice Workgroup and the use of the Equity Implementation Framework, equity metrics were identified to describe progress made on equity-based outcomes and community co-benefits.

In 2025, many CAP actions delivered direct benefits to frontline communities through targeted investments in areas such as clean mobility, energy efficiency and electrification, and climate-resilient infrastructure. Highlights from accomplishments include:

- Installing 98% of sidewalks and bikeways in frontline communities in 2025.
- Directing \$500,000 in County investments to the Building Decarbonization Program to expand access to voluntary home upgrades in frontline communities through tailored outreach informed by the County's Environmental Justice Workgroup.
- Hosting 34% of zero waste educational workshops in frontline communities to increase access to composting, food recovery, and reuse programs in these areas.
- Providing 48% of rain barrel and turf removal rebates and hosting 100% of rainwater harvesting workshops in frontline communities in 2025.
- Planting 61%, or 1,671 trees in frontline communities to support climate resiliency efforts and reduce urban heat island effects in Otay, Jamul, Sweetwater, Spring Valley, Crest, Valle de Oro, Mountain Empire, among other communities.

Equity metrics are available on the CAP [Dashboard](#), including which actions count toward the equity investment benchmark, which community co-benefits the actions align with, and the type of equity to which each action contributes such as procedural (processes

that are inclusive and transparent), distributional (processes that lead to fair distribution of resources), or structural (processes that systematically change operations).

Electric Vehicle Roadmap (EV Roadmap)

The Board adopted the [EV Roadmap](#) on October 16, 2019 (2) to guide the equitable transition to EV ownership and use. The EV Roadmap established six goals focused on expanding charging infrastructure, supporting fleet electrification, increasing public awareness, identifying funding opportunities, and improving equitable access to clean transportation options. These goals support regional air quality improvements, GHG emissions reductions, and expanded mobility options for residents. These six goals were integrated into the CAP and are reported on in this memo for a comprehensive evaluation of objectives related to EVs within the broader context of the County's climate goals.

In 2025, the County continued advancing EV Roadmap goals through expansion planning for EV charging infrastructure at County facilities, ongoing fleet electrification efforts, and coordination with regional partners to support clean mobility initiatives. These efforts emphasize equitable access to zero-emission transportation options, particularly in priority communities, while supporting regional air quality improvements and long-term emissions reduction targets. Progress in fleet electrification continues to expand, and ongoing efforts to transition additional vehicles to fully electric models will further reduce fleet emissions. The County also continued public education and outreach efforts to increase awareness of EV benefits, incentives, and charging availability. Staff continues to regularly update the County's [EV Roadmap website](#) to ensure the public can monitor EV implementation activities and access annual reports.

Highlights from accomplishments and milestones met include:

- Increasing the County EV fleet to 356 EVs in use in 2025, which is 71% of the way to the EV Roadmap goal of 501 fleet EVs by 2027.
- Installing a total of 288 Level 2 and 88 Fast EV (1,258 Level 2 equivalent⁶) publicly accessible charger ports at County facilities and the unincorporated area.
- Updating the County's [EV Consumer Guide website](#) to provide EV-related resources for consumers. In 2025, the website received 637 views.
- Encouraging teleworking, alternate work schedules, and alternative transportation options to reduce emissions from County employee commutes. In 2025, reducing employee work commuting resulted in the avoidance of 25,226,648 vehicle miles, which is a 23% reduction in commute miles that would have occurred if employees were working in-office full time.

⁶ The County measures progress toward the goal of installing 2,040 Level 2 charging ports by 2028 using a metric called "Level 2 Equivalent" chargers. This equivalency is based on an analysis of research from the U.S. Department of Transportation that compares different charger types, their charging speeds, and how many vehicles they can serve. The equivalency provides a way to account for faster charging options such as Direct Current Fast Chargers (DCFCs), which can meet a much higher public charging demand than Level 2 chargers. The analysis reports that, conservatively, a single DCFC station is equivalent to 11 Level 2 chargers.

Supporting technical materials are provided in Appendix B, “Electric Vehicle Roadmap 2025 Implementation Progress,” (tables summarizing completed and anticipated implementation actions/priorities), Appendix C, “Summary of Electric Vehicle Charging Stations,” (list of existing and proposed EV charging stations at County facilities), and Appendix D, “EV Charging Station Maps,” (maps showing EV charging stations for County fleet and public use at County facilities).

Upcoming Project Activities

Despite recent federal and State policy changes, such as the rollback of solar and EV tax credits, EV charger incentives, California Clean Air Act waivers, and residential building energy code updates, the County continues to advance CAP implementation through a combination of ongoing programs and new upcoming initiatives that build on progress to date. Upcoming efforts include the launch of programs that provide voluntary incentives for public EV charging stations, landscaping and agricultural equipment, existing building decarbonization, and the completion of capital projects such as the East County Advanced Water Purification Program’s biogas system, among others. The County is also advancing a GHG emissions inventory update in coordination with regional partners with an anticipated completion date in Fall 2027. This inventory update will provide additional information about emissions reductions over time, in comparison to the CAP’s 2019 baseline inventory and emissions projections, and will help to inform and refine future CAP actions.

For more information, visit the project website (sandiegocounty.gov/sustainability) to subscribe to notifications about upcoming outreach workshops and to see updates on CAP programs, or follow CAP implementation progress on social media:

- Facebook: facebook.com/SDCountySustainable
- Twitter: twitter.com/SDCoSustainable
- Instagram: instagram.com/sdcountysustainable

If I can be of further assistance, please contact me at (619) 993-0042 or Vince.Nicoletti@sdcounty.ca.gov, or Tyler Farmer, Assistant Director, Planning & Development Services, at (619) 517-5102 or Tyler.Farmer@sdcounty.ca.gov.

Respectfully,

Vince Nicoletti

VINCE NICOLETTI, Director
Planning & Development Services

cc: Dahvia Lynch, Deputy Chief Administrative Officer, Land Use and Environment Group
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Ha Dang, Agricultural Commissioner/Sealer of Weights & Measures, Agriculture, Weights & Measures
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Amy Harbert, Director, Department of Environmental Health and Quality
Marko Medved, Director, Department of General Services
Brandy Winterbottom, Interim Director, Department of Human Resources
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Marisa Barrie, Director, Department of Public Works
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Damon M. Brown, County Counsel
Daryl Arbuthnott, Director, Office of Emergency Services
Eden Brukman, Chief Sustainability Officer, Office of Sustainability and Environmental Justice

Appendices

- A. 2025 Climate Action Plan Equity Metrics:** Table summarizing progress on meeting CAP equity metrics.
- B. Electric Vehicle Roadmap 2025 Implementation Progress:** Tables summarizing completed and anticipated implementation actions/priorities.
- C. Summary of Electric Vehicle Charging Stations:** Tables summarizing all County-funded EV charging stations installed and in progress at County-owned and operated facilities and in the unincorporated area.
- D. EV Charging Station Maps:** Maps of all EV charging stations installed in public locations in the unincorporated area and at County facilities.

Appendix A – 2025 Climate Action Plan Equity Metrics

This table provides a summary of how equity was at the center of Climate Action Plan (CAP) implementation in 2025. Equity metrics were developed through coordination with the Environmental Justice Workgroup and the Equity Implementation Framework to track progress on equity based outcomes. The table provides an End of Year 2025 Equity Metric Status for each CAP action and identifies whether the action counts towards the 20% investment benchmark for historically underinvested/frontline communities. Actions that count towards this benchmark are those that result in direct investments (e.g., EV charging, bike lane installations, and rain barrel rebates) in underinvested and frontline communities as defined by socioeconomic and geographic data.

The table also shows the type of equity procedural (processes that are inclusive and transparent), distributional (processes that lead to fair distribution of resources), or structural (processes that systematically change operations) the action contributes to. It also includes the equity based outcomes from the CAP to show the long-term results expected from equitable CAP implementation.

For additional information, please view the Climate Action Plan Annual Monitoring [Dashboard](#).

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
T-1.1: Implement the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan to reduce fleet emissions 35% by 2030 and 100% by 2045.	29% of EV charging ports are in frontline communities.	No	Distributional	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-1.1a: Use alternative fuel and/or zero-emission construction equipment in County projects to reduce emissions from medium- and heavy-duty vehicles and equipment.	Use of alternative fuel equipment considered for all County projects through use of the CAP Checklist.	No	Distributional	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-1.1b: Adopt a County Operations anti-idling policy to reduce emissions from vehicle idling.	Policy expected to be adopted in 2026.	No	Structural	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
T-1.2: Amend Board policy to require 100% of landscaping equipment used on County property to be zero-emissions by 2030.	Policy expected to be amended by 2030; 65% of landscaping equipment used by Department of Public Works converted to zero-emissions through 2025.	No	Distributional	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-2.1: Develop a program by 2026 to provide residents and businesses incentives to purchase alternative fuel and/or zero-emission construction and landscaping equipment to reduce emissions 3% by 2030.	Program is under development and is expected to launch in 2026 – applicants that identify as small businesses, low-income, or historically underserved agricultural producers will be prioritized.	Yes	Distributional	Incentives prioritized for small and medium-sized business owners and low-income residents to transition to zero emission equipment.
T-2.2: Develop and adopt a landscaping equipment ordinance to require the use of zero emission landscaping equipment by 2030 and zero emission construction equipment by 2045 in the unincorporated area.	Ordinance expected to be adopted by 2030 - feedback to inform the ordinance will be gathered prior to adoption.	No	Structural	Outreach and education efforts to precede regulation.
T-3.1: Increase the use of electric and other zero-emission vehicles in the unincorporated area by: - Installing 2,040 publicly available electric vehicle charging stations by 2028. - Requiring the electrification of loading docks and idling reduction in new commercial and industrial development by 2030. - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CalGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction. - Developing a program by 2026 to incentivize EV purchases and school bus electrification.	The Environmental Justice Workgroup provided detailed feedback to inform the development of a County-funded EV charging station incentive program that will prioritize installation in frontline communities.	Yes	Distributional	• EV charging installations prioritized in frontline communities. • EV purchases and schools bus electrification incentives are developed first and/or are increased for frontline communities.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
T-3.1a: Support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts in the unincorporated area.	In development.	No	Procedural	Reduced medium- and heavy-duty vehicles' contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-3.1b: Continue to collaborate with regional partners to increase investments in zero-emission vehicles and infrastructure in the unincorporated area.	Provided an update and received feedback on zero-emission vehicles and infrastructure programs at six regional meetings, including the Environmental Justice Workgroup and Community Planning & Sponsor Groups.	No	Distributional	• EV charging installations prioritized in frontline communities. • EV purchases and schools bus electrification incentives are developed first and/or are bigger for frontline communities. • Reduced medium- and heavy-duty vehicles' contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-3.1c: Continue updating the EV Consumer Guide website to serve as a regional resource for consumer-friendly and up-to-date information on EV-related topics and available incentives.	Through 2025, three of five EV Consumer Guide website subtabs include information related to those in the frontline communities (benefits, costs, vehicle basics) with about 50% the site content incorporates inclusive storytelling or accessible visual data.	No	Procedural	• EV charging installations prioritized in frontline communities. • EV purchases and schools bus electrification incentives are developed first and/or are bigger for frontline communities. • Reduced medium- and heavy-duty vehicles' contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-4.1: Expand County Benefit Program by 2026 to provide County employees with tax-free transportation benefits, alternative work schedules, and expand part-time or full-time teleworking options to reduce vehicle miles	County employee transportation benefits are promoted on the County's internal Sustainability website launched in 2025 to include information for transit	No	Distributional	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
traveled from employee commutes by 40% in 2030 and 64% in 2045.	reimbursement, carpool parking, and e-bike incentives.			
T-4.1a: Provide educational programs and campaigns to encourage County staff to walk, bike, and take transit.	Developed promotional materials about alternatives transportation modes for County employees and co-hosted an e-bike demonstration at the County Operations Center.	No	Procedural	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-4.2: Develop a rebate program by 2026 for County employees to purchase electric vehicles, bicycles, and scooters for commute use.	Promoted existing online discounts to support alternative commuting options, such discounts on e-bikes and scooters while assessing opportunities for additional rebate programs.	No	Distributional	Reduced County vehicle contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities.
T-5.1: Implement the County's Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area.	98% of sidewalks and bikeways installed were in frontline communities in 2025.	Yes	Distributional	Prioritize improvements to pedestrian and bicycle infrastructure in frontline communities.
T-5.1a: Develop educational materials to encourage residents and businesses to use and provide access to alternative modes of transportation (e.g., safety information, increased access to bicycle parking).	33% of Community Climate Conversations event attendees were provided with MTS/Pronto transit passes and educational materials.	No	Procedural	Ensure educational materials are language accessible, translated as needed, and disseminated through existing networks and community sites.
T-5.1b: Use improved materials and engineering designs to make walking and transit easier.	Design improvements are in development, including at traffic signals and pedestrian crossings.	No	Distributional	Ensure improved materials and engineering designs are used in frontline communities.
T-5.2: Develop a countywide Safe Routes to Schools program to reduce vehicle miles traveled to schools by 1.2% by 2030.	Four quick build designs completed at schools in the Julian and Cajon Valley School Districts where 50% or greater number of students are eligible for free or reduced price meals.	Yes	Procedural	Include members from frontline communities in the development of the Safe Routes to Schools program.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
T-6.1: Develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030.	Program is under development and is expected to launch by 2030.	Yes	Distributional	Prioritize distribution of transit passes to frontline communities.
T-6.2: Increase access to Transit Priority Areas by 5% in the unincorporated area and implement transit-supportive roadway treatments such as traffic signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians by 2030.	Concrete bulb-outs and new curb ramps were installed at three corners of the Jamacha Blvd. and La Presa Ave. intersection in Spring Valley to increase visibility in 2025.	Yes	Distributional	Prioritize roadway treatment implementation in frontline communities.
T-6.2a: Adopt a Transportation Demand Management ordinance to include pre-approved options for new development to reduce single occupancy vehicle trips in the unincorporated area.	Public participation will be central to informing development of the ordinance which is expected to be adopted by 2028.	No	Structural	Prioritize installation of transit-supportive services in communities with higher ridership.
T-6.2b: Evaluate options for increasing transit service to unincorporated communities.	County awarded a Caltrans Sustainability Transportation Grant in 2025 to assess mobility needs and evaluate first- and last-mile transportation solutions to reduce vehicle miles traveled, including extensive public participation to inform potential future services.	No	Procedural	Prioritize installation of transit-supportive services in communities with higher ridership.
T-6.3: Increase access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.	County awarded a Caltrans Sustainability Transportation Grant in 2025 to assess mobility needs and evaluate first- and last-mile transportation solutions to reduce vehicle miles traveled, including extensive public participation to inform potential future services.	Yes	Distributional	Prioritize installation of transit-supportive services in communities with higher ridership.
E-1.1: Implement the County Facilities Zero Carbon Portfolio Plan to achieve 90% reduction in operational carbon emissions by	The County's renewable portfolio is 72% with 315	No	Structural	Lower utility rates through reduced consumption at County facilities.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation.	facilities in frontline communities.			Improved energy efficiency and air quality in buildings that are often accessed by frontline communities for direct services.
E-2.1: Amend the County's Code of Regulatory Ordinances by 2026 to require all-electric equipment in new residential, commercial, and industrial construction to reduce energy emissions from new development in the unincorporated area	Conducted two public workshops in 2025 to receive feedback on the adoption of the Triennial Code and Green Building Incentive Program update.	No	Structural	Reduced utility bills and improved air quality for homeowners and renters.
E-2.2: Increase energy efficiency and reach 30% electrification in residential and 17% electrification in non-residential existing development in the unincorporated area by 2030 by: - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. - Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. - Developing a program by 2026 to incentivize building electrification and energy efficiency (e.g., electrically powered appliances, heat pumps).	The Environmental Justice Workgroup provided detailed feedback to help guide outreach efforts on the Building Decarbonization Program. Additional County funding was directed towards the program in 2025 to expand access to all eligible unincorporated area residents.	Yes	Distributional	- Increased awareness, education, and access to incentives and benefits of energy savings in frontline communities. - Reduced utility bills and improved air quality for homeowners and renters. - Increased access to career training and licensing programs to support green workforce development.
E-2.2a: Develop and distribute materials to assist renters with implementing energy efficiency improvements.	In development.	No	Procedural	Increased awareness, education, and access to incentives and benefits of energy savings in frontline communities.
E-2.2b: Develop a voluntary energy assessment/benchmarking program for existing development to identify opportunities for energy efficiency improvements (e.g., weatherization, insulation, equipment replacement/upgrades).	Development of the benchmarking program will include input and guidance from property owners.	No	Procedural	Reduced utility bills and improved air quality for homeowners and renters.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
E-2.2c: Develop a program (e.g., incentives, streamlined permitting, education) to phase out propane use for existing buildings.	Program development will include input and guidance from unincorporated area residents.	No	Distributional	Reduced utility bills and improved air quality for homeowners and renters.
E-2.2d: Develop a program to increase energy resiliency in the unincorporated area to ensure continued access to electricity and services during extreme weather events.	Initiated the Energy Access, Resilience, and Capacity Study in 2025 which will help the County understand how much renewable energy the region can generate to meet community needs.	No	Distributional	Increased awareness, education, and access to incentives and benefits of energy savings in frontline communities.
E-3.1: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CalGreen or similar renewable energy requirements for new residential and non-residential construction to increase renewable energy generation in new development.	Conducted two public workshops in 2025 to receive feedback on the adoption of the Triennial Code and Green Building Incentive Program update.	Yes	Structural	Reduced utility bills for homeowners and renters.
E-3.2: Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy on existing development by 2030 and 12,505 kW by 2045.	1% of solar permit applications were from frontline communities in 2025.	Yes	Structural	Reduced permitting costs through streamlines processes.
E-3.2a: Develop a program to incentivize renewable energy on low-income homes.	Developed and launched the San Diego Solar Equity Program which provides solar installation at no-cost to frontline communities. Promoted the program through the Environmental Justice Workgroup and through various other community partnerships.	No	Distributional	Increased awareness and education on available incentives in frontline communities.
E-3.2b: Work with partners to promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, Site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area.	Permitting processes for renewable energy generation projects are streamlined.	No	Procedural	Increased awareness and education on available incentives in frontline communities.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
E-3.2c: Support local job training program for solar installation through partnerships to support green economy workforce development.	Initiated the Green Industries and High Roads Jobs initiative in 2025 to better understand and leverage the region's assets to advance decarbonization.	No	Structural	Increased access to career training programs to support green workforce development.
E-3.3: Develop a program to provide 100% renewable energy to residents and businesses participating in San Diego Community Power by 2030 in the unincorporated area.	In 2025, 0.5% of unincorporated residents were enrolled in SDCP's Power 100 plan.	Yes	Distributional	Increased awareness and education on available incentives in frontline communities.
SW-1.1: Adopt a County Operations zero waste policy by 2030 to achieve zero waste (90% diversion).	In development.	No	Structural	Reduced County contribution to air pollution burdens (e.g., methane) faced by frontline communities.
SW-1.1a: Revise the County's Environmentally Preferred Purchasing policy (B-67) to increase the effectiveness and enforcement of the policy.	The policy was presented at internal Sustainability Task Force meeting, with staff trainings and resources available to empower employees to make informed product selections.	No	Structural	Direct more public funds towards environmentally friendly and sustainable options through expansion and implementation of the Board Policy B-67.
SW-1.1b: Educate County staff on zero waste practices to encourage greater participation and develop monitoring tools to track waste diversion.	In 2025, 6.7% of County employees were trained on waste diversion.	No	Procedural	Reduced County contribution to air pollution burdens (e.g., methane) faced by frontline communities.
SW-2.1: Update the County's Strategic Plan to Reduce Waste by 2028 to include strategies to achieve 80% diversion by 2030 and zero waste (90% diversion) by 2045.	In 2025, 33% of community waste and recycling events took place in frontline communities. Additionally, DPW began internal review and data collection in preparation for the Update and plan to launch community and stakeholder meetings in late Spring 2026.	Yes	Distributional	- Increased access to organic material processing sites in frontline communities. - Increased outreach to frontline communities about circular economy resources such as reuse, repair, and compost distribution events and organic materials recycling. - Increased collection and redistribution of edible food to nutrition insecure communities.
SW-2.1a: Monitor and evaluate contamination rates in waste, recycling, organics containers,	Educational material that included a list of items that are	No	Procedural	Increased outreach to frontline communities about circular economy

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
and establish educational programs to reduce contamination and increase the effectiveness of recycling efforts.	acceptable and those that are contaminants in waste, recycling, and trash bins was distributed in frontline communities.			resources such as reuse, repair, and compost distribution events and organic materials recycling.
SW-2.1b: Support materials reuse events for the unincorporated area.	In 2025, 80% of the Fix-It clinics were held in frontline communities.	No	Procedural	- Increased outreach about material reuse in frontline communities. - Increased material reuse events in frontline communities.
SW-2.1c: Educate the public about zero waste and encourage use of low carbon materials.	In 2025, 34% of educational touchpoints held with the public took place in frontline communities.	No	Procedural	Increased outreach to frontline communities about circular economy resources such as reuse, repair, and compost distribution events and organic materials recycling.
SW-3.1: Expand landfill gas systems at County-owned landfills to exceed State requirements by 10% by 2045.	In 2025, completed cover repair projects at two sites that support efficient gas capture.	No	Distributional	Improved health and safety in communities adjacent to County-owned solid waste facilities.
SW-4.1: Conduct a feasibility study by 2027 and implement a landfill gas system pilot project at privately managed landfills by 2030 to exceed State requirements by 10% by 2045 in the unincorporated area.	In development.	No	Distributional	Workforce training and expansion in solid waste green economy careers.
SW-4.1a: Incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters to divert compostable waste from landfills in the unincorporated area.	In 2025, two equestrian and agricultural workshops were held to promote the Organic Materials Ordinance Update and 14 social media posts related to composting were posted.	No	Distributional	Increased economic opportunities for community composting and agricultural operators.
SW-4.1b: Study options to expand existing and/or identify new opportunities to manage hard to recycle materials in the unincorporated area through additional hauler services, drop-off locations and/or Center for Hard to Recycle Materials.	Under evaluation through the ongoing Strategic Plan to Reduce Waste update and the Circular Economy Assessment.	No	Distributional	Workforce training and expansion in solid waste green economy careers.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
W-1.1: Implement the County's Water Efficiency Plan to require water-efficiency measures in new and existing County buildings/operations to reduce potable water use intensity by 28% by 2030.	Water-efficient designs used in the County's Public Health Lab, which opened in 2025.	No	Structural	Lower utility rates through reduced consumption at County facilities.
W-2.1: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements and reduced outdoor water use for landscaping requirements for new development to reduce potable water consumption from new development by 17% in the unincorporated area.	Conducted two public workshops in 2025 to receive feedback on the adoption of the Triennial Code and Green Building Incentive Program update.	No	Structural	Reduced utility bills for homeowners and renters.
W-2.2: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements for existing development projects with qualifying improvements.	Conducted two public workshops in 2025 to receive feedback on the adoption of the Triennial Code and Green Building Incentive Program update.	No	Structural	Reduced utility bills for homeowners and renters.
W-2.3: Update the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption in the unincorporated area.	The Green Building Incentive Program will offer incentives for reducing water use to reduce utility bills for homeowners and renters.	Yes	Distributional	- Increased access to incentives in frontline communities. - Reduced permitting costs through streamlined processes.
W-2.3a: Collaborate across County departments to streamline and simplify graywater capture permitting process to reduce potable water use in the unincorporated area.	Two outreach sessions were held in 2025 to share updates to the onsite wastewater treatment policy that protects water quality and public health.	No	Procedural	- Reduced permitting costs through streamlined processes. - Reduced utility bills for homeowners and renters.
W-2.3b: Develop and distribute materials to assist renters with implementing water efficiency and conservation improvements.	In development.	No	Procedural	Increased awareness and education on available incentives and the benefits of water savings and reuse in frontline communities.
W-2.4: Implement the Waterscape Rebate Program to incentivize water efficiency and conservation to reduce outdoor water consumption in the unincorporated area.	In 2025, 48% of rain barrel and turf removal rebates were redeemed in frontline communities and all rainwater	Yes	Distributional	Increased awareness and education on available incentives and the benefits of water savings and reuse in frontline communities.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
	harvesting workshops were hosted in frontline communities.			
W-3.1: Increase wastewater treatment efficiency through the East County Advanced Water Purification Program to produce 12,900 acre feet of water each year by 2030.	In 2025, an interactive map was developed to provide construction updates on the project.	No	Structural	Reduced utility bills for homeowners and renters.
W-3.1a: Evaluate Waterscape Rebate Program septic system improvements for opportunities to reduce wastewater emissions in the unincorporated area.	In 2025, 46% of septic pumping rebates were issued in frontline communities.	No	Procedural	Increased awareness and education on septic system improvements in frontline communities.
A-1.1: Acquire 11,000 acres of conservation lands by 2030 and 1,000 acres per year thereafter to preserve land in perpetuity.	In 2025, 100% of acquired conservation land provides public health benefits by improving water and air quality for residents.	No	Distributional	Increased access to open space in frontline communities.
A-1.2: Develop a Habitat Restoration Resource Management Framework for County-owned land by 2030 and restore 80 acres per year thereafter to increase carbon storage.	In 2025, 100% of restored conservation land provides public health benefits by improving water and air quality for residents.	No	Procedural	Increased access to open space in frontline communities.
A-1.2a: Partner with tribal governments to incorporate tribal ecological knowledge and apply indigenous land management practices to contribute towards habitat restoration efforts on County land.	The Tribal Community of Practice offers streamlined processes, centralized data and resources, and support for Tribal engagement activities to broaden the County's knowledge based on the region's cultural geography.	No	Procedural	Increased educational opportunities with tribal communities to learn about the natural environment.
A-2.1: Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area.	In 2025, 61% of all trees were planted in frontline communities.	Yes	Distributional	Increased tree canopy coverage in frontline communities.
A-2.1a: Develop a program to preserve native trees in the unincorporated area.	Expected to be published in 2026, the Native Landscape Design Manual includes native tree preservation information.	No	Procedural	Increased support for ongoing tree maintenance in frontline communities to support the tree's longevity.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
A-2.1b: Educate the public on the benefits and maintenance of native, fire-resistant, and drought-tolerant tree plantings.	Developed the Equity-Driven Tree Planting Program website in 2025 to provide support for ongoing tree maintenance.	No	Procedural	- Increased tree canopy coverage in frontline communities. - Reduced number of urban heat islands in frontline communities. - Increased support for ongoing tree maintenance in frontline communities to support the tree's longevity.
A-2.2: Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.	The County's Water Efficient Landscape Design Manual includes tree planting guidelines to ensure successful tree plantings while maintaining water efficiency.	No	Structural	Increased tree canopy coverage in frontline communities.
A-3.1: Implement the Purchase of Agricultural Conservation Easement (PACE) Program to preserve 6,058 acres of agricultural land by 2030 and 400 acres per year thereafter.	The PACE Program was advertised in 7 local publications and 67% of the recorded easements in 2025 were in frontline communities.	Yes	Distributional	Increased outreach and engagement to USDA-defined socially disadvantaged farmers to expand their participation in the PACE Program.
A-4.1: Develop a Climate Smart Land Stewardship Program [Sustainable Operations in Land Stewardship (SOILS) Program] by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045.	The SOILS Program was developed with guidance from local agricultural groups e.g., Farm Bureau, Foodshed, etc. provided at various community events. In 2025, the SOILS Pilot Program received 20 applications, including 8 beginning farmers, 7 Latinx applicants, 8 women-owned operations, 1 veteran, 2 Black or African American applicants, and 2 Native American or Pacific Islander applicants, with some selecting multiple categories.	Yes	Distributional	Concerted outreach and engagement to USDA-defined socially disadvantaged farmers to increase the chances of their participation in the Climate Smart Land Stewardship Program [Sustainable Operations in Land Stewardship (SOILS) Program].
A-4.1a: Support the local food system through development of a food sourcing policy that prioritizes contracts with local, equitable, and	In 2025, the County began working with Sysco to identify qualifying producers within their	No	Structural	Increased public dollars spent on local, equitable, and sustainable food sources

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
sustainable food suppliers in County operations.	catalog that County Food service operations can purchase from should budget allow.			
A-4.1b: Evaluate opportunities to increase farmworker housing in the unincorporated area to reduce emissions from farmworker transportation.	The County has evaluated options for increasing farmworker housing and reducing farmworker vehicle miles traveled through the SALC 2.0 Strategic Action Plan.	No	Procedural	- Concerted outreach and engagement to USDA-defined socially disadvantaged farmers to increase the chances of their participation in the Climate Smart Land Stewardship Program [Sustainable Operations in Land Stewardship (SOILS) Program]. - Increased public dollars spent on local, equitable, and sustainable food sources.
A-4.1c: Evaluate options to incentivize voluntary alternative manure management and livestock feed projects to reduce manure management and enteric fermentation emissions in the unincorporated area.	Ongoing communication with stakeholders to evaluate the feasibility of manure management alternative for feed to mitigate enteric fermentation emissions.	No	Distributional	- Concerted outreach and engagement to USDA-defined socially disadvantaged farmers to increase the chances of their participation in the Climate Smart Land Stewardship Program [Sustainable Operations in Land Stewardship (SOILS) Program]. - Increased public dollars spent on local, equitable, and sustainable food sources.
A-4.1d: Evaluate options to incentivize the voluntary reduction of the use of synthetic fertilizers in the unincorporated area.	The San Diego Region Irrigated Land Group received a grant in 2025 which will provide data-driven outreach and education on regulatory requirements to growers starting in 2026.	No	Distributional	- Concerted outreach and engagement to USDA-defined socially disadvantaged farmers to increase the chances of their participation in the Climate Smart Land Stewardship Program [Sustainable Operations in Land Stewardship (SOILS) Program]. - Increased public dollars spent on local, equitable, and sustainable food sources.

Appendix A – 2025 Climate Action Plan Equity Metrics

CAP Action	End of Year 2025 Equity Metric Status	Counts towards 20% Investment Benchmark	Type of Equity	Equity Based Outcomes
A-5.1: Develop a program by 2026 to incentivize a transition to cleaner fuels and the efficient use of energy to reduce agricultural operations emissions in the unincorporated area.	Program is under development and is expected to launch in 2026 – applicants that identify as small businesses, low-income, or historically underserved agricultural producers will be prioritized.	Yes	Distributional	Increased incentives to USDA-defined socially disadvantaged farmers and/or agricultural operations in frontline communities.
A-5.1a: Partner with the local utility to advocate for agricultural pump rates that would incentivize electrification.	In development.	No	Procedural	Increased incentives to USDA-defined socially disadvantaged farmers and/or agricultural operations in frontline communities.

Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

Goal 1: Further Reduce the County's Fleet of Gas-Powered Vehicles		
Focused Outcome	Increase the number of EVs in the County's fleet to 501 vehicles by 2027.	
Status	• 356 EVs in use; exceeding the 2025 goal • 56 additional EVs currently on order, bringing total EVs in use or on order to 412; 82 percent progress toward 2027 goal (if EVs currently on order are fulfilled).	
EV Roadmap Recommendation	Progress as of December 31, 2025	Expected Next Steps
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.	• 102 EVs added to the County fleet in 2025, bringing the total number of EVs available for use in County fleet to 356. • 56 EVs on order (estimated delivery in 2026). • Installed 208 Level 2 and five DCFC EV charging ports for fleet use in 2025, for a total of 470 Level 2 and seven DCFC fleet charging ports. • Continued "Charge on the Go" program (established in 2023), allowing County employees to charge County fleet vehicles at any ChargePoint charging station. • Awarded two State-funded grants totaling \$137,698 for a total of 17 Level 2 and two DCFC fleet charging ports across two County facilities	• Receive an additional 56 EVs for fleet in 2026 for a total of 412 EVs in the fleet. • Install 40 Level 2 and 22 DCFC fleet charging ports at County facilities, for a total of 510 Level 2 and 29 DCFC fleet charging ports.
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.		

Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

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. Consider additional categories of light-duty vehicles for conversion, and purchase EVs as feasible.	• Completed the update of the Green Fleet Action Plan in September 2023, incorporating strategies to initiate the conversion of MD/HD fleet vehicles to EVs or hydrogen fuel.	• Identify funding opportunities to convert MD/HD vehicles.
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Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

Goal 2: Accelerate Installation of EV Charging Stations at Public Locations in County Facilities and in the Unincorporated County		
Focused Outcome	Contribute to the regional EV charging network by installing 2,040 Level 2 or equivalent charging stations at County facilities and throughout the unincorporated area by 2028.	
Status	1,256 Level 2 equivalent publicly accessible charger ports completed or in process at County facilities and in the unincorporated area; 62 percent progress towards the Level 2 equivalent goal.	
EV Roadmap Recommendation	Progress as of December 31, 2025	Expected Next Steps
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.	Completed in October 2019.	N/A
2-B: Fund the installation of 63 publicly accessible Level 2 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.	- Installed 86 Level 2 and nine DCFC public EV charging ports in 2025, for a total of 178 Level 2 and 11 DCFC publicly accessible charging ports available at County facilities. - Awarded a State-funded grant totaling \$58,500 for nine Level 2 public EV charging ports at one County facility.	- Through County-led efforts, install an additional 25 in-process Level 2 publicly accessible EV chargers at County facilities. - Continue the internal County EV Working Group to coordinate ongoing efforts and explore new opportunities for installing public EV chargers at County facilities.
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	Installed 75 Level 2 and 65 DCFC public EV charging ports funded through CALeVIP¹ in the unincorporated area since 2022.	Support completion of 10 Level 2 and 12 DCFC station ports of in-process chargers funded through CALeVIP.

¹ The County makes 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.

Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

funding and install 2,040 Level 2 chargers by FY 2027-2028.	• Completed an EV charger site assessment as part of the EVI Planning Analysis in September 2023. • Began planning a program to incentivize the installation of publicly accessible EV charging stations at private property in the unincorporated area as identified in the 2024 CAP.	• Implement a publicly accessible EV charging station installation program.
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Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

Goal 3: Promote and Incentivize County Employee EV Ownership			
Focused Outcome	Increase County employee EV ownership and use to reduce employee commute emissions.		
EV Roadmap Recommendation	Progress as of December 31, 2025		Expected Next Steps
Promote and incentivize County employee EV use by developing partnerships with banks, credit unions, dealerships to extend lending and pricing benefits.	• Avoided an estimated 9,120 metric tons of carbon dioxide equivalent (MTCO_{2e})² from telecommuting, alternative work schedules, and transportation benefits in 2025. • Since 2021, the County has avoided over 147 million vehicle miles from teleworking. • Began preparing 2026 Employee Commute Survey, a biennial assessment of County employee work commute options and preferences, barriers to alternative transportation options and EV adoption, and preferred programming and incentives. • Recognized as a Platinum Tier recipient at SANDAG's Diamond Awards for the fourth consecutive year, the highest regional honor for excellence in employer commute programs.		• Implement an Employee Commute Program that includes education/training programs for alternative commutes and incentivizes EV ownership.

² Reducing employee work commuting in 2025 resulted in the avoidance of 25,226,648 vehicle miles. GHG emissions equivalency based on data used in the 2024 CAP inventory and forecast to convert vehicle miles to MTCO_{2e}.

Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

Goal 4: Incentivize and/or Require EV Charging Infrastructure in New and Existing Private Multi-Family Residential and/or Non-Residential Development			
Focused Outcome	Increase charging station installations in new and existing private development.		
EV Roadmap Recommendation	Progress as of December 31, 2025		Expected Next Steps
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.	- Continued EV charger permit streamlining consistent with AB 1236 (2015)³. - Since the start of the streamlined permitting process, the County has approved over 1,176 EV charging stations⁴ in private residential homes and commercial developments, with 216 of those permits granted in 2025 alone. - 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. - Began preparing amendments to the County Building Code to require Tier 2 CALGreen or similar as part of the State's triennial code update (2025 CALGreen) to go beyond State minimum mandates.		Amendment to the County Building Code was adopted on March 4, 2026 (1) to require Tier 2 CALGreen or similar.

³ County of San Diego was recognized by the State as one of the first jurisdictions in the region to have this streamlined permitting. As of 2025, other jurisdictions in the region with streamlined permitting include the cities of Carlsbad, Chula Vista, Encinitas, Escondido, Del Mar, Imperial Beach, National City, Oceanside, Santee, San Diego, and San Marcos.

⁴ 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.

Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

Goal 5: Fund EV Expert/Consumer Advocate as a Regional Resource			
Focused Outcome	Increase EV ownership and charging station installations through education, outreach, regional collaboration, and incentives.		
EV Roadmap Recommendation	Progress as of December 31, 2025		Expected Next Steps
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.	- Monitored and updated the County’s EV Consumer Guide website, an online resource that provides residents and businesses with general and technical support on EV ownership, including up-to-date vehicle availability, incentives, and rebates. - Since its release in June 2021, the EV Consumer Guide website has received 1,354 cumulative views, including 637 individual page views in 2025. - Attended community outreach and engagement events and shared educational information about the County’s EV programs through newsletters and social media to help inform and engage county residents.		- Review EV Consumer Guide website content to keep up to date with latest advancements and technologies. (Ongoing) - Evaluate EV Consumer Guide effectiveness and identify opportunities to expand/modify to satisfy regional demand. (Ongoing) - Continue attending community events to share EV-related information and provide educational resources to residents. - Host sustainability events at County facilities for employees and residents and include EV-related information materials and activities.

Appendix B - Electric Vehicle Roadmap 2025 Implementation Progress

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, 2025		Expected Next Steps
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.	- Continued participation as a Core Team member in the Accelerate to Zero Emissions Collaboration (A2Z Collaboration).⁵ - A2Z Collaboration completed the Regional EV Gap Analysis (2021) and Regional ZEV Strategy (2023), identifying regional ZEV infrastructure needs and defining strategies to increase adoption, support equitable access, and guide agencies and partners in EV planning and implementation. - Completed the Hydrogen Fueling Readiness Report (February 2024), assessing medium-duty and heavy-duty vehicle hydrogen fueling needs in the unincorporated area, identifying priority station locations, and outlining best practices to improve permitting for future hydrogen infrastructure. - Coordinated with Regional Decarbonization Framework effort. (Ongoing)		Continue participation as a Core Team member in the A2Z Collaboration.

⁵ 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, San Diego Association of Governments (SANDAG), San Diego Gas & Electric (SDG&E), San Diego County Air Pollution Control District, and City of San Diego.

Appendix C - Summary of Electric Vehicle Charging Stations

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		
Completed					
County Administration Center	1600 Pacific Highway, San Diego, 92101	4	0	CoSD	2014
4S Ranch Community Center	16118 4S Ranch Parkway, San Diego, 92127	2	0	CoSD	2015
Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	7	0	CoSD	2015
Chula Vista Assessor/Recorder/County Clerk Office	590 Third Avenue, Chula Vista, 91910	4	0	CoSD	2015
County Operations Center, Parking Structure A	5515 Overland Avenue, San Diego, 92123	10	0	CoSD	2015
Fallbrook Library	124 South Mission Road, Fallbrook, 92028	2	0	CoSD	2015
Health Services Complex	3851 Rosecrans Street, San Diego, 92110	2	0	CoSD	2015
North County Regional Center	325 South Melrose Drive, Vista, 92081	4	0	CoSD	2015
Ramona Library	1275 Main Street, Ramona, 92065	2	0	CoSD	2015
Cedar Kettner Parking Garage	715 West Cedar Street, San Diego, 92101	4	0	CoSD	2017
Santa Ysabel Nature Center	22135 Highway 79, Santa Ysabel, 92070	2	0	CoSD	2019
North Coastal Live Well Health Center	1701 Mission Avenue, Oceanside, 92058	9	0	CoSD	2021
North Coastal Live Well Center	3708 Ocean Ranch Blvd, Oceanside, 92056	2	0	CoSD	2021
Borrego Springs Library	2580 Country Club Road, Borrego Springs, 92004	2	0	CoSD	2022
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
Estrella County Park	9813 Estrella Drive, Spring Valley, 91977	2	0	CoSD	2023
Fire Protection District Fire Station 38 (East Otay Mesa)	850 Alta Road, San Diego, 92154	2	0	CoSD	2023
Lakeside Library	12440 Woodside Avenue, Lakeside, 92040	2	0	CoSD	2023
Southeastern Live Well Center	5101 Market Street, San Diego, 92114	4	0	CoSD	2023
Ramona Community Resource Center	1221 Main Street, Ramona, 92065	4	0	CoSD	2024
Lindo Lake County Park	12660 Lindo Lane, Lakeside, 92040	10	2	SDG&E	2024
Youth Transition Campus	2801 Meadow Lark Drive, San Diego, 92123	3	0	CoSD	2024
Agriculture, Weights and Measures, Hazard Way Buildings	9325 Hazard Way, San Diego 92123	9	0	CoSD	2025
County Administration Center	1600 Pacific Highway, San Diego, 92101	0	2	CoSD	2025
County Operations Center, Medical Examiner South Lot	5570 Overland Avenue, San Diego, 92123	22	0	CoSD	2025
County Operations Center, Parking Structure B2	5610 Overland Avenue, San Diego, 92123	28	3	CoSD	2025
Edgemoor Skilled Nursing Facility	655 Park Center Drive, Santee, 92071	8	0	CoSD	2025
El Cajon Family Resource Center	220 First Street, El Cajon, 92019	8	0	CoSD	2025
Julian Library	1850 Highway 78, Julian, 92036	0	4	CSG	2025
Tri-City Psychiatric Health Facility	3996 Vista Way, Oceanside, 92056	11	0	CoSD	2025
Public Chargers Funded Through CALeVIP	Various locations in the unincorporated area	75	65	Other	2022-2025
	Total Completed EVCS	253	76		

Appendix C - Summary of Electric Vehicle Charging Stations

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
In Process					
San Marcos Assessor/Recorder/County Clerk Office	141 and 151 East Carmel, San Marcos, 92096	18	0	CoSD	2026
Calavo County Park	Jamacha Boulevard and Calavo Drive, Spring Valley, 91978	1	0	CoSD	2026
Casa De Oro Library	9610 Campo Road, Spring Valley, 91977	4	0	CoSD	2026
East County Crisis Stabilization Unit	200 South Magnolia Avenue, El Cajon, 92020	2	0	CoSD	2026
San Diego Animal Shelter	452 Riverview Parkway, Santee, 92071	2	0	CoSD	2026
Public Chargers Funded Through CALeVIP	Various locations in the unincorporated area	10	12	Other	TBD
	Total In-Process EVCS	37	12		
	Public/Workplace EVCS Summary				
		# EVCS Ports			
		L2	DCFC	Total	Total L2e*
	Total Completed EVCS	253	76	329	1089
	Total In-Process EVCS	37	12	49	169
	TOTAL BY TYPE	290	88	378	1,258

Notes

CALeVIP = California Electric Vehicle Infrastructure Project; CoSD = County of San Diego; CSG = Carbon Solutions Group; DCFC = Direct Current Fast Charger; EVCS = Electric Vehicle Charging Station; L2 = Level 2 charging stations; SDG&E = San Diego Gas & Electric; TBD = to be determined.

*The Level 2 Equivalency (L2e) is based on an analysis of research from the U.S. Department of Transportation that compares charger types, their charging speeds, and how many vehicles they can serve. The analysis reports that, conservatively, a single DCFC station is equivalent to 11 Level 2 chargers.

Data current as of 12/31/25.

Appendix C - Summary of Electric Vehicle Charging Stations

Fleet Charging Sites at County Facilities

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
Completed					
Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	10	0	SDG&E	2017
County Operations Center, Parking Structure B	5610 Overland Avenue, San Diego, 92123	12	0	CoSD	2017
County Operations Center, Medical Examiner	5570 Overland Avenue, San Diego, 92123	10	0	SDG&E	2017
Health Services Complex	3851 Rosecrans Street, San Diego, 92110	10	0	SDG&E	2017
North County Regional Center	325 South Melrose Drive, Vista, 92081	10	0	SDG&E	2017
Sheriff Headquarters	9621 Ridgehaven Court, San Diego, 92123	8	0	SDG&E	2017
South Bay Regional Center	500 Third Avenue, Chula Vista, 91910	12	0	SDG&E	2017
Juvenile Probation Center	2901 Meadow Lark Drive, San Diego, 92123	10	0	SDG&E	2017
San Dieguito County Park	1628 Lomas Santa Fe Drive, Del Mar, 92014	2	0	CoSD	2018
County Operations Center, Parking Structure A	5515 Overland Avenue, San Diego, 92123	119	0	CoSD	2022
Bancroft County Park	3542 James Circle, Spring Valley, 91977	2	0	CoSD	2023
DPW Road Maintenance Station, Borrego Springs	1550 Rango Way, Borrego Springs, 92004	2	0	CoSD	2023
DPW Road Maintenance Station, Campo	970 Forrest Gate Road, Campo, 91906	2	0	CoSD	2023
DPW Road Maintenance Station, Ramona	116 Fifth Street, Ramona, 92065	2	0	CoSD	2023
Lake Morena County Park	2550 Lake Morena Drive, Campo, 91906	2	0	CoSD	2023
Pine Valley County Park	28804 Old Highway 80, Pine Valley, 91962	2	0	CoSD	2023
Southeastern Live Well Center	5101 Market Street, San Diego, 92114	16	0	CoSD	2023
Tijuana River Valley Regional Park	2721 Monument Road, San Diego, 92154	2	0	CoSD	2023
William Heise County Park	4942 Heise Park Road, Julian, 92036	2	0	CoSD	2023
DPW Road Maintenance Station, Spring Valley Division 1 Headquarters	11970 Singer Lane, Spring Valley, 91978	10	2	CoSD	2024
Rancho San Diego Library	11555 Via Rancho San Diego, El Cajon, 92019	2	0	CoSD	2024
Youth Transition Campus	2801 Meadow Lark Drive, San Diego, 92123	15	0	CoSD	2024
Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	20	1	COSD	2025
AWM, Hazard Way Buildings	9325 Hazard Way, San Diego, 92123	24	0	CoSD	2025
County Operations Center, Parking Structure B2	5610 Overland Avenue, San Diego, 92123	112	4	CoSD	2025
County Operations Center, Public Health Lab	5540 Overland Avenue, San Diego, 92123	2	0	CoSD	2025
Hall of Justice	330 West Broadway, San Diego, CA 92101	50	0	COSD	2025
	Total Completed EVCS	470	7		

Appendix C - Summary of Electric Vehicle Charging Stations

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
In Process					
East Mesa Detention Complex	446 Alta Road, San Diego, 92158	10	2	CoSD	2026
East County Regional Center	250 East Main Street, El Cajon, 92020	10	0	CoSD	2026
Las Colinas Detention Facility	451 Riverview Parkway, Santee, 92071	10	0	CoSD	2026
San Diego Animal Shelter	452 Riverview Parkway, Santee, 92071	2	0	CoSD	2026
DPW Road Maintenance Station, San Marcos Division 2 Headquarters	1579 Osage Street, San Marcos, 92069	10	2	CoSD	2026
DPW Road Maintenance Station, Ramona	116 Fifth Street, Ramona, 92065	0	2	CoSD	2026
DPW Road Maintenance Station, Borrego Springs	1550 Rango Way, Borrego Springs, 92004	0	2	CoSD	2027
DPW Road Maintenance Station, Valley Center	28565 Cole Grade Road, Valley Center, 92082	0	2	CoSD	2027
Santee Operations Center	1840 Weld Boulevard, El Cajon, 92020	0	4	CoSD	2027
DPW Road Maintenance Station, Fallbrook	2370 Pala Road, Bonsall, 92003	0	4	CoSD	2027
DPW Road Maintenance Station, Alpine	2914 Tavern Road, Alpine, 91901	0	4	CoSD	2027
	Total In-Process EVCS	42	22		

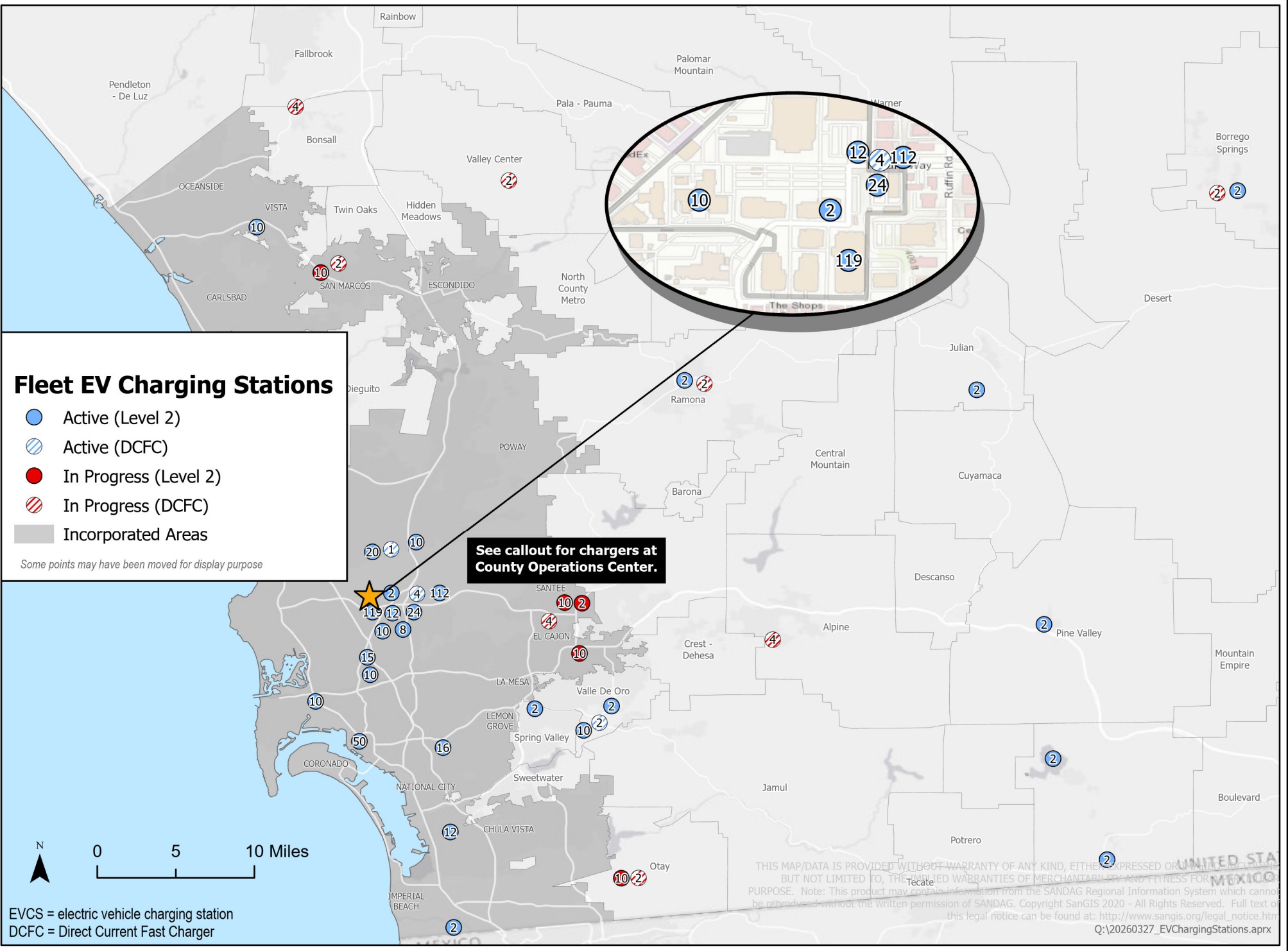
Fleet EVCS Summary			
	# EVCS Ports		
	L2	DCFC	Total
Total Completed EVCS	470	7	477
Total In-Process EVCS	42	22	64
Total by Type	512	29	541

Notes

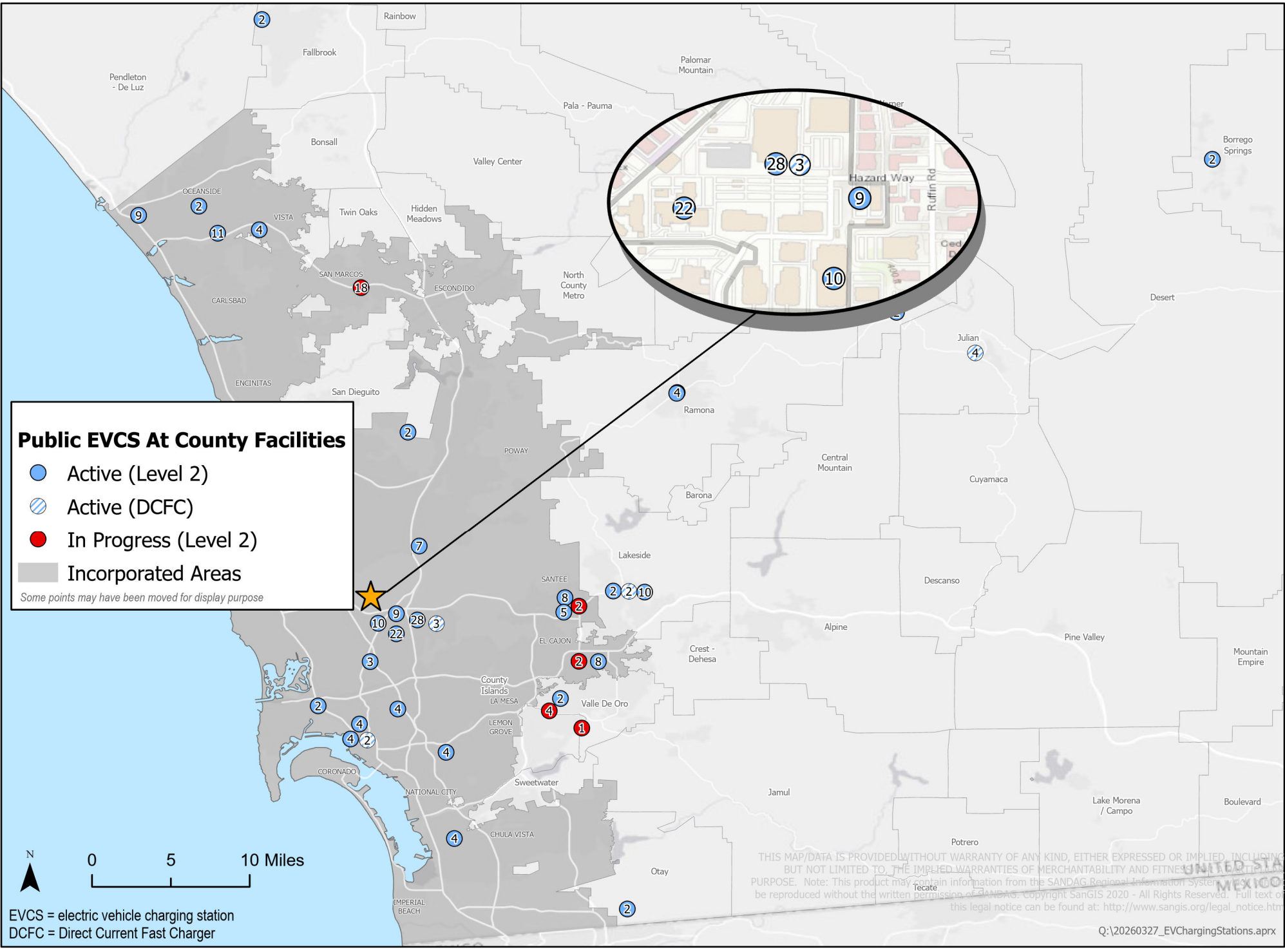
AWM = Agriculture, Weights & Measures; CoSD = County of San Diego; DCFC = Direct Current Fast Charger; DPW = Department of Public Works; EVCS = Electric Vehicle Charging Station; L2 = Level 2 charging station; SDGE = San Diego Gas and Electric.

Data current as of 12/31/25.

Appendix D - Electric Vehicle Charging Stations for County Fleet



Appendix D – Public Electric Vehicle Charging Stations at County Facilities



SUSTAINABLE AGRICULTURAL LANDS
CONSERVATION GRANT PROGRAM 2.0:

Cultivating Solutions

Final Report

May 2026



ACKNOWLEDGEMENTS

The County of San Diego (County) and the San Diego County Local Agency Formation Commission (LAFCO) extend their sincere appreciation to the agricultural producers, partner agencies, nonprofit organizations, and community members who contributed their time, expertise, and perspectives throughout the SALC 2.0 planning process. Input provided through stakeholder meetings, interviews, workshops, and public review periods was essential to understanding on-the-ground conditions and shaping the analyses, strategies, and recommendations presented in this report.

In particular, the project team acknowledges the invaluable contributions of local producers who shared detailed insights into the operational, financial, and regulatory challenges facing agriculture in San Diego County. Their willingness to engage openly and provide real-world context ensured that this effort remained grounded in lived experience and responsive to local needs.

The County and LAFCO also acknowledge the collaboration of regional partners and agency staff whose coordination and technical input supported the development of this work. In collaboration with the Department of Conservation, the California Strategic Growth Council supported SALC 2.0 with a grant through the Sustainable Agricultural Lands Conservation Program (SALC). The Program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Invest, formerly known as Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities.

Together, these contributions reflect a shared commitment to strengthening the long-term economic sustainability of agriculture in San Diego County.

We would like to thank the following organizations for their support throughout this process:

- San Diego County Farm Bureau
- Resource Conservation District of Greater San Diego County
- Community Alliance with Family Farmers
- San Diego Food System Alliance
- Avocado Growers of California
- Escondido Growers for Agriculture Preservation
- San Diego County Water Authority
- Valley Center Municipal Water District

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CONTENTS

01 EXECUTIVE SUMMARY

1.1 Executive Summary	3
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02 PROJECT BACKGROUND

2.1 Project Background.....	6
2.2 Project Partners.....	7
2.3 Planning Process	8
2.4 Community Input.....	9

03 MARKET ANALYSIS

3.1 Market Analysis	12
---------------------------	----

04 GAP ANALYSIS

4.1 Gap Analysis	15
4.2 Agricultural Profitability Assessment Tool (AG-PAT).....	16

05 STRATEGIC ACTION PLAN

5.1 Strategic Action Plan	18
5.2 Best Practice Report	18
5.3 Action Plan Framework.....	18

06 IMPLEMENTATION

6.1 Strategic Action Plan	22
6.2 Next Steps	22
6.3 Pilot Project: Centralized Agricultural Resource Platform (Tool 1F)	23

APPENDICES

Appendix A: Community Input Summaries	A-3
Appendix B: Market Analysis	A-5
Appendix C: Gap Analysis.....	A-7
Appendix D: Strategic Action Plan	A-9



01

Executive Summary



1.1 EXECUTIVE SUMMARY

San Diego County's agricultural sector plays a vital role in supporting the region's economy, food systems and climate resilience, yet findings from the SALC 2.0 grant project indicate that long-term economic sustainability is increasingly at risk. Analyses conducted as part of this effort shows that rising costs, market pressures, and operational constraints are outpacing revenue growth for many agricultural producers, particularly small-scale operations. These challenges threaten not only farm viability, but also the long-term effectiveness of agricultural land conservation efforts across the county.

Rising labor and water costs, increasing regulatory complexity, market competition, and limited access to infrastructure and markets have contributed to narrowing profit margins for many producers. While conservation tools such as agricultural easements remain essential to protecting farmland, the analyses undertaken for SALC 2.0 demonstrate that land preservation alone is insufficient to sustain agriculture over the long term. Economic viability and land conservation are mutually reinforcing, and successful agricultural preservation requires pairing land protection with strategies that enable farms to remain competitive, resilient, and profitable.

Building on the findings and recommendations of the San Diego Agricultural Planning Program (SALC 1.0) completed in 2023, SALC 2.0 was initiated to provide a deeper understanding of agricultural economics in San Diego County and to identify practical strategies to strengthen farm viability. SALC 1.0 identified the need for quantitative analysis of commodity trends and operating costs as a critical gap in local agricultural planning. SALC 2.0 was initiated to respond directly to that identified need.





SALC 2.0 was implemented through a phased planning process that combined technical analysis with extensive stakeholder engagement. Key components of the project include:

1. Market Analysis (Appendix B): Provides a data-driven overview of countywide agricultural trends, including recent changes in farm numbers, acreage, operating costs, and overall profitability.
2. Gap Analysis (Appendix C): Examines crop-specific profitability for key commodities and identifies the primary cost drivers and financial challenges affecting local producers.
3. Strategic Action Plan (Appendix D): Outlines a set of actionable strategies, tools, and implementation pathways to support the long-term economic sustainability of agriculture in San Diego County.

SALC 2.0 confirms that the economic challenges facing San Diego County agriculture are structural rather than temporary. Stakeholder engagement reinforced the importance of regulatory clarity, infrastructure investment, market access, coordination across agencies, and continued producer involvement in policy development. The Strategic Action Plan provides a menu of scalable strategies focused on:

- Improving infrastructure and systems that support local producers.
- Growing consumer awareness and demand for San Diego-grown products.
- Cultivating a supportive and coordinated policy environment.
- Strengthening regional alignment and agricultural advocacy.

SALC 2.0 is intended to function as a living framework that supports incremental implementation by public agencies and other stakeholders over time. Near-term priorities include socializing the Strategic Action Plan across jurisdictions, advancing pilot projects such as the Centralized Agricultural Resource Platform (section 6), integrating strategies into ongoing planning and grant efforts, and maintaining ongoing stakeholder engagement.

02

Project Background



2.1 PROJECT BACKGROUND

San Diego County has one of the most diverse agricultural industries in the nation, with over 4,000 farms producing high-value crops such as nursery plants, avocados, citrus, and an assortment of vegetables. Small farms are an important part of the agricultural landscape, representing nearly 68% of all operations and spanning just 1 to 9 acres.¹ Often, farmers elect to grow more than one crop to diversify their operations, expand cost centers, and sustain soil characteristics. Despite limited water availability and high land costs, the region's mild climate and year-round growing season support a thriving agricultural economy valued at approximately \$1.6 billion annually.²

Recognizing both the economic importance of this industry and the mounting pressures it faces, the State of California established the Sustainable Agricultural Lands Conservation (SALC) Program in 2014 as a component of the California Strategic Growth Council. In May 2023, the San Diego County Local Agency Formation Commission (LAFCO) and Resource Conservation District of Greater San Diego County completed the San Diego Agricultural Planning Program (otherwise referred to as SALC 1.0). The findings of this project draw on the expertise of public, private, and nonprofit organization partners with a collective focus on identifying effective methods to strengthen agricultural production and, where needed, achieve policy reform for the benefit of the agricultural industry specifically and the many co-benefits to the region.³

One of the 10 policy recommendations identified in SALC 1.0 was the need to quantitatively analyze trends and opportunities for different commodity markets to summarize the key costs required to operate a small agricultural business in the county.

¹ United States Department of Agriculture. (2022). Census of Agriculture County Profile. San Diego County California.

² Agricultural Impact Associates, LAFCO and County of San Diego. (2024). Trends, Expenses, and Profitability among San Diego County Agricultural Operations: Market Analysis.

³ Mumpower, P. & Peters, M. (2023). SD LAFCO Commission Agenda Report: Final Report on State Planning Grant – Ag Trends and Related Policy Opportunities.

Building on the work from SALC 1.0, LAFCO partnered with the County of San Diego (County) Planning & Development Services to complete a second planning grant of the SALC Program known as SALC 2.0. The project aimed to analyze the present and emerging market conditions in the local agriculture industry, identify the gaps between marginal and economically sustainable farms, and gather best practices for local governments and regional entities to consider and in doing so help support the economic sustainability of farming in the region. Long-term agricultural sustainability depends not only on protecting farmland, but on ensuring that farms remain economically viable. Improving farm profitability reduces pressure to sell land, discontinue operations, or convert agricultural properties to non-agricultural uses. Conservation tools such as easements play a critical role in preserving agricultural land, but conservation alone is not a sufficient long-term strategy. SALC 2.0 is grounded in the understanding that economic viability and land conservation are mutually beneficial, and that successful agricultural preservation requires pairing land protection with strategies that help farms remain competitive and resilient.

SALC 2.0 focuses on the sustainability and viability of local agriculture, defining sustainability as the integration of healthy environments, economic profitability, and social and economic equity.⁴ The objectives of SALC 2.0 are as follows:

- ▶ Provide quantitative data to farmers as recommended by SALC 1.0.
- ▶ Provide farmers with timely market information on key crops within the region.
- ▶ Focus on small-scale farming operations that otherwise have limited resources and support.
- ▶ Inform local agencies' decision-making to further aid, preserve, and maximize the vital contributions that small farms offer the county.

⁴ UC Sustainable Agriculture Research and Education Program. 2021. "What is Sustainable Agriculture?" UC Agriculture and Natural Resources.

Most agricultural operations depend on a host of cost parameters, which can assist in predicting or determining the viability of an agricultural operation. These cost parameters are defined in the Gap Analysis for SALC 2.0. For the purposes of SALC 2.0, local agricultural producers (producers⁵) were engaged as key partners who operate a variety of farms sizes that grow one or more of the selected four key crops: avocados, lemons, tomatoes, and strawberries. Market and Gap Analyses conducted for SALC 2.0 reveal that rising economic pressures faced by producers, primarily the costs of water and labor, limit profitability among local farms and likely contributed to the overall decrease in the number of farms in San Diego County in recent years. These economic challenges have significant production costs and fragmented market access further emphasizing the need for structured policies, financial strategies, and local support.

2.2 PROJECT PARTNERS

The SALC 2.0 project was led through a partnership between LAFCO and the County, with each entity serving a distinct and complementary role in the development of the analyses and Strategic Action Plan.

LAFCO served as the grant administrator and project coordinator, guiding the overall planning process and ensuring coordination across partners. LAFCO brought a countywide perspective on land use, governance, and interagency collaboration, supported development of the Market and Gap Analyses, and facilitated engagement with jurisdictions, agencies, and stakeholders to shape the Strategic Action Plan.

The County provided project support through the planning process by leading stakeholder and producer outreach and coordinating across County departments to integrate agricultural, land use, and policy considerations into the project's analyses and recommendations. This role helped ensure that the work was grounded in local context and aligned with existing County programs and priorities.

⁵ Producers are defined as individuals or businesses directly engaged in growing crops, raising livestock, or producing other agricultural goods.

Implementation of the SALC 2.0 Strategic Action Plan will rely on a broader network of partners. The County and LAFCO are expected to play ongoing roles in convening partners, coordinating efforts, and advancing priority actions, while local jurisdictions, including cities and special districts, will be critical to advancing land use policies, permitting processes, and infrastructure investments to promote the viability of agricultural operations. Regional and state agencies, resource conservation districts, nonprofit organizations, and agricultural industry groups are also expected to play a role in delivering technical assistance, administering programs, piloting strategies, and supporting producers directly.

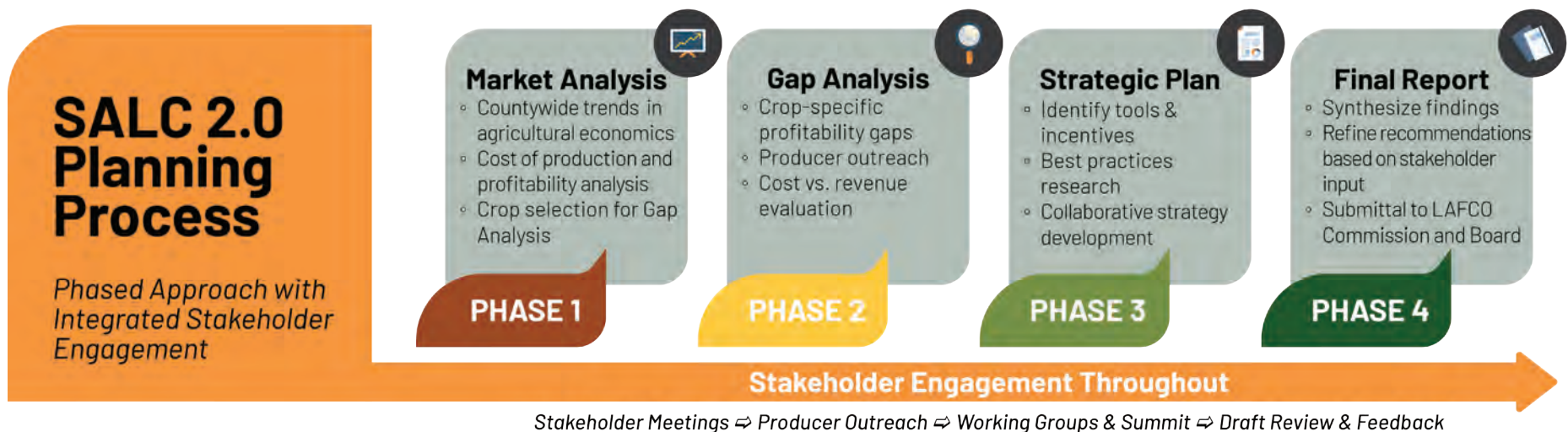
2.3 PLANNING PROCESS

The SALC 2.0 planning process was structured as a phased effort that combined technical analysis with ongoing stakeholder engagement to inform a practical, implementation-focused strategy. The assessment progressed from the fundamental understanding of countywide economic conditions, to identifying commodity-specific challenges, to collaboratively developing tools, and specific actions to support economic sustainability in agriculture.

The first phase of the project focused on a Market Analysis, which examined countywide trends in agricultural profitability and cost structures. This phase included data collection and crop selection to ensure the analysis reflected the diversity of agricultural operations in the county. Engagement during this phase included a virtual meeting and open house to validate assumptions, provide context for the data, and confirm priority issues from the perspective of agricultural producers and industry partners.

Building on this analysis, the Gap Analysis examined profitability challenges at the crop level for select commodities. This second phase combined quantitative analysis with targeted outreach with individual producers to better understand how costs, revenues, and operational constraints vary by crop. A public review period of the document allowed stakeholders to evaluate assumptions and provide feedback.

Phase three, the Strategic Action Plan, translated the findings from previous tasks into a series of specific actions that jurisdictions can use to promote the viability of agriculture in the region. Best practice research, County internal working group discussions, and a producer summit were used to evaluate potential



incentives, technical assistance programs, regulatory streamlining opportunities, and other mechanisms to address identified gaps. Engagement during this phase emphasized collaboration, allowing producers and partners to shape strategies that are both feasible and responsive to real-world conditions. A public review period allowed stakeholders to provide feedback on the proposed strategic actions.

The concluding phase four focused on synthesizing data and compiling input into this Final Report. Feedback from stakeholders and regional partners on the Draft Strategic Action Plan was incorporated to refine recommendations, ensure clarity, relevance, and usability. The Final Report phase concluded with a virtual workshop that allowed stakeholders to provide feedback on the Final Plan. The project concludes with a LAFCO commission hearing and submittal to the County Board of Supervisors via Board Memo.

Overall, the SALC 2.0 planning process reflects a deliberate progression from analysis to implementation, with community engagement integrated throughout each phase to ensure that outcomes are informed by both data and lived experience.

2.4 COMMUNITY INPUT

Community and stakeholder input played a central role in shaping the deliverables of the SALC 2.0 project. The outreach and engagement approach was intentionally designed to be inclusive, ensuring meaningful participation throughout each stage of the project while aligning with the objectives of the SALC Program.

Engagement activities were structured to reach a broad range of stakeholders, including agricultural producers, public agencies, industry representatives, and partner organizations, with a particular emphasis on priority populations. These included

disadvantaged and underrepresented communities, as well as historically underserved farmers and ranchers, who often face disproportionate barriers to participation in planning processes. Outreach methods were tailored to reduce barriers related to language, literacy, scheduling, accessibility, and technology, and incorporated both in-person and virtual opportunities to encourage participation across diverse audiences.

Input was gathered through a series of targeted engagement efforts aligned with each project phase, including workshops, interviews, working group meetings, open houses, and public review periods. This phased approach allowed stakeholders to inform early project direction, validate analytical findings, and contribute directly to the development of strategies and actions. Community input helped ground the technical analyses in lived experience, identify priority challenges, and shape practical, implementation-focused recommendations.

Across all engagement phases, producers emphasized that escalating operating costs, especially water, labor availability, and structural market disadvantages are driving long-term declines in farm viability. Participants repeatedly stressed that agricultural sustainability cannot be achieved without addressing economic feasibility as the foundational condition of success. Detailed summaries of input received through each engagement activity are provided in Appendix A.

2.4.1 VIRTUAL PROJECT KICKOFF WORKSHOP

The Virtual Project Kickoff Workshop introduced the purpose, scope, and structure of the SALC 2.0 project. Participants were invited to provide early input on project priorities, key economic challenges facing local agriculture, and criteria for selecting crops for the Gap Analysis. This workshop established a shared understanding of project goals and provided an early opportunity for stakeholders to shape the direction of subsequent analyses.

2.4.2 MARKET ANALYSIS OPEN HOUSE

The Market Analysis Open House provided an in-person forum for stakeholders to review and discuss preliminary findings related to countywide agricultural trends, cost structures, and profitability. Interactive stations allowed participants to share firsthand experiences, confirm key cost drivers, and identify economic pressures affecting their operations. Feedback from this event helped ground-truth analytical assumptions and to refine the Market Analysis findings.

2.4.3 GAP ANALYSIS PUBLIC REVIEW PERIOD

Following completion of the draft Gap Analysis, a public review period was held to solicit broader input on crop-specific profitability findings and the Agricultural Profitability Assessment Tool (AG-PAT). Stakeholders were encouraged to review materials, test assumptions, and provide comments on the clarity, usefulness, and applicability of the analysis.

2.4.4 INTERNAL WORKING GROUP MEETINGS

Internal Working Group Meetings were held with various County departments and regional partners to review interim findings, coordinate across departments, and discuss alignment with existing programs and policies. These meetings supported cross-agency collaboration and helped identify opportunities for integration, coordination, and shared implementation roles within the Strategic Action Plan.

2.4.5 FORUM FOR CULTIVATING SOLUTIONS

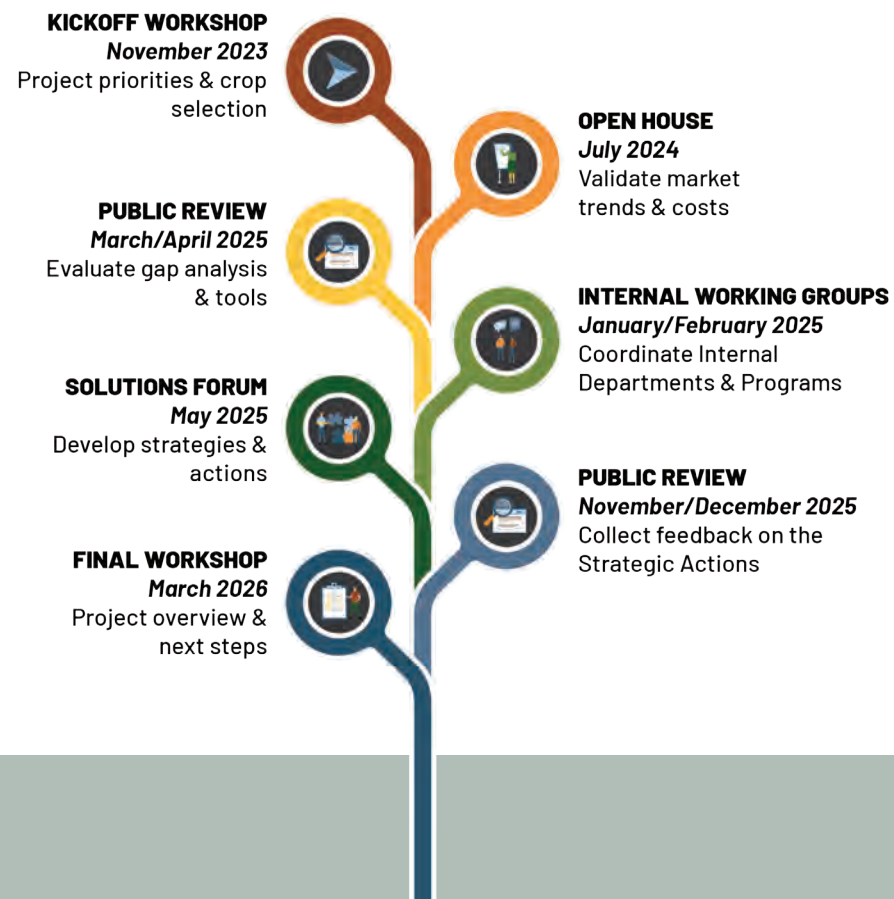
The Forum for Cultivating Solutions convened producers, technical experts, agency staff, and partner organizations in a solutions-oriented setting focused on translating analysis into action. Facilitated discussions, explored policy, infrastructure, market access, and coordination strategies to address identified gaps. Input from the Forum directly informed the development of the Seeds, Tools, and Field Actions presented in the Strategic Action Plan.

2.4.6 FINAL REPORT PRESENTATION

The Final Report Workshop presented an overview of the SALC 2.0 project, including key findings from the Market Analysis and Gap Analysis, and the draft Strategic Action Plan. The workshop included a formal presentation and facilitated discussion to ensure a shared understanding of the project outcomes and to gather input on the proposed strategies. Participants were invited to provide feedback through a combination of live polling, Q&A, and group discussion activities. This workshop served as the final opportunity for stakeholders to engage with the project findings and inform the refinement of the Final Report and Strategic Action Plan.

COMMUNITY & STAKEHOLDER INPUT

Shaping SALC 2.0 Outcomes



03

Market Analysis

3.1 MARKET ANALYSIS

To address key knowledge gaps identified in SALC 1.0, particularly the need for quantitative economic data on agricultural operations in San Diego County, the SALC 2.0 project included a dedicated Market Analysis (Appendix B). This analysis was conducted by Agricultural Impact Associates, LLC on behalf of LAFCO.

The Market Analysis was designed to fill critical data gaps about the economics of farming in the county and to provide a firm analytical foundation for SALC 2.0. The analysis addressed three overarching research questions:

TRENDS

How have the number of farms and agricultural acreage in San Diego County changed over time, and what do projections show if current trends continue unabated?



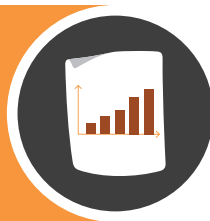
EXPENSES

What are the operating costs faced by agricultural producers, and how have these costs trended over recent decades?



PROFITABILITY

What are the patterns in operating profit margins for farms in the County, and how do they compare with benchmarks for financial health?



To answer these questions, the analysis leveraged detailed financial data from the 2022 USDA Census of Agriculture, which covered 4,031 farms in San Diego County, combined with historical trend data and inflation-adjusted cost metrics.

The Market Analysis revealed important insights about the current and future economic landscape for agriculture in San Diego County:

3.1.1 DECLINING FARMS AND ACREAGE

The county has experienced long-term declines in both the number of farms and the total acreage devoted to agriculture. If recent trends continue, the rate of loss could result in substantial reductions in active agricultural land and operations in the coming years.

3.1.2 RISING COSTS OF PRODUCTION

Operating expenses have increased across most categories over the past two decades. Labor expenses, in particular, represent the largest cost component for many farms, and several expense categories have grown faster than inflation.

3.1.3 PROFITABILITY MARGINS BELOW HEALTHY BENCHMARKS

While San Diego County farms produce a diverse range of commodities with significant economic value, average operating profit margins in 2022 were around 13 percent. This is roughly half of the 25 percent threshold commonly associated with financial health in agricultural enterprises, suggesting many producers may face challenges maintaining sustainable operations under current economic conditions.¹

By providing a rigorous, data-grounded view of trends, expenses, and profitability, the Market Analysis offers a much-needed empirical basis for understanding the economic realities of farming in San Diego County. These findings help move conversations about agricultural sustainability beyond generalizations, enabling policymakers, producers, and other stakeholders to make more informed decisions about where support and intervention may be most needed.

¹ USDA. (2023). Large Family Farms Faced Less Risk in 2021 Based on the Operating Profit Margin Ratio. Economic Research Service, U.S. Department of Agriculture.

04

Gap Analysis



Source: Rob Bertholf

4.1 GAP ANALYSIS

As a core component of the SALC 2.0 planning process, the Gap Analysis (Appendix C) built on the previously described Market Analysis by examining profitability at the crop level for selected commodities. Whereas the Market Analysis established broad trends in farm costs, revenues, and profitability countywide, the Gap Analysis drilled deeper into how those dynamics vary by crop, production model, and operating conditions to reveal where financial pressures are most acute and where policy interventions could have the greatest impact.

The Gap Analysis focused on four key commodities that represent a cross-section of production types in San Diego County: avocados, lemons, strawberries, and tomatoes. These crops were selected early in the project based on data availability, their economic significance in the region, contribution to the regional food system, and direct input from producers and stakeholders during initial engagement activities.

To assess profitability gaps, the analysis combined multiple data sources, including University of California Davis cost and return studies, detailed financial records provided by local producers, and information gathered through interviews and farm-level observations. These sources were used to estimate costs, revenues, and net returns under various scenarios for each commodity, allowing the analysis to isolate how labor, water, yields, prices, and other key inputs affect financial outcomes.

The Gap Analysis identified several consistent findings across all four commodities, as well as important crop-specific differences:

- **Persistent Profitability Gaps.** Across all commodities analyzed, the Gap Analysis found that many farms operate with narrow or negative net margins, even when yields and production levels are relatively strong. In most scenarios, estimated net returns fell below thresholds typically associated with long-term economic sustainability. This indicates that productivity alone is often insufficient to offset rising costs and market pressures.
- **Labor and Water as Dominant Cost Drivers.** Labor and water emerged as the most significant and volatile cost components affecting profitability. Labor costs were particularly impactful for labor-intensive crops such as strawberries and tomatoes, while water costs disproportionately affected perennial crops such as avocados and lemons. In several scenarios, increases in water rates or labor expenses were enough to eliminate already-thin profit margins.
- **Crop-Specific Vulnerabilities.** The analysis revealed that profitability challenges vary meaningfully by crop:

 - Avocados were highly sensitive to water costs, yield variability, and market price fluctuations, with declining yields exacerbating cost pressures.
 - Lemons demonstrated relatively stable production costs but faced price volatility and limited flexibility to absorb rising input costs.
 - Strawberries showed high gross revenue potential but also the highest exposure to labor costs and market competition, resulting in thin net margins.
 - Tomatoes faced challenges related to labor intensity, price competition, and scale, with smaller operations particularly vulnerable.
- **Scale and Operational Differences Matter.** Profitability outcomes were not uniform across farms growing the same crop. Differences in scale, access to water sources, production practices, and market channels led to wide variation in net returns. Smaller operations consistently faced greater challenges achieving sustainable margins due to limited economies of scale and reduced ability to absorb cost shocks.
- **Limited Resilience to External Shocks.** Across commodities, the analysis showed that many operations lack financial buffers to withstand external pressures such as drought, input price spikes, or market disruptions. This lack of resilience increases the risk of land being fallowed, operations downsizing, or agricultural land transitioning to non-agricultural uses.

Collectively, these results demonstrate that profitability challenges in San Diego County agriculture are structural rather than episodic. The Gap Analysis confirms that rising costs, particularly for labor and water, are outpacing revenue growth for many producers and that these pressures manifest differently across crops and operation types.

These findings directly informed the Strategic Action Plan by identifying where financial tools, incentives, regulatory streamlining, infrastructure investment, and coordination efforts could most effectively help close profitability gaps and strengthen long-term economic sustainability for agricultural producers in San Diego County.

4.2 AGRICULTURAL PROFITABILITY ASSESSMENT TOOL (AG-PAT)

As part of the SALC 2.0 analytical framework, the project team developed the Agricultural Profitability Assessment Tool (AG-PAT), an Excel-based model designed to help users estimate farm-level and countywide annual net returns per acre for key crops grown in San Diego County.

AG-PAT allows users to input crop-specific variables such as yields, prices, labor, water, and input costs to generate tailored estimates of net returns. By adjusting these inputs, users can explore how changes in key cost drivers or market conditions influence farm profitability under different scenarios. This capability makes the tool useful for producers evaluating business decisions, policymakers considering targeted interventions, and planners assessing the potential impact of policy changes and program design choices.

In addition to producing crop-level profitability estimates, AG-PAT can be used to:

- Compare profitability across crops and operational scales,
- Examine the sensitivity of net returns to changes in cost structures (e.g., labor or water rates),
- Inform discussions about where and how market support, technical assistance, or policy changes could help close observed profitability gaps.

AG-PAT complements the countywide Market Analysis and commodity-specific Gap Analysis by providing a user-driven, transparent modeling tool that makes financial dynamics more accessible and actionable. Together, these three SALC 2.0 products create a cohesive analytical foundation for the ensuing Strategic Plan phase, which explores potential mechanisms policymakers and partners can use to help close profitability gaps and sustain one of San Diego County's most important industries.

 [AG-Pat Tools Link](#)

05

Strategic Action Plan

5.1 STRATEGIC ACTION PLAN

The Strategic Action Plan (Appendix D) represents the culminating phase of the SALC 2.0 project and translates the results from the Market Analysis and Gap Analysis into a set of actionable, implementation-oriented strategies. While earlier phases focused on understanding economic conditions and identifying profitability challenges facing small farms, the Strategic Action Plan is designed to help local governments, regional agencies, and partner organizations take informed steps to support the long-term economic sustainability of agriculture in San Diego County.

The Strategic Action Plan is intentionally flexible and non-prescriptive. Rather than mandating a single path forward, it provides a menu of strategies that jurisdictions and partners can adapt to their local context, capacity, and priorities. This approach reflects stakeholder input emphasizing the need for practical, scalable solutions that respond to real-world conditions while allowing for incremental implementation over time.

5.2 BEST PRACTICE REPORT

The Strategic Action Plan is informed by a Best Practices Report. This companion appendix evaluates programs, policies, and initiatives from other regions that have demonstrated success in strengthening agricultural economic sustainability. The Best Practices Report applies consistent criteria, including relevance, effectiveness, transferability, stakeholder involvement, and long-term viability, to identify approaches that may be adapted to San Diego County's unique agricultural landscape. Best practice examples were focused outside of San Diego County in an effort to assess how other jurisdictions are tackling similar challenges.

Best practice examples are organized into four thematic areas: Policy, Food Systems, Land, and Profitability. These themes reflect the interconnected nature of agricultural sustainability and align with the key challenges identified through stakeholder engagement, including water access, foreign competition, rising

costs, and fragmented communication. The Best Practices Report is not intended to prescribe specific solutions, but rather to provide tested examples that can inform local decision-making and strengthen implementation of the Strategic Action Plan.

5.3 ACTION PLAN FRAMEWORK

Drawing from stakeholder input, foundational analyses, and best practice research, the Strategic Action Plan is organized around a clear and accessible framework consisting of Seeds, Tools, and Field Actions.

The Seeds represent four long-term goals that anchor the Strategic Action Plan and reflect the most pressing barriers to agricultural sustainability in the region:

- Improving infrastructure and systems that support local producers.
- Growing consumer awareness and local market demand.
- Cultivating a supportive policy environment.
- Fostering regional alignment and agricultural advocacy.

Each Seed is advanced through a set of Tools, which are implementable strategies that public agencies, local governments, nonprofits, and regional partners can use to address specific challenges. The Tools are supported by Field Actions, which provide practical examples of how strategies may be operationalized through pilot projects, policy updates, partnerships, or program alignment.

Implementation timeframes are provided to help users understand relative levels of effort and sequencing, ranging from short-term actions that build on existing programs to longer-term initiatives that may require additional coordination, funding, or policy change. Together, this framework is designed to move SALC 2.0 from analysis to action, offering a practical roadmap to strengthen the economic sustainability of small farms while supporting a resilient regional agricultural economy.

TABLE 5-1: Summary of Strategic Actions

Number	Strategic Action Recommendations
Seed 1 – Improve Infrastructure and Systems that Support Local Producers	
Tool 1A	Increase access to direct-to-consumer models, such as farmers' markets, food hubs, farm stands, and co-ops, by addressing barriers, streamlining permitting processes, and strengthening regional coordination.
Tool 1B	Identify opportunities to streamline the establishment of farm employee housing and explore scalable, low-cost, and flexible farm worker housing models (temporary, shared facilities).
Tool 1C	Support the expansion and promotion of the CropSWAP Program and similar incentive programs.
Tool 1D	Support the development of regional food system infrastructure (i.e. cold storage, processing, distribution centers, and packaging facilities) to reduce costs for local producers.
Tool 1E	Support local food procurement by local institutions and distributors (e.g., Sysco, public schools, County institutions) by addressing barriers and creating local sourcing initiatives that track and assess product origin to strengthen local supply chain visibility.
Tool 1F	Work with regional partners to create a centralized, multilingual user-friendly online platform to help producers navigate local regulations, access resources such as funding opportunities, permitting information, and connect with relevant agency staff.
Seed 2 – Grow Consumer Awareness and Local Market Demand	
Tool 2A	Support and expand existing efforts to develop a regional branding campaign and consumer education campaign that promotes San Diego-grown products, strengthens community connections, and encourages local purchasing programs to intensify demands for locally grown agricultural products and support a resilient, sustainable food system.
Tool 2B	Develop a coordinated outreach strategy to increase producer awareness of available programs, funding opportunities, technical assistance, and regulatory resources.
Tool 2C	Strengthen pathways into future agriculture partnerships with educational programs to support heritage farming, and cultivate the next generation of producers.

TABLE 5-1: Summary of Strategic Actions (Cont.)

Number	Strategic Action Recommendations
Seed 3 – Cultivate a Supportive Policy Environment	
Tool 3A	Ensure regulations and development standards enable on-farm marketing and direct-to-consumer systems (e.g., agritourism, farm stands, Pick-Your-Own).
Tool 3B	Promote the adoption of climate-smart land management practices that enhance soil health, use water efficiently, improve long-term productivity, soil sustainability, and create diversified revenue streams for producers.
Tool 3C	Support the protection of high-risk agricultural lands by purchasing conservation easements.
Tool 3D	Explore expanded leasing opportunities on publicly owned lands, with a focus on underserved and/or emerging producers.
Tool 3E	Develop a formal grants policy to guide future grant applications that prioritizes, and benefits farmers directly and includes opportunities for agricultural stakeholder input prior to submittal.
Seed 4 – Foster Regional Alignment and Agricultural Advocacy	
Tool 4A	Coordinate with regional partners to establish an Agricultural Ombudsman position to serve as a centralized point of contact to support producers with navigating government systems, gaining access to capital and land, grant funding, and other incentive programs and to coordinate efforts across cities and agencies.
Tool 4B	Coordinate with regional partners to establish a Regional Agricultural Water Advisory Committee to assess the impacts of state and local water policies on agriculture, advise on regulatory changes, explore targeted subsidy programs, identify tiered rate schedules, and guide research on irrigation efficiency and crop-specific water use.
Tool 4C	Develop and implement a cross-sector training and coordination program for local agency staff, organizations, and community leaders to build shared understanding of agricultural operational issues, concerns, access, and improve service delivery to producers.
Tool 4D	Expand agriculture analysis in local government planning documents to recognize the economic contribution of the local agricultural industry.
Tool 4E	Develop an implementation plan/strategy and present an annual report on the progress and status of the Strategic Actions to the LAFCO Commission and stakeholders.

06

Implementation

6.1 STRATEGIC ACTION PLAN

The long-term success of this effort depends on translating analysis and strategy into coordinated, on-the-ground action. The Market Analysis, Gap Analysis, and Strategic Action Plan together establish a strong foundation for advancing the economic sustainability of agriculture in San Diego County. This section outlines how the Strategic Actions can move forward, identifies near-term priorities, and describes the mechanisms that will support continued coordination, transparency, and progress tracking.

6.2 NEXT STEPS

Advancing the SALC 2.0 Strategic Action Plan will require continued outreach and expansion for leadership, partnership, and coordination across jurisdictions and organizations. The following next steps provide a practical path forward for initiating implementation or partnerships:

■ **Socialize the Strategic Action Plan across the region.**

Share the Final Report and Strategic Action Plan with cities, special districts, regional agencies, and partner organizations throughout San Diego County to build awareness, alignment, and momentum around the recommended Tools and Field Actions.

■ **Identify lead and supporting entities for priority actions.**

The County and LAFCO are well-positioned to take leadership roles in convening partners, coordinating across agencies, and advancing regionally focused actions. Other Tools may be led by cities, special districts, nonprofit organizations, or collaborative partnerships depending on scope and capacity.

■ **Advance near-term, achievable actions.**

Jurisdictions and partners are encouraged to prioritize short-term Field Actions that build on existing programs, policies, and partnerships. Early implementation successes can help demonstrate value, refine approaches, and support future funding efforts.

■ **Launch and evaluate pilot projects.**

Pilot initiatives, such as the Centralized Agricultural Resource Platform under Tool 1F, provide an opportunity to test strategies, build collaboration, and generate measurable outcomes. Lessons learned from pilot projects can inform broader implementation and scaling over time.

■ **Integrate SALC 2.0 strategies into ongoing planning efforts.**

Where appropriate, Strategic Actions can be incorporated into policy implementation documents, climate action plans, food system initiatives, grant applications, and other local or regional planning efforts to reinforce alignment and sustainability.

■ **Maintain ongoing stakeholder engagement.**

Continued engagement with agricultural producers, industry representatives, and partner organizations will be essential to refining strategies, addressing emerging challenges, and ensuring implementation remains grounded in real-world conditions.

Together, these next steps position SALC 2.0 as a living framework that can evolve over time. By emphasizing collaboration, transparency, and practical implementation, the Final Report provides a clear pathway to strengthen the economic sustainability of agriculture in San Diego County while supporting long-term land conservation and regional resilience.

6.3 PILOT PROJECT: CENTRALIZED AGRICULTURAL RESOURCE PLATFORM (TOOL 1F)

The intent of this pilot project is to improve access, transparency, and coordination across the regulatory and resource landscape supporting agriculture in San Diego County. By working with regional partners, this effort will establish a centralized, multilingual, and user-friendly online platform that provides producers with clear pathways to navigate local regulations, access funding opportunities, obtain permitting information, and connect with relevant agency staff. This approach supports a more accessible and efficient system that reduces barriers and empowers producers to make informed decisions.

This pilot project represents an achievable first step toward implementing the Strategic Action Plan by creating a shared digital hub that streamlines information and strengthens coordination across agencies and support organizations. The platform will serve as a practical tool to improve day-to-day operations for producers while enhancing communication and alignment among public agencies, resource providers, and the agricultural community. This effort will be coordinated with the County of San Diego's upcoming website redesign to ensure alignment with broader digital improvements, maximize usability, and support long-term maintenance. Over time, it will function as a scalable model for improving service delivery and supporting the long-term sustainability of the region's agricultural economy.



Source: County of San Diego

6.3.1 LEAD PARTNERS

- ▶ County of San Diego
- ▶ San Diego LAFCO

6.3.2 SUPPORTING PARTNERS

- ▶ San Diego County Farm Bureau
- ▶ Resource Conservation District of Greater San Diego County

6.3.3 KEY ACTIONS

- ▶ Design and develop a centralized, multilingual online platform tailored to the needs of local producers.
- ▶ Compile and organize permitting requirements, regulatory guidance, and agency contacts into a clear, user-friendly interface.
- ▶ Integrate information on funding programs, technical assistance, and business support resources.
- ▶ Establish direct pathways for producers to connect with agency staff and support organizations.
- ▶ Conduct user testing with producers to ensure accessibility, clarity, and functionality.
- ▶ Develop outreach materials and training to support platform adoption and use.
- ▶ Conduct periodic evaluations to refine content, improve usability, and expand functionality.

In today's digital environment, this pilot project offers a practical and visible step toward improving how producers interact with regulatory systems and access critical resources. By consolidating information and support into a single platform, the initiative will reduce confusion, save time, and improve coordination across agencies. Over an initial implementation phase, the platform would be developed, tested, and refined based on user feedback, with future phases focused on expanding content, enhancing functionality, and increasing participation. As the platform evolves, it can serve as a reliable, scalable tool to support agricultural operations and strengthen long-term resilience across the region's food system.