



Public Meeting: Climate Action Plan Implementation

Tuesday, July 22, 2025, 6:00 p.m.

Zoom (Virtual)

Introduction

As part of the public involvement process for the Climate Action Plan (CAP), the County of San Diego (County) is conducting ongoing outreach and engagement to keep stakeholders informed about CAP implementation progress and to continue gathering community feedback.

On Tuesday, July 22, 2025, the County held a virtual public meeting to provide an overview and gather input on two major upcoming initiatives: the Green Building Incentive Program (GBIP) Update, which will be part of the Triennial County Building Code Update process, and the Public Electric Vehicle (EV) Charger Incentive Pilot Program launching in 2026 as part of CAP implementation. A total of 35 participants attended, including residents of the unincorporated area, as well as representatives from the building and development industry, environmental and energy organizations, and staff from other local jurisdictions.

Meeting Objectives

The purpose of the meeting was to:

- Provide a high-level overview of CAP implementation;
- Present details about the two major upcoming initiatives; and
- Gather input and feedback from attendees.

Meeting Format

The virtual meeting included a staff-led presentation with multiple opportunities throughout the meeting for participants to provide input. Engagement tools included Zoom polls, the chat function, the Q&A feature, and an open discussion session.

To support accessibility, meeting details were made available in the County's seven threshold languages on the CAP website. Simultaneous interpretation was offered upon request prior to the meeting. The meeting materials were also offered in both [English](#) and [Spanish](#).

Summary of Input

The attendees represented a range of sectors, with most affiliated with the energy industry, building and development, or the general public. Many have a connection to the unincorporated area and varying familiarity with the State building code. Feedback on the Public EV Charger Incentive Pilot Program emphasized prioritizing locations near essential services, multi-family housing, and underserved communities. Key themes included equity, cost, charger type, maintenance, and permitting challenges. Questions about the GBIP Update focused on eligibility and interest in learning more about the program's background and planned updates. Additional details from the Zoom polls and open discussion can be found in the tables below.



Table 1: CAP Public Meeting – Zoom Poll Questions & Responses

**Percentages may exceed 100% due to various questions allowing multiple responses.*

Question 1: “Which industry or sector are you most closely associated with?”

- **37%** – Energy (*utilities, renewables, energy efficiency*)
- **32%** – Building industry and development (*construction, design, permitting*)
- **32%** – Other (*general public*)
- **0%** – Transportation (*EV owner, transit user*)

Question 2: “Do you live in or have a connection to the unincorporated area of San Diego County?”

- **53%** – Yes – I commute there regularly for work and/or errands
- **41%** – No – I do not live in or have a connection to the unincorporated area
- **12%** – Yes – I live in the unincorporated area
- **12%** – Yes – I own or operate a business in the unincorporated area

Question 3: “Which of the following best describes your connection to buildings and development?”

- **35%** – Homeowner
- **30%** – Other
- **20%** – Renter
- **15%** – Builder or developer
- **0%** – Business owner or property manager

Question 4: “How familiar are you with the State building code?”

- **53%** – Somewhat familiar
- **29%** – Not familiar at all
- **18%** – Very familiar

Question 5: “Which of the following factors should be prioritized when deciding where to place public EV chargers?”

- **67%** – Locations near essential services (*grocery stores, clinics, schools*)
- **61%** – Popular commercial destinations
- **61%** – Areas with limited at-home charging options (*multi-unit housing*)
- **56%** – Areas with more low-income households
- **50%** – Workforce centers
- **39%** – East-west rural travel corridors
- **39%** – Proximity to tribal communities
- **22%** – Areas with high air pollution exposure



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Question 6: “Are there other equity-related factors or community characteristics we should consider when selecting charger locations?”

See responses summarized in word cloud below.



Question 7: “Which property types should the program prioritize for EV charger incentives?”

- **79%** – Multi-family housing complexes
- **79%** – Community centers, health clinics, and schools
- **63%** – Retail/commercial parking lots
- **42%** – Industrial/business parks
- **5%** – Other

Question 8: “Given limited program funding, larger incentive amounts per project will reduce the total number of chargers the program can support. How should the County strike the right balance?”

- **53%** – Provide moderate incentives to more participants to maximize charger installations
- **27%** – Offer a tiered approach based on project type or community need
- **13%** – Not sure
- **7%** – Provide larger incentives to fewer participants to ensure full project cost coverage
- **0%** – Other



Table 2: CAP Public Meeting – Open Discussion & Responses

Peter Wells: “Who will these rebates be available to? e.g. businesses, agencies, tribes, and/or residents?”

CAP Team Response: Rebates will be available to any eligible private property owner in the unincorporated area whose property is accessible for public use. Applicants can apply for funding and, if accepted, receive reimbursement for a portion of EV charger equipment and installation costs.

Cory Downs: “I have heard that although slower level one chargers can be installed cheaper, especially if level 2 chargers need a service upgrade, and provide good options for some mf.”

Kelly Lyndon: “Will there be any restrictions on how much these cost to use?”

CAP Team Response: All features of the program are still open for consideration.

Jason Greenblatt: “Projects that may support multiple locations and higher utilization could be worthwhile; a shopping center that is conveniently nearby a residential area or a similar combination.”

Cristina Marquez: “Will there be any maintenance requirements once installed? This is a major problem and we need to be proactive.”

CAP Team Response: This is something we are considering as we develop the structure of the program.

Susan Nikkel: “Who is to pay for the trees and waterscape programs?”

CAP Team Response: Programs (such as the County Equity-Driven Tree Planting Program and the Waterscape Rebate Program) are similar to the Public EV Charger Incentive Pilot Program in that the County covers some or all of the costs while the recipient may be responsible for a portion (e.g., ongoing maintenance of trees).

Kelly Lyndon: “Will you be providing more info on GBIP potential updates tonight?”

CAP Team Response: Established in 2003, the County’s Green Building Incentive Program (GBIP) currently offers a 7.5% reduction in plan check and building permit fees for qualified energy projects, specifically, residential or commercial projects that exceed state codes (ex: Title 24 energy standards by 15% which is not possible today). The current program has three qualifying “buckets” ... energy, water conservation, and natural resource conservation. We are now working to update the energy component, which is not possible to achieve to make it more inclusive and aligned with industry standard best practices, such as CALGreen. We are also looking into potentially allowing third-party certifications (e.g., LEED or similar) as potential qualifying criteria. The program update is in development, in collaboration with consultants and subject matter experts, and can shared more details as they are more developed through an upcoming workshop.



Table 2: CAP Public Meeting – Open Discussion & Responses

Kelly Lyndon: “Might GBIP be able to incentive fuel-switching for existing buildings?”

CAP Team Response: Addressing existing buildings is a key focus. While GBIP is tied to building permits, and not all existing building projects require permits, we are exploring other program options to support fuel switching in existing development.

Cory Downs, City of Chula Vista: “Do you know if there are opportunities for curbside EV charging?”

CAP Team Response: Curbside charging has been explored since the EV Roadmap development. Due to the characteristics of the unincorporated area, opportunities are limited, though village areas may have some potential. While incorporated cities with denser development may have more opportunities, curbside charging is not excluded from consideration in the program.

Mika Nagamine: “Who will be maintaining public charging stations? I was told they tend to break and stay broken long time.”

CAP Team Response: Under the Public EV Charger Incentive Pilot Program, the County will provide incentives for installation, but maintenance responsibilities will fall under the property owner. We are considering incorporating maintenance support into future program design to promote long-term EV charger functionality.

Erick Rosas Lopez: “How would the success of the EV charging program be determined in terms of equity considerations?”

CAP Team Response: We plan to monitor equity across all 70 CAP actions and are actively considering who receives EV chargers from an equity perspective. While metrics are still being finalized, we are collaborating internally and with the EJ Workgroup. We are using the mapping tool (shared by Ariel), which includes socioeconomic and equity-related data, to inform the program’s framework. The program’s success will be measured in part by increased access to quality EV chargers in disadvantaged, low-income, and frontline communities. Equity is ultimately a central goal in both program design and implementation.

GCG - NESCO – VESCO: “Overcoming permitting and utility hurdles are the biggest obstacles to moving EV charging forward. How can this program help?”

CAP Team Response: We work closely with permitting staff (located on the first floor of our office building) to streamline processes and ensure coordination and support.

Jason Greenblatt: “Are elements of the EV Charger Incentive program going out to RFP? Thank you all for the presentation.”

CAP Team Response: An RFP for the program was released to a list of on-call contractors.



What's Next?

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