



County of San Diego

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Supervisor Joel Anderson
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UPDATE ON ELECTRIC VEHICLE ROADMAP IMPLEMENTATION PROGRESS

OVERVIEW

On October 16, 2019 (2), the Board of Supervisors (Board) adopted the Electric Vehicle Roadmap (EV Roadmap), which included six goals to support the equitable transition to electric vehicle (EV) ownership and use through the installation of charging infrastructure, education, and identification of grant opportunities. As directed by the Board, staff provide annual reports on implementation efforts since 2019. This memo summarizes progress on the EV Roadmap's six goals through Calendar Year (CY) 2024¹.

- Goal 1: Further Reduce the County's Fleet of Gas-Powered Vehicles
- Goal 2: Accelerate Installation of EV Charging Stations at Public Locations in County Facilities and in the Unincorporated County
- Goal 3: Promote and Incentivize County Employee EV Ownership
- Goal 4: Incentivize and/or Require EV Charging Infrastructure in New and Existing Private Multi-Family Residential and/or Non-Residential Development
- Goal 5: Fund EV Expert/Consumer Advocate as a Regional Resource
- Goal 6: Collaborate with Regional Partners to Support Public and Private Fleet Electrification

A County EV Working Group regularly coordinates enterprise-wide implementation activities. Participating departments include the Agriculture, Weights, and Measures (AWM), Department of Environmental Health and Quality (DEHQ), Department of General Services (DGS), Department of Parks and Recreation (DPR), Department of Public Works (DPW), Planning & Development Services (PDS), and San Diego County Library (SDCL).

Implementation of the EV Roadmap reduces greenhouse gas emissions, improves air quality, and supports other related County sustainability and equity-driven policy directives, including the

¹ Subsequent references to '2024' refer to Calendar Year 2024.

Regional Decarbonization Framework (RDF), Sustainable Land Use Framework, Departmental Sustainability Commitments, and 2024 Climate Action Plan (CAP). The 2024 CAP, adopted September 11, 2024 (6), integrates actions supporting the six goals of the EV Roadmap, and establishes a comprehensive strategy to address climate change in the unincorporated area. As a California Environmental Quality Act (CEQA) qualified plan, the plan establishes measures and actions that mitigate greenhouse gas (GHG) emissions to meet and exceed State reduction targets to reach net-zero emissions by 2045.

The County of San Diego (County) has also advanced this commitment through the Strategic Plan's Sustainability and Community initiatives, which identify the goals to "actively combat climate change through innovative or proven policies, green jobs, sustainable facility construction or maintenance and hazard mitigation" and "facilitate meaningful conversations, shared programming, grant opportunities, or other opportunities to maximize resources through community partnerships to benefit the region" as County priorities. Together, these Board directed initiatives are creating a sustainable and resilient unincorporated county and support greater sustainability-related efforts throughout the region.

Highlights from accomplishments and milestones met in 2024 include:

- The County EV fleet increased to 248 EVs in use in 2024, which is 99% of the way to the 2025 goal.
- Staff continues to regularly update the County's [EV Roadmap website](#) to ensure the public has easy access to a centralized platform to monitoring EV implementation activities and access annual reports. Last year, this website received 2,166 views, up from 1,900 in 2023.
- Similarly, the County's [EV Consumer Guide website](#) was updated to provide EV-related resources and information for consumers. In 2024, the website received 23,001 views.
- The County continues to encourage teleworking and alternate work schedules to reduce emissions from employee commutes. In 2024, teleworking and alternate work schedules resulted in the avoidance of 21,771,526 vehicle miles, which is a 26 percent reduction in commute miles that would have occurred if employees were working in-office full time.

This memo is organized by goal, using a narrative of implementation progress followed by a detailed table summarizing completed and anticipated implementation actions/priorities. Additional supporting information is provided in Appendix A, "Summary of Electric Vehicle Charging Stations," (list of existing and proposed EV charging stations at County facilities), and Appendix B, "EV Charging Station Maps," (maps showing EV charging stations for County fleet and public use at County facilities.) Lastly, with the integration of EV Roadmap goals into the 2024 CAP, future EV Roadmap implementation progress updates will be incorporated into CAP annual reporting rather than this separate EV Roadmap memo. This approach will provide the Board with a comprehensive evaluation of EV-related objectives within the broader context of the County's climate goals.

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 250 vehicles by 2025 and 501 vehicles by 2027.
Status	<ul style="list-style-type: none">• 248 EVs in use; 99 percent progress toward 2025 goal.• 117 additional EVs currently on order, bringing total EVs in use or on order to 365; exceeding the 2025 goal and 73 percent progress toward the 2027 goal (if EVs currently on order are fulfilled).

FLEET MANAGEMENT

The 2024 CAP Measure T-1.1 commits the County to implement the EV Roadmap and Green Fleet Action Plan (GFAP) to reduce fleet emissions 35 percent by 2030 and achieve 100 percent emission reductions by 2045. DGS manages the County’s vehicle fleet and implements the County’s Facility Operations Electric Vehicle Roadmap (Operations EV Roadmap) and Green Fleet Action Plan (GFAP) to reduce fleet emissions.

The Operations EV Roadmap, last updated in August 2019, outlines implementation strategies and metrics to guide the transition of the County’s fleet. The GFAP builds on the efforts outlined in the Operations EV Roadmap to guide the transition of the over 4,500 County fleet vehicles and off-road equipment to cleaner fuels. The GFAP identifies goals and strategies to transition the County’s fleet to EVs, in alignment with the EV Roadmap’s goal of 250 vehicles transitioned to EVs by 2025 and 501 vehicles by 2027. Updated in September 2023, the GFAP sets milestones and identifies funding needed for the transition of the County’s fleet to EVs, including transitioning 100 percent of medium-duty and heavy-duty (MD/HD) fleet vehicles (i.e., trucks, busses, freight, construction equipment) to clean and zero-emission fuels by 2037, and light-duty vehicles by 2045. In November 2024, DGS completed a report detailing zero-emission vehicle (ZEV) implementation, vehicle conversion, and infrastructure requirements to support conversions of the County’s MD/HD fleet. The report provides guidance to impacted County departments to aid vehicle procurement planning in the next fiscal year.

FLEET EVs

In 2024, DGS conducted a series of five-year forecast strategy meetings with every County department to discuss how departments could transition their fleet vehicles and forecast expenditures. The County added 83 new EVs to the County fleet in 2024, with an additional 117 EVs expected to be in service in 2025. Sixteen County departments have made commitments to convert gas-powered vehicles to electric or plug-in electric through their initial Departmental Sustainability Commitments. These commitments will advance fleet transition efforts. As each department evaluates vehicle needs and opportunities to transition or retire existing fleet vehicles, the departmental plans will support financial decisions to purchase EVs.

MEDIUM- AND HEAVY-DUTY ZEVs

On January 19, 2021, Governor Newsom signed Executive Order N-79-20, which calls for 100 percent of MD/HD vehicles in the state to be zero-emission by 2045 for all operations where feasible. The California Air Resources Board (CARB) Advanced Clean Fleets Regulation has since been updated to reflect these ambitious targets and identify pathways for local

governments to comply. Under this regulation, starting in 2024, 50 percent of all MD/HD vehicle purchases must be ZEV, and all purchases must be ZEV by 2027. On June 12, 2025, the federal government moved to overturn California's regulation, which will be challenged in the judicial system. Locally, challenges outside of the County's control to purchase MD/HD vehicles to meet these requirements (e.g., higher upfront vehicle costs, limited availability of ZEVs in market, insufficient charging infrastructure and technological limitations) have impacted departmental fleet vehicle replacement plans, but the County remains committed to replacing vehicles with ZEV as aggressively as possible, aligning with market availability and vehicle replacement eligibility criteria. In light of the continued nascent MD/HD EV market in 2024, the Board approved policy guidelines on January 28, 2025 (6), granting DGS greater flexibility and agility in vehicle procurement. These guidelines will allow DGS Fleet to quickly engage local vendors on available vehicle and equipment inventories to meet County and State sustainability goals.

Beyond passenger vehicles, the County has broadened its use of ZEVs to provide County services. SDCL has deployed four EV Mobile Outreach Platforms, consisting of all-electric mobile outreach vans equipped with a ramp, lift gate, power inverter, and vehicle wrap, to deliver mobile library services to residents and students throughout the region. As of August 23, 2024, all four all electric vans are in service.

FLEET EV INFRASTRUCTURE

To support fleet EVs, DGS installs and manages EV charging stations² that are restricted for fleet use only. These fleet charging stations are not available for public use and can only be accessed by employees charging County-owned vehicles. EV charging station infrastructure available for public use is discussed under Goal 2. In 2024, DGS completed the construction of two Level II charging ports at the Rancho San Diego Library, 15 Level II charging ports at the Youth Transition Campus, and 10 Level II EV charging ports and two direct current fast chargers (DCFC) at DPW's Division 1 Headquarters in Spring Valley. These installations brought the total number of EV charging ports installed for fleet vehicles to 266, including 264 Level II charging ports and 2 DCFC ports. Additionally, the County has 252 Level II charging ports and 27 DCFC ports in progress with anticipated installations scheduled for 2025-2027.

DGS coordinates with San Diego Gas & Electric (SDG&E) to reduce charging infrastructure installation costs through SDG&E's EV Infrastructure incentive program, called Power Your Drive, where the utility covers all the costs associated with construction and installation between the utility network and charging equipment rough-in (to the mounting pad). This, along with DGS's pursuit of State and federal funding opportunities will continue to support funding future installation of fleet chargers.

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

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.		
EV Roadmap Recommendation	Progress as of December 31, 2024	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.	<ul style="list-style-type: none"> Completed in October 2019. 	<ul style="list-style-type: none"> N/A
1-B: Convert 250 County fleet gas-powered vehicles to EVs by 2025 and install necessary EV charging infrastructure.	<ul style="list-style-type: none"> 248 EVs available for use in County fleet. 117 EVs on order (estimated delivery in 2025). 29 EV charging ports installed for fleet use for a total of 266 fleet charging ports. Placed four all-electric mobile library outreach vans in service. Established the "Charge on the Go" program in 2023, allowing County employees to charge County fleet vehicles at any ChargePoint charging station. 	<ul style="list-style-type: none"> Receive an additional 117 EVs for fleet in 2025 for a total of 365 EVs in the fleet. Install 252 Level II and 27 DCFC fleet charging ports at County facilities for a total of 516 Level II 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.		
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.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Identify funding opportunities to convert MD/HD vehicles in compliance with CARB.

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 II or equivalent charging stations at County facilities and throughout the unincorporated area by 2028.
Status	753 Level II equivalent chargers completed, in process, or planned; 37 percent progress towards the Level II equivalent goal.

PLANNING FOR PUBLIC EV CHARGERS

EV Roadmap Recommendation 2-C has been integrated into 2024 CAP Measure T-3.1, which focuses on installing EV charging stations and incentivizing ZEV adoption. This measure commits to installing 2,040 Level II or equivalent³ charging stations in the unincorporated area by 2028. The effort advances equity by supporting residents without access to home or workplace charging and helping make EV ownership more affordable. To support this goal, in 2024, staff begin initial planning efforts for a new County program to incentivize public EV charger installations on private property in the unincorporated area. The program, projected to tentatively launch in 2025, will be shaped by stakeholder input and best practices from existing incentive programs to maximize effectiveness and accessibility.

PUBLIC EV INFRASTRUCTURE

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

In 2024, as part of the completion of two major capital projects, the County installed three Level II charging ports at the Youth Transition Campus and four Level II charging ports at the Ramona Community Resource Center. In addition, 10 Level II and two DCFC charging ports were installed at Lindo Lake County Park through DPR led efforts with funding from SDG&E’s Power Your Drive for Schools, Parks, and Beaches program. The installation of these charging station ports increased the total publicly available charging station ports installed or funded by the County or CALeVIP to 102 Level II and 11 DCFC ports. In 2024, DGS also started the replacement of third-party EV charging stations in the Ash Street Parking Garage with County-owned and operated DCFC chargers.

³ The County measures progress toward the 2,040 Level II charging stations by 2028 goal through “Level II Equivalent” chargers. This equivalency was established through the County’s *Planning Level Analysis for Public Electric Vehicle Infrastructure in the Unincorporated County* (EVI Planning Analysis) to compare the different charger types against the goal. The equivalency is intended to provide a comparative value of faster charging options (i.e., DCFC) that can meet a greater demand of public charging than a Level II charger. The analysis reports that, conservatively, a single DCFC station is equivalent to 4.2 Level 2 chargers.

Additionally, 149 Level II and 65 DCFC charging station ports are in progress (i.e., funded and/or currently being installed) with anticipated completion in 2025/2026. This includes installations led by the County at County-operated sites (120 Level II and 13 DCFC) and the CALeVIP program in the unincorporated area (29 Level II and 52 DCFC). Beyond those in process, the County and CALeVIP have an additional 36 Level II and 35 DCFC charging stations planned (i.e., designed but not yet funded and/or under construction).

At the end of 2024, approximately 753 Level II equivalent charging ports (including 287 Level II and 111 DCFC) were completed, in process, or planned through County-led installations and CALeVIP. While this reflects an overall decrease from 812 Level II equivalent charging ports as reported in 2023 due to the cancellation of some unfunded projects in the “planned” category, it also represents a nearly doubling of the number of projects that were “completed” compared to the previous year.

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

PUBLIC EV CHARGING FUNDING OPPORTUNITIES

Through 2024, the County continued to monitor local, State, and federal grant opportunities to support the installation of public EV charging infrastructure at County facilities, including funding available through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA). The IIJA includes two major funding opportunities for EV charging infrastructure projects and programs, including \$384 million in formula funding for the State and \$2.5 billion for discretionary grants. The IIJA grant funding includes an “EV Charging Formula Program” and “Charging and Fueling Infrastructure (CFI) Grant Program.” The CFI Grant Program is a competitive federal grant program that funds the installation of publicly accessible EV charging infrastructure.

The County applied in 2023 for Round 1 of the CFI Grant Program but was not awarded funding. Based on feedback, the County refined the proposal and resubmitted for Round 2 in September 2024 for approximately \$10.5 million to expand access to publicly accessible EV charging infrastructure at County facilities. Although the County was not selected for funding, the pursuit led to initial design ideas that can inform future County capital projects and planning. The plans outline the development of 72 Level II and 36 DCFC stations across 10 County-owned facilities throughout San Diego County, including five in incorporated cities and five in unincorporated communities. All 10 project sites are existing, publicly accessible facilities that offer public services, including parks, libraries, and community centers. The County will continue to monitor these and other State and federal grant programs for funding to further advance EV infrastructure planning at County facilities.

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 II or equivalent charging stations at County facilities and throughout the unincorporated area by 2028.		
EV Roadmap Recommendation	Progress as of December 31, 2024	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.	<ul style="list-style-type: none"> Completed in October 2019. 	<ul style="list-style-type: none"> N/A
2-B: Fund the installation of 63 publicly accessible Level II chargers at seven County facilities for public and employee use by 2021, which would increase the number of public charging infrastructure at County facilities to 100 chargers.	<ul style="list-style-type: none"> Installed 17 Level II and two DCFC new public EV charging stations in 2024 for a total of 90 publicly accessible EV chargers available at County facilities. 	<ul style="list-style-type: none"> Through County-led efforts, install an additional 120 Level II and 13 DCFC station ports of in-process publicly accessible 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 funding and install 2,040 Level II chargers by FY 2027-2028.	<ul style="list-style-type: none"> Installed 14 Level II and 9 DCFC EV charging ports funded through CALeVIP in the unincorporated area since 2022. Completed an EV charger site assessment as part of the EVI Planning Analysis in September 2023. Incorporated EVI Planning Analysis findings and implementation steps into the 2024 CAP. Began planning a program to incentivize the installation of publicly accessible EV charging stations in the unincorporated area as identified in the 2024 CAP. 	<ul style="list-style-type: none"> Support completion of 29 Level II and 52 DCFC station ports of in-process chargers funded through CALeVIP. Continue the internal County EV Working Group to coordinate ongoing efforts and explore new opportunities for installing EV chargers at County facilities. Continue planning a publicly accessible EV charging station installation program.

GOAL 3: PROMOTE AND INCENTIVIZE COUNTY EMPLOYEE EV OWNERSHIP

Focused Outcome

Increase County employee EV ownership and use to reduce employee commute emissions.

REDUCING GHGS FROM EMPLOYEE COMMUTES

PDS is continuing to develop an enterprise-wide Employee Commute Program that supports actions identified in the 2024 CAP, EV Roadmap, and Departmental Sustainability Commitments to reduce the GHG emissions from vehicle miles traveled (VMT) associated with employee commutes. Integrated into 2024 CAP Measure T-4: Reduce Emissions from County Employee Commutes, the program will evaluate using incentives and education to increase the number of employees who drive EVs and use alternative transportation modes, such as walking/rolling, biking, buses, shuttles, and carpools, to work.

In June 2024, PDS conducted the second 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. With 30 percent of employees responding, the results showed almost 9 percent currently drive to work using an EV, up from 5 percent in 2022. As in the 2022 survey, employees expressed strong support for increased teleworking, carpool/vanpool, and transit as opportunities to reduce the use of single-occupancy, gas-powered vehicles to travel to work. Employees also identified EV price rebates, free or reduced workplace charging, and low-interest loans as the top incentives for employees to purchase an EV. This employee feedback will guide the development of educational programming, in partnership with SANDAG's Sustainable Transportation Services (formerly iCommute), to support employees in transitioning to sustainable commute options and understanding the incentive programs currently available.

PDS and DGS participated in and led multiple events and activities throughout the year to increase employee awareness of programs and opportunities to reduce individual GHG emissions associated with commuting. At the County's Earth Day celebration on April 22, 2024, at the County Operations Center (COC), DGS showcased new electric vehicles in the County fleet and shared information about existing rebates and incentive programs that employees could use to purchase an EV of their own. On Bike Anywhere Day, a regionwide event hosted by SANDAG on May 16, 2024, to encourage bicycle commuting, DGS sponsored a "pit stop" at the COC for bicycle commuters to get free refreshments, prizes, and participate in Bike Anywhere Day activities. In total, 87 cyclists stopped by the County's pit stop.

As a result of these efforts to reduce GHGs from employee commutes, the County was recognized as a Platinum Tier recipient at SANDAG's Diamond Awards⁴, the highest award given for excellence in commute programs. The Program acknowledges employers across the region who develop and implement alternative commute programs. This was the third consecutive year the County had been recognized as a Platinum Tier recipient, after receiving Gold Tier recognition from 2018 to 2021.

⁴ SANDAG's Diamond Award available at [SANDAG-DiamondAwards-RecipientList-2024-v06](#)

EMPLOYEE TELECOMMUTING

Since 2020, the County has monitored employee commute reductions resulting from increased employee telecommuting and alternate work schedules.⁵ This tracking estimates the amount of vehicle miles avoided by allowing employees to work at home or at facilities closer to their homes. In 2024, teleworking and alternate work schedules resulted in the avoidance of 21,771,526 vehicle miles, which is a 26 percent reduction in commute miles that would have occurred if employees were working in-office full time. The amount of vehicle miles avoided is equal to a reduction of an estimated 6,324 metric tons of carbon dioxide equivalent (MTCO₂e). This is equivalent to removing off the road 1,474 gasoline-powered passenger vehicles driven for one year or planting 105,399 tree seedlings grown for ten years.⁶ Since 2021, the County has avoided over 123 million vehicle miles from teleworking.

In their Departmental Sustainability Commitments, 16 departments have made sustainability commitments to increase teleworking opportunities for employees to reduce departmental space needs and VMT from commutes. The Office of Sustainability and Environmental Justice (OSEJ) provides quarterly reports on teleworking and GHG emissions to help departments track their progress. An example of group-level teleworking initiatives, the Health and Human Services Agency (HHSA) has created a Facility Workspace Optimization and Consolidation Project in 2024 to identify buildings that HHSA programs occupy where they could vacate and consolidate staff to other existing buildings to reduce their building carbon footprint and to reduce their expenses as part of their cost-cutting measures. For 2025, HHSA has identified a total of five building leases that their program departments occupy that will be vacated, representing a total of 34,661 square feet of space that will be vacated and an estimated annual cost savings of \$1 million in lease expenses. This figure does not include additional cost savings associated with reduced utility usage and overhead expenses, which are also expected to decrease as a result of the vacated space.

⁵ “9/80”, “10/80”, or other work schedules that differ from standard schedules for working eight hours each day.

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

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, 2024	Expected Next Steps
Promote and incentivize County employee EV use by developing partnerships with banks, credit unions, dealerships to extend lending and pricing benefits.	<ul style="list-style-type: none"> • Implemented 2024 Employee Commute Survey. • Avoided an estimated 6,324 metric tons of carbon dioxide equivalent (MTCO_{2e})* from telecommuting in 2024. • Since 2021, the County has avoided over 123 million vehicle miles from teleworking. • Incorporated the Employee Commute Program into 2024 CAP Measure T-4. 	<ul style="list-style-type: none"> • Begin the implementation of the Employee Commute Program that includes education/training programs for alternative commutes and incentivizes EV ownership. • Continue the evaluation and implementation of office space consolidation.
Notes: * Reducing employee work commuting in 2024 resulted in the avoidance of 21,771,526 vehicle miles. GHG emissions equivalency based on data used in the 2018 CAP inventory and forecast to convert vehicle miles to MTCO _{2e} .		

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.

PERMIT STREAMLINING

Recognized by the State and SANDAG in 2020 as a “Permitting Best Practice,” the County continues to provide a streamlined EV charger permitting process. The County’s process supports EV charging infrastructure development by reducing project costs for homeowners and developers through checklists (i.e., a step-by-step guide to walk users through the EV permitting process) that allow for ministerial review (i.e., a process for permit approval involving little or no discretionary judgement). Since the start of the streamlined permitting process, the County has approved over 960 EV charging stations⁷ in private residential homes and commercial developments, with 251 of those permits granted in 2024 alone.

CODE REQUIREMENTS AND ADVANCEMENT

The California Building Standards Code (State Model Code) sets requirements to safeguard public health, safety, and general welfare by regulating structural strength and stability, emergency exiting, fire prevention, electrical hazards, sanitation, air and water quality, energy efficiency, accessibility, and sustainability of buildings and structures. On February 8, 2023 (2), the Board adopted the base 2022 State Model Code, including updates to the California Green Building Code (also known as “CALGreen”). CALGreen encourages the adoption of EVs through mandatory EV-ready, EV-capable, and EV Supply Equipment (EVSE) requirements.

The 2022 edition of CALGreen expands upon the EV-ready requirements introduced in 2019 by adding mandatory EV charging requirements for nonresidential construction, including provisions for MD/HD vehicles for grocery, retail, and warehouse building types. Additionally, newly constructed multi-family dwellings, hotels and motels have new EV-capable, EV-ready, and EVSE-installed requirements based on the total number of parking spaces.

Beyond these State-mandated requirements, CALGreen also includes optional Tier 1 and Tier 2 voluntary measures that local jurisdictions can adopt to reach beyond the State minimum mandated requirements for EV charging stations in private development. Action T-3.1 in the 2024 CAP commits the County to amend its Code of Regulatory Ordinances by 2026 to require Tier 2 CALGreen, or similar requirements relative to 2022 CALGreen, which would increase EV charging infrastructure and preferential ZEV parking in new multi-family residential and nonresidential construction beyond the State minimum mandates. During 2024, staff began investigating how these CAP commitments can be met through the State’s triennial code update (2025 CALGreen) or future requirements in the County Building Code by 2026.

⁷ 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.

PDS will continue evaluating potential measures that encourage additional EV charging station installations and other sustainable building practices through future modifications to the County Building Code or other actions. Looking ahead, the 2024 CAP includes efforts to expand the use of MD/HD ZEVs in the unincorporated area. As part of Action T-3.1, the County is committed to requiring loading dock electrification and idling reductions in new commercial and industrial developments by 2030 and supporting the transition to clean hydrogen fuel through streamlined permitting and other initiatives.

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, 2024	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.	<ul style="list-style-type: none"> Continued EV charger permit streamlining consistent with AB 1236 (2015)*. 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 exploring amendments to the County Building Code to require Tier 2 CALGreen or similar as part of the State's triennial code update (2025 CALGreen). 	<ul style="list-style-type: none"> Amend County Building Code to require Tier 2 CALGreen or similar by 2026.
Notes: *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 2024, 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.		

GOAL 5: FUND EV EXPERT/CONSUMER ADVOCATE AS A REGIONAL RESOURCE

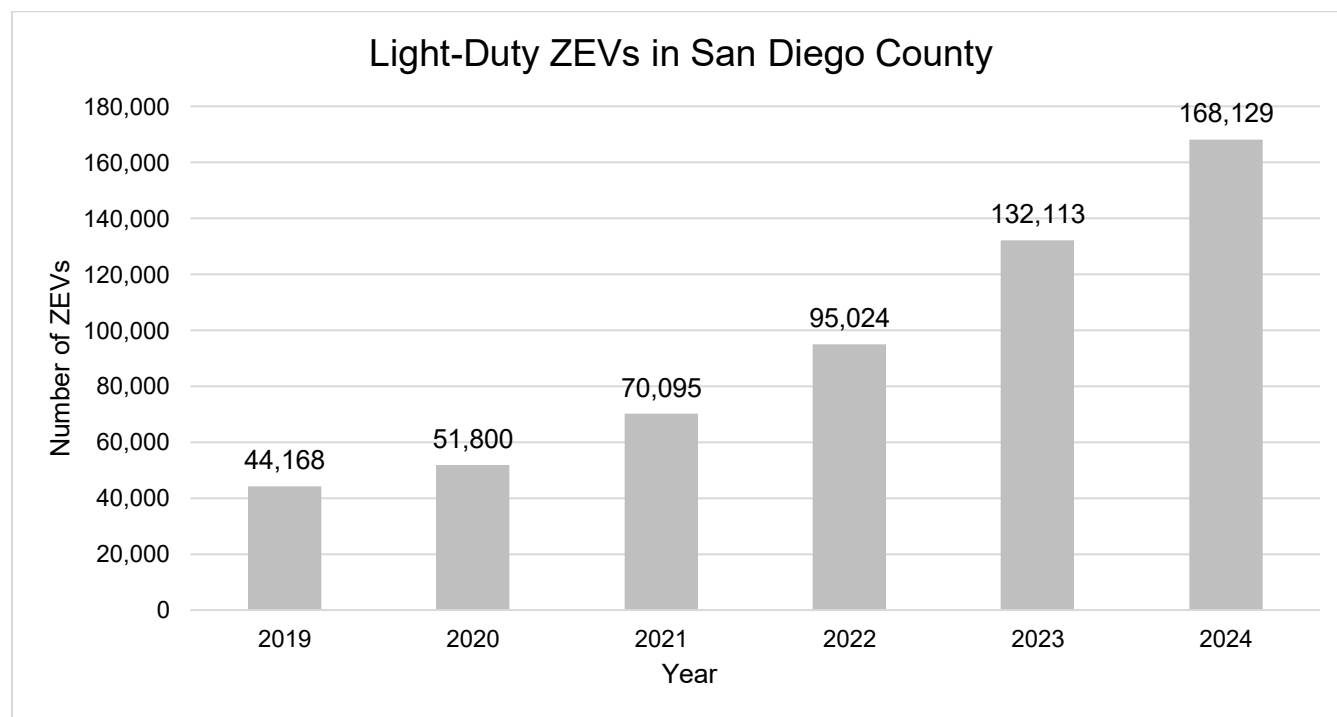
Focused Outcome

Increase EV ownership and charging station installations through education, outreach, regional collaboration, and incentives.

PUBLIC OUTREACH AND EV OWNERSHIP IN THE REGION

As part of EV Roadmap implementation, the County provides EV-related education and outreach to residents through online resources, community engagement, and regional collaboration. These efforts expand awareness of the economic and environmental benefits of EV ownership and support residents in understanding the process of installing charging infrastructure to help increase EV adoption and charging station installations across the region.

While the direct impact of County outreach on regional EV ownership is not fully measurable, the region has experienced continued growth in EV use since the EV Roadmap's adoption in 2019. According to the California Energy Commission⁸, the number of light-duty ZEVs “on the road” in San Diego County increased by 281 percent since 2019, reaching 168,129 vehicles in 2024 (the most recent year with complete data). The chart below presents the number of light-duty ZEVs in the region from 2019 to 2024.



⁸ California Energy Commission report available at <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/light-duty-vehicle>. Complete data for 2025 is not yet available.

EV CONSUMER GUIDE

The County's [EV Consumer Guide website](#), which was recognized with a County Resiliency Achievement Award⁹ by the National Association of Counties (NACo) in 2022, continues offering general and technical online education and support on EV-related topics to consumers in the San Diego region. The website provides a consolidated source of consumer-friendly information on the benefits and costs of EV ownership, available vehicle and charger purchase incentives, charger options and installation procedures, a fuel cost comparison calculator, and access to a vehicle search and comparison tool. To improve the user experience and accessibility, the website provides information for a diverse range of users (i.e., low-income residents, residents of multi-family developments, large families, and residents with accessibility needs) and can translate website content into more than 100 languages, including all County threshold languages.

Since its release in June 2021, the website has received 61,005 cumulative views, including 23,001 individual page views in 2024. The increase in website traffic is largely attributed to community outreach efforts conducted by PDS for the 2024 CAP and participation in EV-related events in 2024, where the website was actively promoted. Staff monitor and review the website quarterly to assess reach, effectiveness, and opportunities for updates based on user feedback and experience. In 2024, PDS staff added information and links to updated federal funding opportunities and incentive programs available through the IRA for new and pre-owned vehicle purchasing and charger installation, the SDG&E Pre-Owned EV Rebate Program for rebates on pre-owned EV leases and purchases, and additional mobile-friendly options for accessing EV charging maps. The website will continue to be updated to reflect the latest EV technology, market trends, County policies and priorities, and State and federal legislation.

COMMUNITY OUTREACH AND ENGAGEMENT

In 2024, staff supported EV education and outreach through community events, public engagement opportunities, and social media outreach. Staff shared information on EVs, available rebates, charging options, and other sustainability resources at in-person community and professional events, including at the SDG&E Offices in Kearny Mesa (April 19, 2024), the Ramona Earth Day Festival (April 20, 2024), Spring Valley Day (April 27, 2024), and the 2024 Tribal Energy and Climate Collaborative Summit (April 2024).

Additionally, the PDS conducted community outreach events during 2024 for the development of the 2024 CAP, where discussions included reducing GHG emissions from transportation through EV adoption. A recurring theme from these engagements emphasized the importance of ensuring equitable access to EVs and charging infrastructure, particularly for low-income communities and renters. This input directly shaped the integration of EV and charging infrastructure measures into the 2024 CAP.

PDS also promoted EV content through 11 social media posts on X (formerly Twitter), Instagram, and Facebook in 2024. These postings highlighted EV Roadmap goals, provided links to implementation progress, and encouraged community participation through event promotions and grant opportunities. Through 2025, staff will continue participating in outreach and

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

community engagement events to provide in-person information and expand online resources through PDS platforms that have translation capabilities for languages other than English.

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, 2024	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.	<ul style="list-style-type: none"> Continued to monitor the County’s EV Consumer Guide website, a County-led website to provide general and technical support for residents and businesses. Updated the EV Consumer Guide to provide information on latest vehicle market availability, available incentives, and rebates. Attended various community outreach and engagement events to promote the County’s EV programming and share information on EVs with county residents. 	<ul style="list-style-type: none"> 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. Host sustainability events at County facilities for employees and residents and include EV-related information materials and activities.

GOAL 6: COLLABORATE WITH REGIONAL PARTNERS TO SUPPORT PUBLIC AND PRIVATE FLEET ELECTRIFICATION

Focused Outcome

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

ACCELERATE TO ZERO EMISSIONS REGIONAL COLLABORATION

As a founding member of the [Accelerate to Zero Emissions \(A2Z\) Collaboration](#), staff continued to participate as a Core Team member through 2024. The purpose of the A2Z Collaboration is to develop a vision and implement a San Diego Regional EV Strategy that will accelerate investment in ZEVs and EV infrastructure to reduce air pollution and GHG emissions and combat climate change. In addition to County staff, the Core Team includes staff from SANDAG, SDG&E, the City of San Diego, and SDAPCD.

Building on the 2021 San Diego Regional EV Gap Analysis (Gap Analysis)¹⁰, the A2Z Collaboration published the San Diego Regional Zero Emission Vehicle Strategy (ZEV Strategy)¹¹ in 2023. The ZEV Strategy outlines 10 strategies to address ZEV adoption and infrastructure deployment strategies outlined in the Gap Analysis. The ZEV Strategy serves as a resource for regional and local government agencies, planning organizations, utilities, fleet operators, building owners, community-based organizations, and others on actions they can take to increase ZEV adoption rates, address equitable access to ZEVs and infrastructure, and enhance availability of ZEV infrastructure within the region.

In 2024, the A2Z Collaboration continued regular collaboration and shifted focus to supporting the region in ZEV Strategy implementation. Additionally, the A2Z Collaboration began developing a tracking system to monitor strategy implementation progress and is exploring options to integrate it into the A2Z Collaboration public website. The EV Roadmap and 2024 CAP initiatives to expand EV adoption and EV charging infrastructure in the unincorporated area contribute to ZEV Strategy implementation.

The County will continue as a Core Team member in support of 2024 CAP Action T-3.1b, working with regional partners to expand investments in ZEVs and infrastructure. The A2Z Collaboration will remain a regional resource for guidance and technical assistance on ZEV planning and implementation.

REGIONAL ZERO EMISSIONS VEHICLES INCENTIVE PROGRAM

In 2024, the County, in coordination with SANDAG, continued the research and design of the Regional Zero Emissions Vehicles Incentive Program (ZEVIP), funded through a Caltrans Planning Grant awarded in 2022. The future program will offer rebates to San Diego County residents for the purchase or lease of new or pre-owned EVs, with a goal of supporting the adoption of over 100,000 zero emission passenger vehicles (e.g., cars, pick-up trucks, minivans) between 2025 and 2035. This program is a key GHG reduction measure in SANDAG's 2021 Regional Transportation Plan and Sustainable Communities Strategy (2021 Regional Plan) and the County's 2024 CAP Measure T-3.1. A key policy priority of this program will be to enable

¹⁰ San Diego Regional EV Gap Analysis. <https://a2zsandiego.com/static/zero/regional-gap-analysis.html>

¹¹ San Diego Regional ZEV Strategy. <https://a2zsandiego.com/static/zero/regional-strategy.html>

significantly more EV purchases by residents in low- and moderate-income households who have had limited participation in State incentive programs so far.

From mid-2023 through 2024, the County and SANDAG worked with a consultant to prepare the ZEVIP strategy and implementation plan. This plan is based on an analysis of regional existing conditions, similar ZEV incentive programs, and input from incentive program managers, community members, community-based organizations, regional stakeholders, and public agencies. Finalized in November 2024, the ZEVIP strategy and implementation plan outlines recommendations for program design and implementation, including incentive structures, eligibility criteria, and rebate redemption approaches. In 2025, planning efforts will focus on identifying program funding to support program implementation.

REGIONAL DECARBONIZATION FRAMEWORK

Building from the RDF foundational reports, OSEJ hosted multiple “Community Climate Conversations” throughout the San Diego region. Open to all community members, these events provided a space to discuss ideas and priorities for improving community health and safety while advancing decarbonization. Seven events hosted in summer and winter 2024 included discussions on transportation and EV infrastructure priorities in diverse neighborhoods and identified ongoing regional or public agency efforts that can support local climate ideas and initiatives. Additionally, OSEJ hosted its second “RDF Workshop” in partnership with the University of California San Diego, which brought public agency staff from across the region together to explore policy and practice opportunities to increase building electrification and integrate EV infrastructure into these efforts.

County staff representing PDS and OSEJ supported SANDAG in the development of the regional Priority Climate Action Plan, released in March 2024. Funded through a U.S. EPA Climate Pollution Reduction Grant, this effort brought together climate action planning efforts throughout the region to identify key priorities and immediate implementation needs to reduce GHG emissions and improve air quality. Priority actions, including ZEV and charging station infrastructure incentive programs, were submitted to the U.S. EPA for funding but ultimately were not selected. PDS and OSEJ staff have continued to support SANDAG by providing feedback and guidance on implementation of the second phase of the grant. This phase involves developing a Regional Climate Action Roadmap, informed by the RDF, to identify broader climate actions that could be addressed through regional, collective action.

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

SAN DIEGO REGIONAL ENERGY NETWORK

On August 1, 2024, the California Public Utilities Commission approved the County and San Diego Community Power's joint application to establish the San Diego Regional Energy Network (SDREN). This relationship was further solidified by the Board on December 11, 2024 (5). SDREN was approved with a budget of \$124 million to develop and implement ten programs to support regionwide energy efficiency and electrification activities. Though no SDREN programs directly fund the installation of EV charging stations, specific programs like the *Single Family Residential Program* and *Multi-Family Residential Program* will offer incentives and/or direct installation of energy upgrades that are often necessary prior to EV charging station installation. These actions can make future installation of EV charging stations more affordable and feasible.

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, 2024	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.	<ul style="list-style-type: none"> • Participated as a Core Team member in the A2Z Collaboration* and completed the Regional EV Gap Analysis (July 2021) and Regional ZEV Strategy (October 2023). • Coordinated with Regional Decarbonization Framework effort. (Ongoing) • Completed the Hydrogen Fueling Readiness Report in February 2024. • Finalized the Zero Emissions Vehicle Incentive Program (ZEVIP) strategy and implementation plan with SANDAG. 	<ul style="list-style-type: none"> • Continue participation as a Core Team member in the A2Z Collaboration. • Review and participate in the development of the Regional Decarbonization Framework. • Continue collaboration with SANDAG to support ZEVIP implementation.
Notes: * The County of San Diego is a founding member of the Accelerate to Zero Emissions Collaboration. The Core Team consists of County of San Diego, SANDAG, SDG&E, San Diego County Air Pollution Control District, and City of San Diego.		

NEXT STEPS

Key actions that have already begun in 2025 and will continue include (responsible departments noted in parenthesis):

- Add an additional 117 EVs to the County fleet. (All departments)
- Install 275 additional EV charging stations for fleet vehicles at County facilities. (DGS)
- Install 148 publicly accessible EV charging stations at County facilities. (DGS)
- Complete the installation of 81 in-progress charging stations in the unincorporated area funded through CALeVIP. (SDAPCD/private entities)
- Implement the Zero Emission Vehicle Incentive Program (PDS in partnership with SANDAG)

Please contact Vince Nicoletti (Vince.Nicoletti@sdcounty.ca.gov), Director of PDS, or Marko Medved (Marko.Medved@sdcounty.ca.gov), Director of DGS, if you have further questions or to request further information.

Respectfully,

Vince Nicoletti

Vince Nicoletti, Director
Planning & Development Services

cc:	Dahvia Lynch	Deputy Chief Administrative Officer, Land Use and Environment Group
	Andrew Potter	Clerk of the Board of Supervisors
	Marko Medved	Director, Department of General Services
	Susan Brazeau	Director, Department of Human Resources
	Migell Acosta	Director, San Diego County Library
	Jason Hemmens	Director, Department of Parks and Recreation
	Marisa Barrie	Director, Department of Public Works
	Ha Dang	Agricultural Commissioner/Sealer, Department of Agriculture, Weights, and Measures
	Amy Harbert	Director, Department of Environmental Health and Quality
	Eden Brukman	Chief Sustainability Officer, Office of Sustainability and Environmental Justice

Appendices

- A. 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.
- B. EV Charging Station Maps:** Maps of all EV charging stations installed in public locations in the unincorporated area and at County facilities.

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

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
Completed					
County Administration Center	1600 Pacific Highway, San Diego, 92101	4	0	CP	2014
4S Ranch Community Center	16118 4S Ranch Parkway, San Diego, 92127	2	0	CP	2015
San Diego County Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	1	0	CoSD	2015
County Operations Center, Parking Structure A	5515 Overland Avenue, San Diego, 92123	10	0	CP	2015
Fallbrook Library	124 South Mission Road, Fallbrook, 92028	2	0	CP	2015
Health Services Complex	3851 Rosecrans Street, San Diego, 92110	2	0	CP	2015
North County Regional Center	325 South Melrose Drive, Vista, 92081	4	0	CP	2015
Ramona Library	1275 Main Street, Ramona, 92065	2	0	CP	2015
Chula Vista Assessor/Recorder/County Clerk Office	590 Third Avenue, Chula Vista, 91910	4	0	CP	2015
Cedar Kettner Parking Garage	715 West Cedar Street, San Diego, 92101	4	0	CP	2017
Santa Ysabel Nature Center	22135 Highway 79, Santa Ysabel, 92070	2	0	CoSD	2019
North Coastal Family Resource Center	3708 Ocean Ranch Blvd., Oceanside, 92056	2	0	CoSD	2021
North Coastal Live Well Health Center	1701 Mission Avenue, Oceanside, 92058	9	0	CoSD	2021
Sweetwater Place County Park	10691 Sweetwater Park Place, Spring Valley, 91977	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
Southeastern Live Well Center	5101 Market Street, San Diego, 92114	4	0	CoSD	2023
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

Appendix A - Summary of Electric Vehicle Charging Stations

Lakeside Library	9839 Vine Street, Lakeside, 92040	2	0	CoSD	2023
Ramona Community Resource Center	1221 Main Street, Ramona, 92065	4	0	CoSD	2024
Youth Transition Campus	2801 Meadow Lark Drive, San Diego, 92123	3	0	CoSD	2024
Lindo Lake County Park	12660 Lindo Lane, Lakeside, 92040	10	2	SDG&E	2024
Public Chargers Funded Through CALeVIP	Various locations in the unincorporated area	14	9	Other	2022-2024
Total Completed EVCS		102	11		

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
In Process					
Julian Library	1850 Highway 78, Julian, 92036	0	4	CSG	2025
McClellan-Palomar Airport	2192 Palomar Airport Road, Carlsbad, 92008	0	4	CSG	2025
San Diego County Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	7	0	CoSD	2025
Hazard Way Buildings	9325 Hazard Way, San Diego 92123	9	0	CoSD	2025
County Operations Center, Medical Examiner South Lot	5570 Overland Avenue, San Diego, 92123	22	0	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
San Marcos Assessor/Recorder/County Clerk Office	141 and 151 East Carmel, San Marcos	18	0	CoSD	2025
County Administration Center, Ash Street Parking Structure	1600 Pacific Highway, San Diego, 92101	0	2	CoSD	2025
County Operations Center, Public Health Lab	5540 Overland Avenue, San Diego, 92123	2	0	CoSD	2025
County Operations Center, Parking Structure B2	5610 Overland Avenue, San Diego, 92123	28	3	CoSD	2025
Calavo County Park	Jamacha Boulevard and Calavo Drive, Spring Valley, CA 91978	1	0	CoSD	2025
Tri-City Psychiatric Health Facility	3996 Vista Way, Oceanside, 92056	11	0	CoSD	2025
Casa De Oro Library	9610 Campo Road, Spring Valley, 91977	4	0	CoSD	2026

Appendix A - Summary of Electric Vehicle Charging Stations

East County Crisis Stabilization Unit	200 South Magnolia Avenue, El Cajon, 92020	2	0	CoSD	2026
Public Chargers Funded Through CALeVIP	Various locations in the unincorporated area	29	52	Other	TBD
Total In-Process EVCS		149	65		

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
Planned (Not Confirmed)					
Kearny Mesa Assessor/Recorder/County Clerk Office	9225 Clairemont Mesa Boulevard, San Diego, 92123	6	0	Unknown	TBD
Alpine Community Park	2480 South Grade Road, Alpine, 91901	2	0	Unknown	TBD
Public Chargers Funded Through CALeVIP	Various locations in the unincorporated area	28	35	Other	TBD
	Total Planned EVCS	36	35		

Public/Workplace EVCS Summary				
	# EVCS Ports			
	L2	DCFC	Total	Total L2e*
Total Completed EVCS	102	11	113	148
Total In-Process EVCS	149	65	214	422
Total Planned EVCS	36	35	71	183
TOTAL BY TYPE	287	111	398	753

Notes

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

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

Data current as of 12/31/24

Fleet Charging Sites at County Facilities

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
Completed					
San Diego County 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 Meadowlark 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
Southeastern Live Well Center	5101 Market Street, San Diego, 92114	16	0	CoSD	2023
DPW Road Maintenance Station, Borrego Springs	1550 Rango Way, Borrego Springs, 92004	2	0	CoSD	2023
DPW Road Maintenance Station, Campo	957 Forrest Gate Road, Campo, 91906	2	0	CoSD	2023
DPW Road Maintenance Station, Ramona	116 Fifth Street, Ramona, 92065	2	0	CoSD	2023
DPW Road Maintenance Station, San Marcos	1567 Descanso Avenue, San Marcos, 92078	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
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

Appendix A - Summary of Electric Vehicle Charging Stations

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 Meadowlark Drive, San Diego, 92123	15	0	CoSD	2024
Total Completed EVCS		264	2		

EVCS Sites	Site Address	# EVCS Ports		Owner	Date In Service
		L2	DCFC		
In Process					
DPW Road Maintenance Station, San Marcos Division 2 Headquarters	1579 Osage Street, San Marcos, 92069	10	2	CoSD	2025
DPW Road Maintenance Station, Ramona	116 Fifth Street, Ramona, 92065	10	2	CoSD	2025
Hazard Way Buildings	9325 Hazard Way, San Diego, 92123	30	0	CoSD	2025
San Diego County Air Pollution Control District	10124 Old Grove Road, San Diego, 92131	20	1	CoSD	2025
East Mesa Detention Facility	446 Alta Road, San Diego, 92158	10	2	CoSD	2025
Hall of Justice	330 West Broadway, San Diego, CA 92101	50	0	CoSD	2025
County Operations Center, Parking Structure B	5610 Overland Avenue, San Diego, 92123	112	4	CoSD	2025
East County Regional Center	250 East Main Street, El Cajon, 92020	10	0	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 Rd, Bonsall, 92003	0	4	CoSD	2027
DPW Road Maintenance Station, Alpine	2914 Tavern Rd, Alpine, CA 91901	0	4	CoSD	2027
	Total In-Process EVCS	252	27		

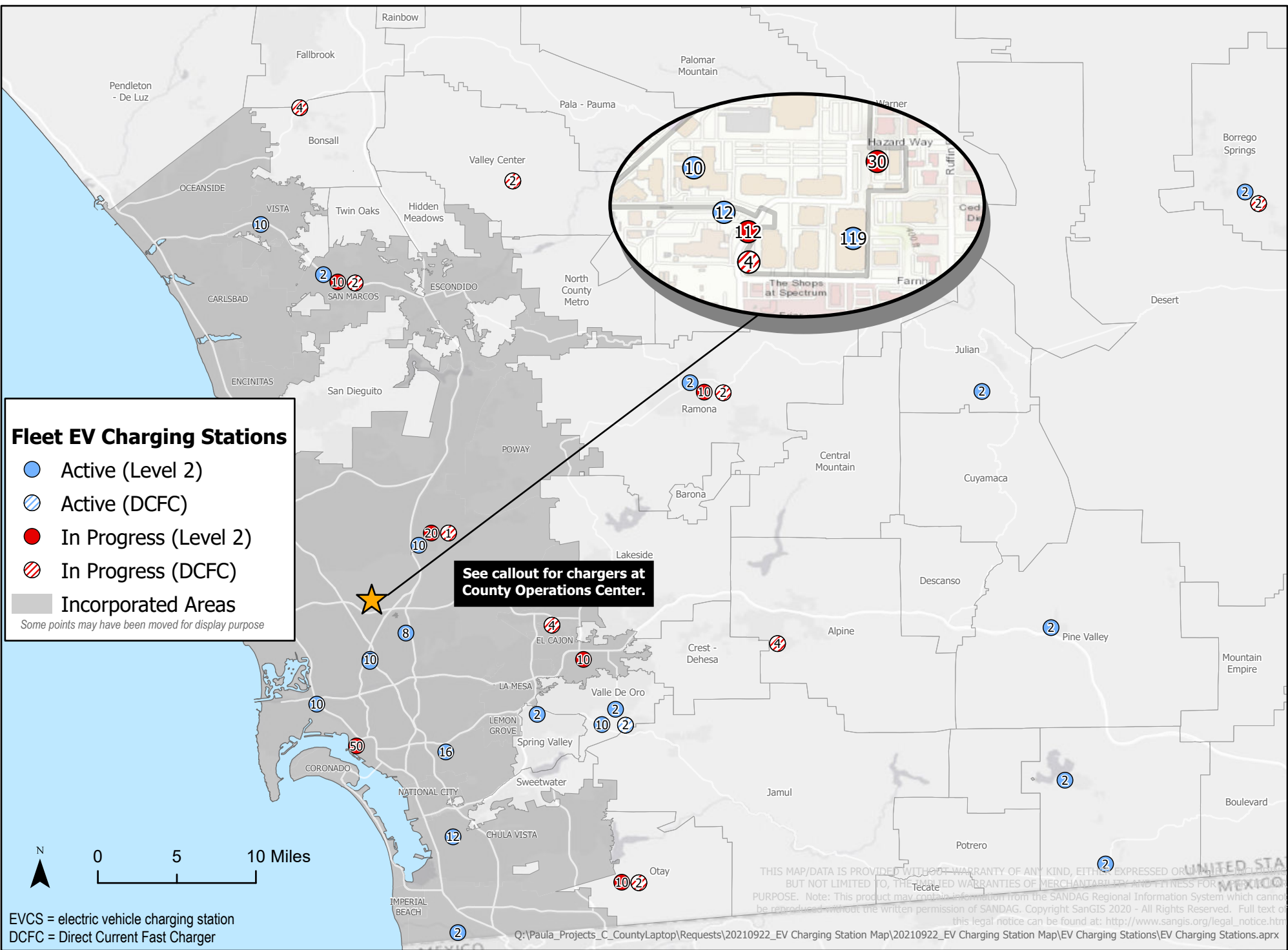
Fleet EVCS Summary			
	# EVCS Ports		
	L2	DCFC	Total
Total Completed EVCS	264	2	266
Total In-Process EVCS	252	27	279
Total by Type	516	29	545

Notes

CoSD = County of San Diego; DCFC = Direct Current Fast Charging; EVCS = Electric Vehicle Charging Station; L2 = Level II charging stations; SDG&E = San Diego Gas & Electric

Data current as of 12/31/24

Appendix B - Electric Vehicle Charging Stations for County Fleet



Appendix B – Public Electric Vehicle Charging Stations at County Facilities

