MEETING NOTICE AND AGENDA

REGIONAL ENERGY WORKING GROUP

The Regional Energy Working Group may take action on any item appearing on this agenda.

Thursday, April 28, 2016

11:30 a.m. to 1 p.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

Staff Contact: Susan Freedman
(619) 699-7387
susan.freedman@sandag.org

AGENDA HIGHLIGHTS

- SAN DIEGO GAS & ELECTRIC ENERGY EFFICIENCY BUSINESS PLANS
- PLUG-IN SD RESOURCES AND TECHNICAL ASSISTANCE
- MAKING REGIONAL TRANSPORTATION INVESTMENTS READY FOR ELECTRIC VEHICLE CHARGING

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Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.

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# REGIONAL ENERGY WORKING GROUP
Thursday, April 28, 2016

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<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<td>APPROVAL OF MEETING MINUTES</td>
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The Regional Energy Working Group (EWG) is asked to review and approve the minutes from its March 24, 2016, meeting.

3. PUBLIC COMMENTS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the Committee on EWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. EWG members also may provide information and announcements under this agenda item.

## REPORTS

4. MEMBER SURVEY RESULTS (Michelle Martinez, SANDAG) | INFORMATION

Earlier this month, EWG members and alternates received a survey on the content and logistics of EWG meetings. Staff will report on the survey outcomes and any next steps.

5. SAN DIEGO GAS & ELECTRIC ENERGY EFFICIENCY BUSINESS PLANS (Brian Haines, SDG&E) | DISCUSSION

Last month the EWG heard about the statewide Energy Efficiency Coordinating Committee (EECC) and subcommittees that are to inform development of energy efficiency business plans by the investor-owned utilities and other program administrators. The business plans are to support meeting energy and climate goals for 2030. Each administrator prepared gap analyses for six sub-sectors of efficiency programs (e.g., public, commercial, and residential). San Diego Gas & Electric (SDG&E) will share highlights of their sector assessments for the San Diego region and seek feedback from the EWG that could be incorporated into SDG&E’s business plan development.

+6. PLUG-IN SD RESOURCES AND TECHNICAL ASSISTANCE (Allison Wood, SANDAG, and Andy Hoskinson, CSE) | INFORMATION

Plug-in SD is an electric vehicle (EV) readiness program funded by a two-year grant from the California Energy Commission. Staff from SANDAG and the Center for Sustainable Energy will describe the resources and upcoming trainings available to permitting and inspection staff and the technical assistance available to governments, workplaces, and multi-unit dwellings interested in EV charging.
+7. MAKING REGIONAL TRANSPORTATION INVESTMENTS READY FOR ELECTRIC VEHICLE CHARGING (Ellison Alegre and Susan Freedman, SANDAG)

The San Diego Forward: The Regional Plan and the Environmental Impact Report included near- and long-term measures that would expand the deployment of electric vehicle charging stations (EVCS) in the region. SANDAG is coordinating another plug-in electric vehicle readiness effort to increase publicly available EVCS at transportation centers such as transit stations, park and ride lots, and roadside rest areas. Staff will present an overview of EVCS planning and implementation efforts at regional transportation centers and seek input on next steps to increase deployment of publicly available EVCS.

+8. STATE LEGISLATION ON ENERGY AND CLIMATE CHANGE (Allison Wood, SANDAG)

Staff will provide an update on energy-related bills that have been of interest to the EWG. Members are asked to review the bills and share legislation that would support implementation of the Regional Energy Strategy.

9. UPCOMING MEETINGS

The next meeting of the EWG is scheduled from 11:30 a.m. to 1 p.m., on Thursday, May 26, 2016.

+ next to an agenda item indicates an attachment
MARCH 24, 2016, MEETING MINUTES  File Number 3200300

1. WELCOME AND INTRODUCTIONS

With the absence of both the Regional Energy Working Group (EWG) Chair and Vice Chair, the meeting of the EWG was called to order by Carrie Downey (City of Coronado) at 11:34 a.m.

3. PUBLIC COMMENTS/MEMBER COMMENTS

John Wotzka, a member of the public, submitted written comments and spoke about energy-related news, which included: associated issues of nuclear power, renewable energy, fossil fuels, effects of climate change and greenhouse gas emissions, and the Regional Energy Strategy.

Ms. Downey asked members representing other jurisdictions if any issues had arisen with combined handicap electric vehicle charging station (EVCS) parking spots and signage. The City of Coronado requested any best practices or lessons learned be shared.

Susan Freedman (SANDAG) mentioned that Jacques Chirazi (City of San Diego) would present on this topic and share the experiences of the city. Ms. Freedman also mentioned that SANDAG staff toured EVCS at San Diego County facilities that have experienced difficulties and would give contact information to Ms. Downey.

Len Hering (Center for Sustainable Energy) asked if the County of San Diego has parking codes and inquired if uniformed signage should be a part building or parking codes. Ms. Freedman responded that the City of San Diego put together a policy guidance for Americans with Disabilities Act parking with electric vehicle charging.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Dr. Don Mosier (City of Del Mar), and a second by Brendan Reed (San Diego County Regional Airport Authority), the EWG approved the meeting minutes of February 25, 2016.

Yes – Chair Orlando, Vice Chair Scott Anders (Energy Policy Initiatives Center), Mr. Hering, Ms. Downey, Dr. Mosier, Amanda Rigby (City of Vista), Jason Anderson (Cleantech San Diego), Mr. Reed, Tom Brill (San Diego Gas & Electric [SDG&E]), and Dave Grubb (Sierra Club); No: None; Abstain: None; Absent: City of San Diego, City of Santee, County of San Diego, Metropolitan Transit System, North County Economic Development Council, San Diego Regional Chamber of Commerce, San Diego Regional Clean Cities Coalition, Unified Port District of San Diego, and UC San Diego.
CHAIR’S REPORT

4. MEMBER SURVEY (INFORMATION)

Ms. Freedman, Senior Regional Planner, presented the item.

EWG members will received a short survey asking about future meeting topics and whether to maintain or change the regularly scheduled EWG meeting day and time (currently the fourth Thursday of the month from 11:30 a.m. to 1 p.m.). The results will be reported on at a future EWG meeting.

Action: This item was presented for information.

REPORTS

5. CITY OF SAN DIEGO ELECTRIC VEHICLE CHARGING STATIONS (INFORMATION)

Mr. Chirazi, City of San Diego, presented the item.

Mr. Chirazi shared the City of San Diego’s efforts to provide publicly accessible EVCS. Activities included the installation of 65 EVCS at various city-owned facilities (e.g., community parks, libraries, recreation centers, and on-street), a 400+ vehicle permanent car share program. The EWG was encouraged to ask questions and see how they can utilize the city’s car share program to further EVCS deployment.

Action: This item was presented for information.

6. SAN DIEGO GAS & ELECTRIC CONNECTED TO THE SUN PROGRAM (INFORMATION)

Brandon Henzie, SDG&E, presented the item.

Mr. Henzie presented an overview of community-based solar programs it will offer customers this year. The Connected to the Sun Program was approved by the California Public Utilities Commission on January 29, 2015. The Program included a SunRate(SM) that would enable customers to purchase up to 100 percent local solar energy.

Action: This item was presented for information.

7. STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE (DISCUSSION)

Allison Wood, Associate Regional Planner, presented the item.

Ms. Wood summarized activities taking place at the state level related to energy and climate change, including regulatory proceedings, planning efforts, implementation of past legislation, and pending legislation. EWG members were asked to provide input on topics of interest for future EWG meetings and discuss additional state activities that help to implement the Regional Energy Strategy goals.

Action: This item was presented for discussion.
8. CALIFORNIA ENERGY EFFICIENCY COORDINATING COMMITTEE (INFORMATION)

Ms. Freedman, Senior Regional Planner, presented the item.

The California Public Utilities Commission established a statewide Energy Efficiency Coordinating Committee (EECC) to address energy policy issues pertaining to energy efficiency program sectors that would become part of Business Plans for each investor-owned utility, community choice aggregator, and regional energy network. SANDAG, SDG&E, and other regional organizations have been participating in this process. The EWG received an overview of the EECC, its subcommittees, and ways to participate.

Action: This item was presented for information only.

9. UPCOMING MEETINGS (INFORMATION)

The next meeting of the EWG is scheduled from 11:30 a.m. to 1 p.m. on Thursday, April 28, 2016.

10. ADJOURNMENT

Chair Orlando adjourned the meeting at 1:01 p.m.
**REGIONAL ENERGY WORKING GROUP**  
**MEETING ATTENDANCE FOR March 24, 2016**

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<tr>
<th>REPRESENTATION</th>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>North County Inland Subregion</td>
<td>City of San Marcos</td>
<td>Hon. Chris Orlando, Chair</td>
<td>Member</td>
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<td>City of Vista</td>
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<td>Hon. Lesa Heebner</td>
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<td>Lori Cosio-Azar</td>
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<td>Hon. Dave Roberts</td>
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<td>Brendan Reed</td>
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<td>William Torre</td>
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<td>Thomas Brill</td>
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<td>Energy Non-Profits</td>
<td>Center for Sustainable Energy</td>
<td>Len Hering</td>
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<td>Jack Clark</td>
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<td>Energy Policy Initiatives Center, University of San Diego School of Law</td>
<td>Scott Anders, Vice Chair</td>
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<td>San Diego Regional Clean Cities Coalition</td>
<td>Greg Newhouse</td>
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<td>Jennifer Case</td>
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<td>Dave Grubb</td>
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<td>San Diego Regional Chamber of Commerce</td>
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<td>Cleantech San Diego</td>
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<td>OTHER ATTENDEES:</td>
<td>SANDAG STAFF MEMBERS LISTED BELOW</td>
<td>Ellison Alegre</td>
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<td>Mayda Bandy – SDG&amp;E</td>
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<td>Kimberly Burke – SDG&amp;E</td>
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<td>Keith Corry – County of San Diego</td>
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<td>Cory Downs – City of Chula Vista</td>
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<td>Brandon Henzie – SDG&amp;E</td>
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<td>Jack Hogan – Clean Energy Fuels</td>
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<td>Crystal Najera – City of Encinitas</td>
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<td>Anita Pyle – City of San Diego</td>
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<td>Cesar Rios – RioSolutions</td>
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<td>Jordanna Rubin – CB+I</td>
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<td>Allison Torres – SDG&amp;E</td>
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<td>Denis Vermette – EDMS. LLC</td>
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<td>Katie Wilson – TRC</td>
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<td>John Wotzka – Member of the Public</td>
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<td>Jeff Wyner – City of Escondido</td>
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PLUG-IN SD RESOURCES AND TECHNICAL ASSISTANCE  

Introduction

On January 24, 2014, the San Diego Association of Governments (SANDAG) Board of Directors accepted the San Diego Regional Plug-in Electric Vehicle (PEV) Readiness Plan (Readiness Plan) as a guide for use by local governments, public agencies, and others, to support PEV adoption and electric vehicle charging station (EVCS) deployment throughout the region. In July 2015, SANDAG and the Center for Sustainable Energy (CSE) launched Plug-in SD, funded through a two-year grant from the California Energy Commission’s Alternative and Renewable Fuel and Vehicle Technology Program, to implement recommendations from the Readiness Plan through a combination of resource development, training, technical assistance, and outreach.

Discussion

Plug-in SD resources are available to assist local government staff, workplaces, and multi-unit dwellings (MUDs) with PEV readiness. A factsheet on Plug-in SD (Attachment 1) summarizes the program activities and includes contact information for an “EV Expert,” on-call technical assistance made available through the grant. All documents are available at: www.sandag.org/pluginsd.

EVCS Permitting and Inspection

During the last few months, the San Diego Chapter of the International Code Council (ICC) and other local jurisdiction staff have provided key input into the development of EVCS Permitting and Inspection Correction Sheets. The correction sheets are for use by permit reviewers and inspectors to expedite the overall plan check and inspection process. The sheets cover three installation types (residential, non-residential, and multi-unit dwelling), identify common corrections, and provide solutions to addressing these corrections. Recently, the Governor’s Office of Planning and Research has looked to Plug-in SD’s efforts to help inform the state's Zero-Emission Vehicle Readiness Guidebook.

Assembly Bill 1236

In October 2015, Governor Brown signed into law Assembly Bill (AB) 1236 (Chiu, 2015), which requires cities and counties to adopt an ordinance to streamline and expedite the permitting processes for EVCS projects (residential and commercial). Resources available through Plug-in SD can support local jurisdictions in meeting AB 1236 requirements while also facilitating regional consistency for the permitting and inspection of EVCS.
AB 1236 also requires local jurisdictions to include specific information on their websites regarding EVCS permitting. Sample website text has been developed through Plug-in SD, and CSE can assist local jurisdictions in customizing the website language for their specific use.

**Subregional Workshops**

A series of subregional workshops will be held in order to disseminate best practices, train local government permitting and inspection staff on the use of the correction sheets, and offer assistance with other EVCS questions and concerns. Five workshops will be held in North County Coastal, North County Inland, Central San Diego, East County, and the South Bay in late-May or early-June. Dates are currently set for the following trainings:

- 8 - 9:30 a.m., Tuesday, May 24, 2016, in Carlsbad
- 8 - 9:30 a.m., Thursday, May 26, 2016, in Chula Vista

**EVCS at Workplaces and Multi-Unit Dwellings**

Recognizing the importance as well as complexity of EVCS installations at workplaces and MUDs, Plug-in SD offers targeted technical assistance for these facility types. CSE is available to provide in-person consultations on a number of EVCS considerations, including siting and installation as well as pricing and employee/resident use policies. SANDAG and CSE continue to coordinate with the iCommute employer engagement team, San Diego Gas & Electric, and the MUD community to market Plug-in SD’s technical assistance.

**Next Steps**

SANDAG and CSE will continue to implement the Plug-in SD activities described in this report and begin PEV awareness activities with dealerships in summer 2016.

**Attachment:** 1. Plug-in SD: Driving Into the Future

**Key Staff Contact:** Allison Wood, (619) 699-1973, allison.wood@sandag.org
Plug-in electric vehicles (PEVs) are growing in popularity in the San Diego region and their numbers are expected to rise with California’s goal of 1.5 million zero-emission vehicles on the road by 2025. With increasing PEVs comes a greater demand for residential, workplace and commercial electric vehicle charging stations (EVCS).

In support of PEV adoption, the Center for Sustainable Energy and the San Diego Association of Governments launched **Plug-In SD** to provide local stakeholders strategic and technical guidance to help ensure the San Diego region is PEV ready.

### Services for Target Audiences

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<thead>
<tr>
<th>Local Governments</th>
<th>Employers</th>
<th>Contractors</th>
<th>Multiunit Dwelling Building Owners</th>
<th>Electric Vehicle Dealerships</th>
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<tbody>
<tr>
<td>• Permitting and Inspection Best Practices</td>
<td>• Workplace Charging Workshops: “PEV 101”</td>
<td>• Permitting and Installation Standards</td>
<td>• EVCS Siting Assistance</td>
<td>• Consumer Info and Incentive Details</td>
</tr>
<tr>
<td>• EV Expert Consultations</td>
<td>• Incentives and Policies</td>
<td>• Market Development</td>
<td>• Connection Cost and Fee Info</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• EV Expert Consultations</td>
<td></td>
</tr>
</tbody>
</table>

### EV Expert at Your Service

**Plug-In SD** provides a technical expert who is available to assist PEV and EVCS stakeholders in person, via email or by phone. To schedule a consultation, email [evexpert@energycenter.org](mailto:evexpert@energycenter.org) or call (866) 967-5816.

Learn more about **Plug-In SD** and PEV/EVCS readiness at [energycenter.org/pluginsd](http://energycenter.org/pluginsd).
MAKING REGIONAL TRANSPORTATION INVESTMENTS READY FOR ELECTRIC VEHICLE CHARGING

File Number 3200300

Introduction

In 2016, the Regional Energy Working Group (EWG) has been presented with and discussed several regional plug-in electric vehicle (PEV) activities including Plug-in SD, San Diego Gas & Electric’s (SDG&E’s) Power Your Drive, and the City of San Diego’s public electric vehicle charging station (EVCS) deployment efforts. The San Diego Association of Governments (SANDAG) staff is coordinating another PEV readiness effort to increase publicly available EVCS at transportation centers such as transit stations, park and ride lots, and roadside rest areas. These efforts support implementation of the San Diego Forward: The Regional Plan (Regional Plan), the Regional Energy Strategy (RES), and the San Diego Regional Plug-in Electric Vehicle and the Alternative Fuel Readiness Plans. Staff will present an overview of EVCS planning and implementation efforts at regional transportation centers and seek input on next steps to increase deployment of publicly available EVCS.

Discussion

SANDAG, in collaboration with Caltrans District 11, the Metropolitan Transit System (MTS), and North County Transit District (NCTD), has undertaken various planning, design, and other project implementation efforts to advance EVCS and associated infrastructure investments (e.g., photovoltaic systems) at major transportation centers in the San Diego region. This effort also supports the implementation of greenhouse gas (GHG) mitigation measures from the Regional Plan Environmental Impact Report (EIR). Mitigation measures GHG-4F, GHG-4G, and GHG-4H call on SANDAG and other agencies to implement measures to reduce GHG emissions from transportation projects.

EVCS Siting at Transportation Centers

Since the adoption of the PEV Readiness Plan, SANDAG has continued its planning efforts to identify sites for potential EVCS at regional transportation centers, including regional transit stations and freeway park and ride lots. These multimodal sites provide opportunities for EVCS investment, given their close proximity to major transportation corridors, parking capacity, and support of work-based, commute trips.
Regional Transit Stations: There are currently 56 transit stations that support rail services (Trolley, COASTER, and SPRINT) and Rapid bus services in the region. These transit stations, owned and maintained by MTS and NCTD, provide over 19,000 parking spaces for public transit users.

Park and Ride Lots: There are currently 66 park and ride lots in San Diego County, of which 39 sites are owned and operated by Caltrans or another public agency. These publicly available sites provide over 2,700 parking spaces to support carpooling and vanpooling throughout the region.

In order to identify potential transportation centers for EVCS investment, various site parameters have been considered to date, including:

- Parking capacity
- Travel distance from highway
- Distance from surrounding public EVCS sites
- Distance from surrounding residential/commercial EVCS sites
- Number and type of electric vehicle (EV) chargers at site
- Compatibility with surrounding land uses

In order to evaluate these parameters and identify geographic gaps in EV charging, EVCS data have been integrated with transit stations and park and ride data in GIS. Staff regularly monitors the regional EV charger inventory through the Department of Energy's Alternative Fuels Data Center (AFDC). Mapping has been conducted at the “major corridor” level, as well as the subregional level, based on the local and regional travel/commute patterns.

Preliminary analyses have confirmed that geographic gaps continue to exist within the region’s major transportation corridors, particularly on Interstates 5, 8, and 15 in the rural portions of San Diego County. Filling these EVCS gaps are critical to supporting interregional travel. EVCS analyses at the local or subregional level will be an ongoing process, as other initiatives drive public EVCS development in non-transportation centers as well as residential and commercial centers.

Current “Make-Ready” Efforts

Current efforts to install EVCS or “make-ready” sites for EVCS have focused on major regional transportation projects sponsored by SANDAG. As part of TransNet, the region’s half-cent sales tax for transportation, recent highway and transit projects have included transportation centers that have provided opportunities for EVCS development, which include:

- I-15 Sabre Springs/Penasquitos Transit Station
- I-15 Del Lago Transit Station
- Sorrento Valley COASTER Station
- East Palomar Street Transit Station and Park and Ride
- Mid-Coast Trolley Stations
- Multi-Use Facility at I-5 & Manchester Avenue

Additional information on these transportation centers is included in Attachment 1.
Potential/Future “Make-Ready” Opportunities

SANDAG also continues to pursue other “make-ready” opportunities, either as part of new regional transportation projects, or retrofitting existing transportation centers for EVCS development. (See Attachment 1)

Existing Rail Stations: Many of the existing Trolley, SPRINTER, and COASTER stations provide a critical level of parking capacity, land area and/or supplemental infrastructure to support additional EVCS investment. The cost to retrofit existing rail stations for EVCS may be cost-prohibitive under normal circumstances. As was seen at the Sorrento Valley Coaster Station, opportunities may arise when a regional transportation project is planned within the rail corridor including the station. Such is the case for the current rail double-tracking project in Carlsbad at the Carlsbad Village COASTER station.

Park and Ride Lots and Safety Roadside Rest Areas: These State-owned facilities, maintained by Caltrans, have potential to provide publicly accessible EVSE directly adjacent to the highway. Potential opportunities include the Pala Road Park and Ride near the I-15/State Route 76 interchange, as well as Safety Roadside Rest Areas located along I-5 and I-8.

There are on-going discussions between SANDAG and Caltrans regarding the future implementation of EV chargers at Caltrans park and ride facilities and roadside rest areas. Future EVCS deployment involving commercialized EV chargers is currently prohibited for those sites within the Interstate rights-of-way (23 USC 111). This prohibition currently limits any future commercialized EVCS development at Caltrans-owned roadside facilities on I-5, I-8, I-15, and I-805.

Next Steps

Staff will continue its regional efforts to incorporate EVCS infrastructure into the planning and design of future regional transportation projects as identified in the Regional Plan. Near term efforts include the continued integration of EVCS in new construction, as well as the development of a regional procurement that could be utilized by regional transportation agencies to install, operate, and maintain EVCS at transportation centers throughout San Diego County.

Attachment: 1. Summary of Regional Transportation Centers with Existing or Potential EVCS Investments

Key Staff Contacts: Ellison Alegre, (619) 699-0729, ellison.alegre@sandag.org
Susan Freedman, (619) 699-7387, susan.freedman@sandag.org
# Summary of Regional Transportation Centers with Existing or Potential EVCS Investments

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Major Corridor(s)</th>
<th># Parking Spaces</th>
<th># Level 2 EVCS</th>
<th># DC Fast EVCS</th>
<th>EVCS Status</th>
<th>EVCS Network</th>
<th>Owner</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sabre Springs/Penasquitos Transit Station</td>
<td>I-15</td>
<td>630</td>
<td>10</td>
<td>0</td>
<td>In Service</td>
<td>GE</td>
<td>MTS</td>
<td>Parking structure includes a rooftop PV and “smart parking” system.</td>
</tr>
<tr>
<td>Del Lago Transit Station</td>
<td>I-15</td>
<td>134</td>
<td>2</td>
<td>1</td>
<td>In Service</td>
<td>Blink</td>
<td>MTS</td>
<td>Caltrans maintains the EVCSE infrastructure as part of a joint agreement with MTS.</td>
</tr>
<tr>
<td>Sorrento Valley COASTER Station</td>
<td>I-5</td>
<td>189</td>
<td>5</td>
<td>0</td>
<td>Proposed</td>
<td>TBD</td>
<td>NCTD</td>
<td>Five spaces identified for future EVSE deployment, with conduit made available to these spaces.</td>
</tr>
<tr>
<td>East Palomar Street Transit Station</td>
<td>I-80S</td>
<td>345</td>
<td>10</td>
<td>0</td>
<td>Ready</td>
<td>TBD</td>
<td>MTS</td>
<td>Facility scheduled for completion in Summer 2016.</td>
</tr>
<tr>
<td>Tecolote Road Trolley Station (Proposed)</td>
<td>I-5</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Proposed</td>
<td>TBD</td>
<td>MTS</td>
<td>Future trolley station with surface parking.</td>
</tr>
<tr>
<td>Clairement Drive Trolley Station (Proposed)</td>
<td>I-5</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Proposed</td>
<td>TBD</td>
<td>MTS</td>
<td>Future trolley station with surface parking.</td>
</tr>
<tr>
<td>Balboa Avenue Trolley Station (Proposed)</td>
<td>I-5</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Proposed</td>
<td>TBD</td>
<td>MTS</td>
<td>Future trolley station with surface parking.</td>
</tr>
<tr>
<td>Nobel Drive Trolley Station (Proposed)</td>
<td>I-5</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>Proposed</td>
<td>TBD</td>
<td>MTS</td>
<td>Future trolley station with parking structure.</td>
</tr>
<tr>
<td>Manchester Avenue Multi-Use Facility</td>
<td>I-5</td>
<td>150</td>
<td>TBD</td>
<td>TBD</td>
<td>Proposed</td>
<td>TBD</td>
<td>TBD</td>
<td>Four stations initially proposed by Caltrans.</td>
</tr>
<tr>
<td>Carlsbad Village COASTER Station</td>
<td>I-5</td>
<td>540</td>
<td>TBD</td>
<td>TBD</td>
<td>Potential</td>
<td>---</td>
<td>NCTD</td>
<td>Double track project planned. Potential “make-ready” site if station improvements included in project.</td>
</tr>
<tr>
<td>Pala Road Park and Ride</td>
<td>I-15, SR 76</td>
<td>280</td>
<td>TBD</td>
<td>TBD</td>
<td>Ready mid-2016</td>
<td>---</td>
<td>Caltrans</td>
<td>Former 163-space facility to be replaced as part of the SR 76 “East” Project. Caltrans has made EVCS “ready” for a select number of spaces still to be determined. Also designed to incorporate future truck stop electrification systems (TSE). Location supports travel to/from Riverside County.</td>
</tr>
<tr>
<td>Aliso Creek Rest Area</td>
<td>I-5</td>
<td>Unknown</td>
<td>TBD</td>
<td>TBD</td>
<td>Potential</td>
<td>---</td>
<td>Caltrans</td>
<td>Location supports travel to/from Orange County.</td>
</tr>
<tr>
<td>Buckman Springs Rest Area</td>
<td>I-8</td>
<td>Unknown</td>
<td>TBD</td>
<td>TBD</td>
<td>Potential</td>
<td>---</td>
<td>Caltrans</td>
<td>Location supports travel to/from Imperial County.</td>
</tr>
<tr>
<td>Bill Number</td>
<td>Description</td>
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</tr>
<tr>
<td>AB 33 (Quirk D)</td>
<td>Electrical Corporations: Procurement Plans</td>
<td></td>
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</tr>
<tr>
<td>Introduced: 12/1/2014</td>
<td>Status: 1/28/2016-Rereferred to Committees (Coms.) on Energy, Utilities, and Communications (E. U., &amp; C.) and Environmental Quality (E.Q.).</td>
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<tr>
<td>Summary: The Public Utilities Act requires the California Public Utilities Commission (CPUC) to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the CPUC, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.</td>
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</table>

| AB 1530 (Levine D) | Electricity: Distributed Generation |
| Summary: Would require the CPUC, in consultation with the California Energy Commission (CEC) and the California Air Resources Board (ARB), to promote the deployment of clean distributed energy resources, as defined, in order to provide a stable and reliable supply of electricity. The bill would require the CPUC to prioritize deployment of smart grids, microgrids, and reliable energy resources that reduce emissions of greenhouse gases (GHGs) to promote specified benefits. |

| AB 1698 (Hadley R) | Renewable Energy |
| Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund (GGRF) to various programs related to transportation, affordable housing, and sustainable communities. This bill would discontinue the Electric Program Investment Charge (EPIC) surcharge and repeal the EPIC Fund. The bill would create the Green and Renewable Energy Enlisting New Technologies (GREEN) Fund to fund the GREEN program. The bill would transfer previously collected EPIC moneys to a specified account within the GREEN Fund. |
## AB 1710 (Calderon D)  Vehicular Air Pollution: Advanced-Technology Light-Duty Vehicles

**Introduced:** 1/26/2016  
**Status:** 4/19/2016-From committee: Do pass and re-refer to Com. on Appropriations (APPR.) (Ayes 6. Noes 3.) (April 18). Re-referred to Com. on APPR.  
**Summary:** The Charge Ahead California Initiative, administered by ARB, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and increasing access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles. This bill would require, on or before January 1, 2019, ARB, in coordination with the CEC and the Department of Transportation, to develop and implement a comprehensive program to promote advanced-technology light-duty vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature.

## AB 2673 (Harper R)  Sales and Use Tax Exemption: Income Tax Credits Hydrogen Refueling Station Equipment

**Introduced:** 2/19/2016  
**Status:** 3/29/2016-Re-referred to Com. on Revenue and Taxation.  
**Summary:** Would, on and after January 1, 2017, and before January 1, 2030, exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption in this state of, hydrogen refueling station equipment, as defined, purchased by a recipient of a grant pursuant to the Alternative and Renewable Fuel and Vehicle Technology Program for the development of hydrogen refueling stations. This bill contains other related provisions and other existing laws.

## AB 2699 (Gonzalez D)  Department of Consumer Affairs: Solar Companies: Solar Energy Systems

**Introduced:** 2/19/2016  
**Status:** 4/18/2016-Re-referred to Com. on APPR. pursuant to Assembly Rule 96.  
**Summary:** Would, among other things, require a solar company selling, financing, or leasing a solar energy system, as defined, to provide each customer with a specified "solar energy system disclosure document." The bill would also require the Department of Consumer Affairs to adopt a regulation that includes a specified "Department of Consumer Affairs solar energy system disclosure document" informing customers of the risks and rewards of solar energy system ownership and warranty issues, and protecting those customers from unscrupulous or unfair business practices.
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Title</th>
<th>Introduced</th>
<th>Status</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 2702</td>
<td>Climate Change</td>
<td>2/19/2016</td>
<td></td>
<td>Would state the intent of the Legislature to enact legislation that would continue the work with local governments, state agencies, and others to meet the goals set forth in Governor Brown's Under 2 MOU, which brings together subnational governments willing to commit to either reducing the emissions of GHGs 80 percent to 95 percent below 1990 levels by 2050 or achieving a per capita annual emissions target of less than two metric tons of carbon dioxide equivalent by 2050.</td>
</tr>
<tr>
<td>AB 2713</td>
<td>Land use: local ordinances: energy systems.</td>
<td>2/19/2016</td>
<td></td>
<td>Would, on or before September 30, 2017, for a city, county, or city and county with a population of 200,000 or more residents, or January 31, 2018, for a city, county, or city and county with a population of less than 200,000 resident, require the city, county, or city and county to make all documentation and forms associated with the permitting of advanced energy storage, as defined, available on a publicly accessible Internet Web site, as specified. The bill would require a city, county, or city and county to allow for the electronic submittal of a permit application and associated documentation, as specified.</td>
</tr>
<tr>
<td>AB 2722</td>
<td>Transformative Climate Communities Program</td>
<td>2/19/2016</td>
<td></td>
<td>Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council (Council). The bill would appropriate $250,000,000 from GGRF to the Council to administer the program. The bill would require the Council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined.</td>
</tr>
<tr>
<td>SB 32 (Pavley D)</td>
<td>California Global Warming Solutions Act of 2006</td>
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<td></td>
<td></td>
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<tr>
<td>Introduced: 12/1/2014</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status: 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was Natural Resources [NAT. RES.] on 9/10/2015)</td>
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</tr>
<tr>
<td>Summary: Would require ARB to approve a statewide GHG emissions limit that is equivalent to 40 percent below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>SB 286 (Hertzberg D)</th>
<th>Electricity: Direct Transactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduced: 2/19/2015</td>
<td></td>
</tr>
<tr>
<td>Status: 3/1/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</td>
<td></td>
</tr>
<tr>
<td>Summary: Would require the CPUC to adopt and implement a schedule that implements a second phase-in period for expanding direct transactions for individual retail nonresidential end-use customers over a period of not more than three years, raising the allowable limit of kilowatt-hours that can be supplied by other providers in each electrical corporation's distribution service territory by that electrical corporation's share of an aggregate of 8,000 gigawatt-hours, apportioned as specified. The bill would require that 75 percent of an electric service provider's retail sales associated with each second phase direct transaction to be procured from eligible renewable energy resource during 2016, increasing to 100 percent by December 31, 2020.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SB 886 (Pavley D)</th>
<th>Electricity: energy storage systems.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduced: 1/20/2016</td>
<td></td>
</tr>
<tr>
<td>Status: 4/19/2016-Action from E. U., &amp; C.: Do pass as amended. To APPR.</td>
<td></td>
</tr>
<tr>
<td>Summary: Current law requires each publicly owned electric utility to prudently plan for and procure resources, including energy storage systems adequate to meet the 2015 and 2020 targets, to provide reliable electric service to its customers. This bill would require load-serving entities, in developing and updating their integrated resource plans, to consider the full benefits of procuring energy storage systems and would require the Public Utilities Commission, in approving the plans, to require the procurement of energy storage systems before fossil-fuel-based generation in specified circumstances.</td>
<td></td>
</tr>
<tr>
<td>Bill Number</td>
<td>Title</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>SB 1207 (Hueso D)</td>
<td>Energy: Conservation: Financial Assistance</td>
</tr>
<tr>
<td>SB 1338 (Lara D)</td>
<td>Sales and Use Taxes: Exemption: Zero-Emission and Near-Zero-Emission Equipment</td>
</tr>
<tr>
<td>SB 1453 (De León D)</td>
<td>Electrical Generation: Greenhouse Gases Emission Performance Standard</td>
</tr>
<tr>
<td>SB 1464 (De León D)</td>
<td>California Global Warming Solutions Act of 2006: Greenhouse Gas Emissions Reduction</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Introduced: 2/19/2016</td>
<td>Status: 4/11/2016 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.</td>
</tr>
<tr>
<td>Summary: Current law requires ARB to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce GHG emissions, manage GHG control programs, and facilitate the development of integrated and cost-effective regional, national, and international GHG reduction programs. This bill would require the state board to also consult with local agencies for these purposes.</td>
<td></td>
</tr>
</tbody>
</table>
Background

• Focused on two main topics
  • Meeting dates and times
  • Meeting subject matter

• The Survey was
  • Via Survey Monkey
  • 9 questions
  • Distributed to 32 members or alternates
  • 14 have taken the survey to date
Survey Questions and Results
*Questions with an asterisk allowed for multiple answers

1. If you are not regularly attending EWG meetings, what are the reasons?*

![Bar chart showing reasons for not attending EWG meetings]

- Day of meeting
- Time of meeting
- Personal workload
- Agenda Items
- Not Applicable
- Other (please specify)

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day of meeting</td>
<td>10%</td>
<td>1</td>
</tr>
<tr>
<td>Time of meeting</td>
<td>3%</td>
<td>1</td>
</tr>
<tr>
<td>Personal workload</td>
<td>49%</td>
<td>9</td>
</tr>
<tr>
<td>Agenda Items</td>
<td>20%</td>
<td>4</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>5%</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
<td>0</td>
</tr>
</tbody>
</table>

Total: 14

2. Which day of the week works best for the member to attend EWG meetings?*

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>2.14%</td>
</tr>
<tr>
<td>Tuesday</td>
<td>0.00%</td>
</tr>
<tr>
<td>Wednesday</td>
<td>21.43%</td>
</tr>
<tr>
<td><strong>Thursday</strong> (current day of EWG meetings)</td>
<td>21.43%</td>
</tr>
<tr>
<td>Total</td>
<td>14</td>
</tr>
</tbody>
</table>

3. What time of the day works best for the member to attend EWG meetings?*

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain the current time (11:30 a.m.-1:00 p.m.)</td>
<td>57.14%</td>
</tr>
<tr>
<td>Earlier in the morning (9:00-10:30 a.m. or 10:00-11:30 a.m.)</td>
<td>28.57%</td>
</tr>
<tr>
<td>Later in the afternoon (2:00-3:30 p.m. or 3:30-5:00 p.m.)</td>
<td>28.57%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>7.14%</td>
</tr>
</tbody>
</table>

Total Respondents: 14
4. Would you like to continue having joint meetings with other SANDAG working groups?

*Nearly 80% of respondents said they would like to have joint meetings in the future.*

5. Overall how satisfied are you with the content and format of the meetings?

*Almost all respondents said they were either somewhat or very satisfied with the content and format of the meetings.*

6. How could SANDAG improve member participation and the content or format of meetings to make them more engaging?

- Provide action items that members could take back to City Councils for discussion.
- Share RPC and Board actions that are pertinent to the EWG.
- Increase focus on transportation issues.
- Have more action items to vote on at meetings.
- Show progress made in plans/strategies being implemented.
- Discuss how other regions, states, and countries are addressing climate change.
- Hear more about challenges facing municipalities and help solve these problems.
- Show progress made in plans/strategies being implemented.
Survey Questions and Results  
*Questions with an asterisk allowed for multiple answers*

7. Of which topics are you most interested?*

![Bar Chart](chart1.png)

- Developed energy resources such as oil/gas
- Climate change mitigation (education, etc.)
- Alternative fuels, vehicles, and infrastructure
- Renewable energy and storage (labor or utility)
- Climate change adaptation (floodplains, etc.)
- Energy efficiency and demand-side management
- Electric vehicle projects
- Energy efficiency (design/build)
- Economic impact (jobs)
- Resource (water, land)
- Energy and water
- Other

Survey Questions and Results  
*Questions with an asterisk allowed for multiple answers*

8. Select the activities you would like to hear more about and discuss at meetings.*

![Bar Chart](chart2.png)

- CA Public Utilities Commission
- State legislation
- CA Air Resources Board (CARB)
- CA Energy Commission
- Development and implementation
- DOGSA Long Term resource planning
- SANDAG regional planning efforts
- Grant opportunities related to
- Governor's Office of Planning and Coordination
- Federal agency program (e.g., Federal legislation)
Survey Questions and Results

*Questions with an asterisk allowed for multiple answers

9. Are there issues/topics SANDAG should consider addressing at future meetings?

- Subregional efforts underway in energy and climate planning
- What will California with too much solar?
- Infrastructure impacts of climate change and sea level rise
- Zero emission transportation policies, programs and grants
- Basics on energy agencies and ESPs; rate structures, tiers & demand charges for customers in general & for solar and EV
- What are the biggest issues in climate that we need to address? What about each country's responsibilities and emissions?

Next Steps

- Members who did not take the survey can still respond until Friday, May 6th
- Member comments and meeting topics will be discussed further with EWG Chair, Vice Chair and staff to incorporate into future meetings
- EWG will be updated on actions taken based on the survey
Thank you!

Michelle Martinez  
michelle.martinez@sandag.org  
619-699-1932

Susan Freedman  
susan.freedman@sandag.org  
619-699-7387
Presentation Overview

- Background on Business Plans
- Stakeholder Engagement Process Overview
- Public Sector Stage 1 Analysis
How We Got Here

**Business Plan (D.15-10-028)**

- “Business plans will explain at a relatively high level of generality how PAs will effectuate the strategic plan.” (p.46)
- “Business plan filings will generally be untethered to the calendar.” (p. 46)
- “There will be a stakeholder process associated with business plan preparation.” (p.47)

Source: STAKEHOLDER ENGAGEMENT PROCESS FOR ENERGY EFFICIENCY BUSINESS PLAN DEVELOPMENT, NRDC, March 2016

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How We Got Here, Cont’d

**Implementation Plan (D.15-10-028)**

- “Implementation Plan — PA and stakeholder developed, not formally filed...provides detail on programs/implementation strategies.” (p.43)
- “PAs will still need to set more granular metrics than just sector-level metrics, but they will do so in implementation plans, not business plans...the business plan is not the place for that additional level of detail.” (p.52)

Source: STAKEHOLDER ENGAGEMENT PROCESS FOR ENERGY EFFICIENCY BUSINESS PLAN DEVELOPMENT, NRDC, March 2016
How We Got Here, Cont’d

Intent of Staged Approach to Planning

- Provide opportunity for stakeholders to offer input early and often
- Allow for additional information to be integrated as the plans are being developed
- Leverage expert stakeholders (not only parties) at the subcommittee level to ensure the right voices are part of the discussion
- Enable modifications as appropriate prior to presenting a completed product

Source: STAKEHOLDER ENGAGEMENT PROCESS FOR ENERGY EFFICIENCY BUSINESS PLAN DEVELOPMENT, NRDC, March 2016

Business Plan Roadmap

Stage 1: Market assessment and gap analyses
Stage 2: Ideas for intervention strategies and metrics
Stage 3: Next level of detail for BPs; connection to EM&V
Stage 4: Near final business plan review

Source: STAKEHOLDER ENGAGEMENT PROCESS FOR ENERGY EFFICIENCY BUSINESS PLAN DEVELOPMENT, NRDC, March 2016
### Purpose of the Coordinating Committee

1. Facilitate an open and transparent process
2. Review initial design and augmentation of efficiency business plans and related items
3. Seek to find efficiencies in various formal and informal processes
4. Improve accessibility and transparency of energy efficiency activities
5. Provide a scheduled forum to discuss ideas or to resolve differences

Source: STAKEHOLDER ENGAGEMENT PROCESS FOR ENERGY EFFICIENCY BUSINESS PLAN DEVELOPMENT, NRDC, March 2016

### How to Get Involved

Visit [www.caeecc.org](http://www.caeecc.org) and sign up for subcommittee listservs (link on homepage).

Contact Lara Ettenson (NRDC): Co-chair of the Coordinating Committee for more information: [cochair@caeecc.org](mailto:cochair@caeecc.org)

Source: STAKEHOLDER ENGAGEMENT PROCESS FOR ENERGY EFFICIENCY BUSINESS PLAN DEVELOPMENT, NRDC, March 2016
Upcoming Subcommittee Meeting

Public Sector Stage 2 Subcommittee Meeting
May 2, 10:30 – 3:30
SDG&E’s Energy Innovation Center, 4760 Clairemont Mesa Blvd

SDG&E Public Sector Presentation Overview

Objective:
To provide an overview of the SDG&E public sector’s current status, identify market barriers, evaluate potential, and gather feedback to incorporate into the 2016 Public Sector Business Plan.
“Government agencies have different priorities than do commercial enterprises. Agencies have a political mandate to provide a service, versus a commercial enterprise that operates by and large on economic opportunities. As such, capital projects, including energy efficiency implementation, are prioritized and budgeted differently.”

SDG&E Public Sector
Understanding Public Agencies

Navigant Program Assessments Study:
Statewide Institutional IOU Energy Efficiency Partnership Programs – WG012
February 2013

SDG&E Public Sector
Customer Segments (Initial)

Public Sector

- Tax-payer funded
- Have political mandates
- Public budgeting and decision-making processes

Government & Military
Rail/Transit/Air
Water/Sewage
Colleges/Universities
Healthcare
Schools/Libraries
SDG&E Public Sector
Customer Segments (Revised)

Public Sector Overview

<table>
<thead>
<tr>
<th>Local Government</th>
<th>State</th>
<th>Federal</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>State Buildings</td>
<td>Federal Buildings</td>
<td>K-12 schools*</td>
</tr>
<tr>
<td>County</td>
<td>State Park Facilities</td>
<td>US Postal Service</td>
<td>Schools</td>
</tr>
<tr>
<td>Special District</td>
<td>Hospitals**</td>
<td>Hospitals**</td>
<td>Admin Buildings</td>
</tr>
<tr>
<td>Solid Waste Facilities</td>
<td>Correctional Facilities</td>
<td>Ports</td>
<td>Higher Education</td>
</tr>
<tr>
<td>Hospitals**</td>
<td></td>
<td>Military Bases</td>
<td>UC/CSU</td>
</tr>
<tr>
<td>Water/Wastewater</td>
<td></td>
<td>Tribes</td>
<td>Community Colleges</td>
</tr>
<tr>
<td>Correctional Facilities</td>
<td></td>
<td></td>
<td>Hospitals**</td>
</tr>
</tbody>
</table>

* K-12 schools: public only
** Hospitals: publicly-funded healthcare only

SDG&E Public Sector
Gap Analysis: how we got here
SDG&E Public Sector
Consumption in the SDG&E Service Territory

~ 64,000 GWh - Total SDG&E Electric Consumption (2013-2015)
~ 7,000 GWh - SDG&E Public Sector Electric Consumption (2013-2015)

Source: SDG&E 2013-2015

SDG&E Public Sector
Percentage of kWh Consumption

Source: SDG&E 2013-2015
**SDG&E Public Sector**

*Percentage of kWh Consumption*

- Military: 44%
- Government: 18%
- Water/Sewage: 12%
- Schools/Libraries: 14%
- Colleges/Universities: 6%
- Rail/Transit/Air: 3%
- Healthcare: 3%

Source: SDG&E 2013-2015

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**SDG&E Public Sector**

*Customer Size*

- Under 20kW: 77%
- 20kW to 200kW: 16%
- Over 200kW: 7%

Source: SDG&E 2013-2015
**SDG&E Public Sector**

*Interacting with Public Agencies*

- **Public Sector Support**
  - Higher QSF funding limits
  - Funding through legislation
  - Energy efficiency partnerships
  - Technical assistance

- **Expectations of Public Sector**
  - Unfunded mandates
  - Meet climate and energy legislation
  - Enforce codes
  - Influence community
  - Achieve energy savings

---

**SDG&E Public Sector**

*kWh by Customer Segment*

- Many accounts, majority with low usage
- Fewer accounts, higher usage
- High savings compared to usage

Source: SDG&E 2013-2015
SDG&E Public Sector
Therms by Customer Segment

Source: SDG&E 2013-2015

SDG&E Public Sector
Savings, and Overall Incentives

Source: SDG&E 2013-2015
SDG&E Public Sector
Energy Efficiency Projects – kWh Savings

Source: SDG&E 2013-2015

SDG&E Public Sector
Energy Efficiency Projects – Therm Savings

Source: SDG&E 2013-2015
SDG&E Public Sector
Financing Dollars Summary 2007 - 2015

- Public Sector: 35%
- All Other: 65%

Source: SDG&E 2013-2015

SDG&E Public Sector
Potential with Code Changes

- Lighting will remain the largest contributor despite code changes in 2017
- Whole building continues to be a primary area of focus

Source: Energy Efficiency Potential and Goals Study for 2015 and Beyond
SDG&E Public Sector
Financing Dollars Projection 2016 - 2018*

66%
34%

*Note: Based on previous two-year average plus projected Public Sector activity
Source: SDG&E 2013-2015

SDG&E Public Sector
Current Barriers and Challenges

- The Public Sector is sensitive to project lead times
- Program confusion can add to project timelines
- Rebates and incentives may be low compared to project costs
- Self-generation may limit customer ability to participate
- Individual metering is needed for a whole-building approach
- The Public Sector often has narrow implementation windows
- Customer privacy rules may delay climate action progress
SDG&E Public Sector
Getting Ready for Transformation

Internal

Strengths
• Long-standing relationships
• Program offerings provide unique opportunities

Weaknesses
• SDG&E lacks one-stop shop

Opportunities
• Public benefit
• Long-term view
• Leverage CAP/EAPs
• Community outreach
• Revolving funds

External

Transform

Threats
• Public sector is often resource-constrained
• Emergency maintenance
• Energy-efficiency savings are not reinvested to fund additional projects

SDG&E Public Sector
Market Trends

The adoption rate of other energy options such as solar energy is increasing in the Public Sector

Climate and Energy Action Plans play a greater role in Public Sector decision-making

The Public Sector is increasingly asked to show leadership in energy efficiency and sustainability

Unfunded political mandates require compliance within the Public Sector
Demonstrate shared leadership with the public sector in using energy efficiency to exceed local and state energy reduction and global warming emissions goals in the San Diego region.

SDG&E Public Sector
Vision for 2016 and Beyond

Accommodate a longer-term view of the public sector and implementation of projects

Develop strategies that address the unique needs of the Public Sector

Facilitate progress towards ZNE goals

CA’s ZNE Goals

SDG&E Public Sector
Stage 2 Problem Statements

Competition for Limited Resources
- Funding Priorities
- Staff Bandwidth
- Technical Expertise

Strategies To Enable Projects are Lacking
- Value Proposition
- Access to Finance
- Tailored Offerings
- Procurement Challenges

Limits on the Use of EE Funding
- Public Sector Project Lead Time
- Program Complexity
- Reduced Savings Impact Incentives
### SDG&E Public Sector

**Stage 2 Strategies and Solutions**

<table>
<thead>
<tr>
<th>Strategies</th>
<th>Resources</th>
</tr>
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<tbody>
<tr>
<td>Demonstrate Leadership</td>
<td>Leverage Best Practices</td>
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<tr>
<td></td>
<td>Lead By Example</td>
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<tr>
<td></td>
<td>Marketing, Education &amp; Outreach</td>
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<td></td>
<td>Revolving EE Funds</td>
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<tr>
<td>Facilitate Progress to ZNE</td>
<td>Reach Codes</td>
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<tr>
<td></td>
<td>Whole Building</td>
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<tr>
<td>Access to Assistance</td>
<td>Partnerships</td>
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<tr>
<td></td>
<td>Technical/ Proj. Mgmt. Assistance</td>
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<tr>
<td></td>
<td>Workforce, Education &amp; Training</td>
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<td></td>
<td>Climate Action Plan Support</td>
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<tr>
<td></td>
<td>Financing/ Higher Incentives</td>
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</tbody>
</table>

### Resources

- **California Energy Efficiency Coordinating Committee**
  - Influence the design and delivery of energy efficiency programs in California
  - [http://www.caeecc.org/](http://www.caeecc.org/)

- **Brian Haines**
  - SDG&E Energy Programs Supervisor
  - bahaines@semprautilities.com
  - (858)637-7910
Thank you...

...questions or comments?
Plug-in SD Resources and Technical Assistance

Plug-In San Diego

Program Goal:
Ensure the San Diego region is ready for plug-in electric vehicles

Objectives:
- Implement PEV Readiness Plan
- Expedite permitting
- Improve installations
- Advance workplace & MUD siting
- Expand PEV awareness
AB 1236 and Plug-in SD

AB 1236 Requirements

- Checklist for expedited permit review
- Publish checklist and permit documents on the web
- Allow for electronic submittal

Plug-in SD Resources

- Permit correction sheets
- Installation checklist
- Standardized language for websites
- Subregional workshops
- EV Expert assistance

Plug-In SD Resources for EV Charging

- Correction Sheets
  - Residential, Non-Residential, MUD
  - AHJ staff performing plan review and inspection
  - Consistent, expedited execution

- Installation Checklists
  - General and electrical contractors permitting and installing EV charging stations
  - Knowledge of permitting, installation and inspection process – more consistent applications, plans and installations
  - AB 1236 checklist requirement

Available at:
www.sandag.org/pluginsd
Subregional Workshops

All workshops are 8:00-9:30 a.m.

<table>
<thead>
<tr>
<th>Region</th>
<th>Date</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>North County Inland</td>
<td>Tuesday, May 17</td>
<td>City of Escondido</td>
</tr>
<tr>
<td>Central San Diego</td>
<td>Thursday, May 19</td>
<td>City of San Diego</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>Tuesday, May 24</td>
<td>City of Carlsbad</td>
</tr>
<tr>
<td>South Bay</td>
<td>Thursday, May 26</td>
<td>City of Chula Vista</td>
</tr>
<tr>
<td>East County</td>
<td>Thursday, June 2</td>
<td>City of El Cajon</td>
</tr>
</tbody>
</table>

**RSVP:** EVexpert@energycenter.org

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**Plug-in SD Resources and Technical Assistance**

April 28, 2016
Regional Energy Working Group
Electric Vehicles and Charging Stations

Plug-in electric vehicles (PEVs) are catching on with consumers, while at the same time playing a big role in the state of California’s plans to cut greenhouse gas emissions. With 1.5 million zero-emission vehicles expected to hit California roads by 2025, there also will be a massive demand for new charging stations.

Converting to Plug-in Electric Vehicles

**PEVs come in two types...**

- **battery electric** runs entirely on electricity
- **plug-in hybrids** have both an electric battery and a gas engine

There are plenty of PEV models available, and plenty of incentives to invest in them. Work is underway to deploy a network of charging stations in the region and the state.

**Benefits of Driving an Electric Vehicle**

- Switching to a PEV typically reduces fuel costs by half
- Reduced greenhouse gas and air pollutant emissions (zero tailpipe emissions)
- Lower maintenance costs (no oil changes)
- Increased energy independence (less fossil fuels, and powered by increasingly renewable electricity sources)

Consumer Incentives

- **Clean vehicle rebates** up to $2,500 per vehicle purchased
- **HOV lane access stickers** Solo EV drivers can use carpool lanes
- **Federal tax credits** up to $7,500
- **SDG&E EV rates** Pay lower rates for vehicle charging

Infrastructure Programs

- **Plug-in SD** SANDAG and the Center for Sustainable Energy provide guidance on the installation of charging stations.
- **SDG&E Power Your Drive Program** SDG&E will install 3,500 charging stations over the next three years.
The region and the state are poised for a rapid expansion of electric vehicle technology in the next five years. The San Diego region currently is home to about 19,000 plug-in vehicles, with that number expected to grow to more than 90,000 by 2020. Statewide, the total number of electric vehicles is expected to grow from about 170,000 to 1 million in that same time frame. There are 377 charging locations in the region (with a total of about 1,000 plug-in points) right now, and that number will grow by more than four times by 2020 (numbers do not include in-home charging). Statewide, the number of public charging plug-in points is expected to expand from 7,400 to more than 46,000 in the same time frame.

**EV Charger Locations**

- Quick charge locations
- Standard charge locations

For more information, call (619) 699-1950 or email: pio@sandag.org

About infoBits

SANDAG serves as the region’s clearinghouse for information and data. InfoBits publish timely, relevant information informing the public while providing context on complex issues facing the region. sandag.org

For more information, call (619) 699-1950 or email: pio@sandag.org
MAKING REGIONAL TRANSPORTATION INVESTMENTS READY FOR ELECTRIC VEHICLE CHARGING

Ellison Alegre and Susan Freedman
April 28, 2016

San Diego Forward: The Regional Plan

EIR Mitigation Measures

- “Mobility Hub” Implementation Plan
- Regional Charger Program
- Alternative Fuels Plan
- Climate planning assistance for local governments
- Incorporate EV charging into SANDAG projects
Goals and Objectives

- Collaborate with regional transportation partners on incorporating EVSE in the planning and design on current/future transportation projects
- Coordinate with transportation agencies on the development of EVSE at existing transportation centers
- Foster regional collaboration between regional and local EVSE development efforts

Regional Transportation Centers

- Caltrans Park and Ride Lots
  - Located adjacent to State Highways
  - 39 publicly accessed lots
  - 2,700+ spaces
- Regional Transit Stations
  - 56 rail and RAPID bus stations
  - 19,000+ spaces
EV Planning and Modeling

- New construction vs. retrofit existing transportation centers
- Project “Nexus” provides SANDAG opportunity to plan and design EV into new or existing transportation centers
- Identify potential EV sites along major corridors to provide critical DC Fast charging
- Identify potential EV sites along within communities to provide additional Level 2 and DC Fast charging

EV Planning and Modeling

- Develop GIS maps including
  - Park and Ride Lots and Major Transit Stations
  - EV charging stations (via Alternative Fuels Data Center)
  - Existing Land Use
  - Major Employment Centers
  - Major Tourist Centers
  - Smart Growth Opportunity Areas
EV Planning and Modeling: Corridor Level

[Map of EV charging stations and corridors]

EV Planning and Modeling: Corridor Level

[Another map with additional charging stations and corridors]
EV Planning and Modeling: Subregional Level

South County Subregion
EV Charging Stations
- On-Street Charges
- Ultra Charger Only
- Major Transit Stations
- Parking Accessible Park and Ride

Existing Land Use
- Multi-Family Housing
- Smart Growth Opportunity Areas
- Existing Planned
- Community Center
- Town Center
- Planned Urban
- Planned Village
- Planned Urban Transit Center
- Planned Urban Park and Ride

North County Subregion
EV Charging Stations
- On-Street Charges
- Ultra Charger Only
- Major Transit Stations
- Parking Accessible Park and Ride

Existing Land Use
- Multi-Family Housing
- Smart Growth Opportunity Areas
- Existing Planned
- Community Center
- Town Center
- Planned Urban
- Planned Village
- Planned Urban Transit Center
- Planned Urban Park and Ride
Sabre Springs Transit Station

- Operational April 2014
- 630 parking spaces
- Owned/operated by MTS
- 10 Level 2 General Electric (GE) chargers
- Conduit for an additional 20 Level 2 chargers
- Smart parking, rooftop solar carport, and bike lockers

Del Lago Transit Station

- Operational March 2013
- Owned by Caltrans, maintained by MTS
- 146 parking spaces - transit users only
- Blink network
- Two Level 2 chargers
- One DC Fast charger
East Palomar Street
Transit Station & Park and Ride
- Scheduled for completion in mid-2016
- Supports carpooling and future South Bay RAPID bus
- 345 new spaces, 2 parking lots
- 10 spaces ready for EV charging (23 max)

COASTER & SPRINTER Stations (NCTD)
- Oceanside Transit Center
  - Seven (7) Level 2 Blink chargers
- Escondido Transit Center
- COASTER Stations
  - Carlsbad Village and Poinsettia Stations
  - Solana Beach
  - Sorrento Valley
- SPRINTER Stations
  - Constrained parking at some stations
**Sorrento Valley COASTER Station Improvements**

- Completed in November 2015
- One mile of new double tracked rail
- New 81-space parking lot
- Now 189 parking spaces
- Five (5) spaces have conduit available for future EV chargers

**Trolley Stations (MTS)**

- Mid-Coast Trolley
  - Nobel Drive Station
  - Tecolote Road Station
  - Clairemont Drive Station
  - Balboa Avenue Station
  - UTC Station (City of San Diego)
  - UCSD Stations
Future/Potential “Make-Ready” Efforts

- Existing Rail Stations
  - EV Parking Demand vs. Parking Capacity
  - Location and Capacity of existing power sources
- Existing State-owned Highway Facilities
  - Park and Ride lots: Excess right-of-way, most underdeveloped, minimal infrastructure
  - Roadside Rest Areas: Two rural facilities on I-5, I-8
  - Federal Law prohibiting commercial activities on Interstate rights-of-way (23 USC 111)

Pala Road (SR 76) Park and Ride

- Located at I-15/SR 76 interchange
- Part of current SR 76 East project
- Future 280-space parking lot
- Power and conduit provided for future EV charging
- Potential truck electrification infrastructure
- Not prohibited from commercial EV charging (not on Interstate right-of-way)
Multi-Use Facility I-5 & Manchester Avenue

- Proposed multi-use Park and Ride Facility
- Part of Phase 1 North Coast Corridor improvements
- ~150 parking spaces
- Level 2 and DC Fast chargers proposed
- Coastal Commission a proponent of EV investment

Next Steps

- Continue “make-ready” efforts on current and future regional transportation projects
- Develop regional procurement for SANDAG and regional transportation partners to install, operate and maintain EV chargers
- Coordinate with other SANDAG efforts (e.g., Mobility Hubs project)
- Monitor other local EV procurement efforts
  - City of San Diego EVCS Program
  - County of San Diego EVCS Program