WHAT IS AN EV?

An EV (electric vehicle) is a zero-emission vehicle that has no tailpipe emissions and promotes a clean transportation future (e.g., plug-in battery electric vehicle, hydrogen fuel cell electric vehicle)

Today we’re mostly talking about plug-in electric vehicles
OUR CHALLENGE

Transportation is a leading cause of GHG emissions and air pollution in our region.

Without accelerating EV adoption and infrastructure investments, our fight against climate change is harder to win.

GLOBAL WARMING SOLUTIONS ACT (2006)
Reduce California GHG emissions to 1990 levels by 2020

SENATE BILL 32
Reduce California GHG emissions to 40% below 1990 levels by 2030

EXECUTIVE ORDER B-48-18
5 million EVs in CA by 2030 and 250,000 EV charging stations by 2025

EXECUTIVE ORDER N-19-19
Requires state government to redouble GHG reduction efforts, including accelerating progress on 5 million EVs by 2030 goal
ACCELERATING THE EV MARKET

**EV MARKET FORCES**

- **45,000** EVs in the San Diego region as of 2020
- **61%** Increase in EV sales in California from 2017 to 2019
- **$350B** Global Private Investment in transportation electrification
- **48** EV models available in California and more arriving each year

ACCELERATING EV ADOPTION

**ELECTRIC VEHICLE GOALS**

San Diego County

*Based on our fair share of state goals mandated by Executive Order B-16-12 (1.5M ZEVs by 2025) Executive Order B-48-18 (5M ZEVs by 2030)*

- Total EV registrations
- EV registration goals *based on state mandates*

Sources: CSE: Clean Vehicle Rebate Project, includes content supplied by R.L. Polk & Co. ©2018
Regional targets based on hypothetical “fair share” of state zero-emission vehicle targets.
ACCELERATING INFRASTRUCTURE

PUBLIC CHARGER GOALS

San Diego County
Based on our fair share of state goals

- Total public EV chargers (L2 and DCFC)
- EV charging station goals based on state mandates

HELPING MEET THE REGION’S INFRASTRUCTURE NEEDS: SAN DIEGO COUNTY INCENTIVE PROJECT

May 2018-June 2020
SANDAG uses Caltrans SB1 planning grant to research and develop Charger Program

2015 Regional Plan
EV Charging Program included in SCS and as EIR measure to reduce GHG emissions
HELPING MEET THE REGION’S INFRASTRUCTURE NEEDS: SAN DIEGO COUNTY INCENTIVE PROJECT

August 2019
CEC selects San Diego as CALeVIP project and hosts initial design workshop at SANDAG

May 2019
SANDAG Board adopts resolution to pursue CALeVIP partnership with APCD, CEC & CSE

March/April 2020
SANDAG formalizes partnerships with APCD and CSE

August 27, 2020
CEC hosts San Diego County Incentive Project Final Requirements Webinar
HELPING MEET THE REGION’S INFRASTRUCTURE NEEDS: SAN DIEGO COUNTY INCENTIVE PROJECT

San Diego County Incentive Project (CALeVIP)
- $21.7M for incentives (3 yrs)
- Shared use chargers at public, workplace, multifamily sites
- Administration by CSE

SANDAG EVCP
- Budget: $4.5M, $1.5M annually
- Focus: Level 2 Stations

CEC CALeVIP
- Budget: $15.8M
- Focus: DC Fast Chargers stations
- Statewide Administrator: CSE

APCD EV Charging Incentive
- Budget: $1.395M, $465K annually
- Focus: Level 2 Stations

MORE ON THE SAN DIEGO COUNTY INCENTIVE PROJECT

- Website live now! Rebate applications accepted Oct. 27th
- 1st come, 1st served rebate program
- For shared use chargers at public, workplace & multifamily (MUD) sites
- 3-year project budget expected to help install*:
  - 1,100 Level 2 (standard) charging connectors
  - 250 DC Fast Chargers

* Estimated based on various assumptions regarding applicant type and project costs.
## SAN DIEGO COUNTY INCENTIVE PROJECT REBATE AMOUNTS

### Level 2 Charger Rebate Per Connector

<table>
<thead>
<tr>
<th>Adders Per Connector</th>
<th>Multi-unit Dwelling</th>
<th>Disadvantaged Community and/or Low Income Community (DAC/LIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to $4,500 or 75% of the total project cost, whichever is less</td>
<td>$1,000</td>
<td>$500</td>
</tr>
</tbody>
</table>

**Level 2 chargers**
- Common at workplaces, multifamily homes, and destinations where parked for more than 1 hr
- Provide about 20 miles of range per hour charging
- Rebates available for 1-10 charger connectors per site

### DC Fast Charger Power Level

<table>
<thead>
<tr>
<th>DC Fast Charger Power Level</th>
<th>General Market Rebate</th>
<th>DAC/LIC Rebate</th>
</tr>
</thead>
<tbody>
<tr>
<td>50kW – 99.99kW</td>
<td>Up to $50K or 75% of the total project cost, whichever is less</td>
<td>Up to $60K or 75% of the total project cost, whichever is less</td>
</tr>
<tr>
<td>100kW+</td>
<td>Up to $70K or 75% of the total project cost, whichever is less</td>
<td>Up to $80K or 75% of the total project cost, whichever is less</td>
</tr>
</tbody>
</table>

**DC Fast Chargers**
- Commonly used by ride-share drivers and others wanting to get back on the road quickly
- Provide about 90 miles of range in under 30 minutes of charging
- Rebates available for 1-6 chargers per site. Sites must be available 365 days/year, 24 hrs/day
TYPES OF SITES THAT CAN PARTICIPATE IN CALEVIP

**Level 2 Charger Sites**
- Must be shared use
- Many site types are eligible:
  - Multi-unit dwellings
  - Schools
  - Hospitals
  - Public agency sites
  - Workplaces
  - Tribal lands
  - Curbside
  - *Fleets are NOT an eligible site type

**DC Fast Charger Sites**
- Urban/suburban retail cores
- Retail shopping centers
- Grocery stores
- Restaurants
- Retail gas stations
- Hospitals
- Sheriff/police stations
- Colleges/universities
- Airports
- Hotels
- Casinos
- Libraries
- Public transit hubs
- Curbside
- Publicly available parking garages and surface lots (not workplace parking)

ADDRESSING COMMUNITIES OF CONCERN
- Higher incentives for charger projects in Low Income and Disadvantaged Communities
- 25% of incentive budget reserved for projects in purple areas of map
ADDITIONAL SANDAG RESOURCES

- EV Expert
- Workforce development
- Permit streamlining assistance

REGIONAL EV COORDINATION AND SUPPORT

- Accelerate to Zero Emissions: A Regional Collaboration to Combat Air Pollution through Transportation Electrification
- SDG&E EV Infrastructure Programs
- Caltrans, Port and Transit Agency planning for EVs and infrastructure
- APCD incentives and outreach
NEXT STEPS

• Outreach to local stakeholders
• October 6: CALeVIP webinar on rebate application process
• Technical Webinars: 1) permit streamlining (10/20) and 2) workforce training (10/22)
• October 27: Rebate applications accepted for San Diego region here

Thank You!

Susan Freedman, SANDAG, susan.freedman@sandag.org
Kathy Keehan, San Diego County APCD, kathleen.keehan@sdcounty.ca.gov
CALeVIP Email: sdc-calevip@energycenter.org | Phone: (858) 769-0500
Website: CALeVIP San Diego County Incentive Project
Project Features

- Direct Connector from SB SR 125 to EB SR 94
- Auxiliary Lanes (SB SR 125 and EB SR 94)
- Six Bridge Structures
- 15 Sound Walls (73 benefitted receptors)
- 18 Retaining Walls (ranging from 6’-30’ in height)
- Bicycle and Pedestrian Enhancements
- 34 Impacted Parcels
- 45 Utility Conflicts
Routes Between I-8 and EB SR 94

Some trips divert through local streets:
  • Bancroft Dr.
  • Campo Rd.

Progress Since June 2019
Status of NB SR 125 Auxiliary Lane

Potential Project Modification

Northbound SR 125 auxiliary lane between the westbound SR 94 to northbound SR 125 connector and Lemon Avenue.

Drill Rig Video
What's Next?

- Utilities
- Right-of-Way
- Geotech
- Structures
- Geometric Design
SR 94/SR 125 Connector

Schedule Update

- Environmental 2011-2015
- Design and ROW 2019-2022
- Construction Late 2022-2025
Questions?

Simulation of Connector Below SR 125 Looking Northwest

KeepSanDiegoMoving.com
Regional Bikeway Program Status Update

Linda Culp, SANDAG
Transportation Committee Item 7 | October 2, 2020

EARLY ACTION PROGRAM STATUS

70 OF 77 MILES OPEN OR UNDER DEVELOPMENT

1. PLANNING
2. PRELIMINARY ENGINEERING AND ENVIRONMENTAL CLEARANCE
3. FINAL DESIGN
4. CONSTRUCTION
5. PROJECT COMPLETE

- 7 miles in PLANNING
- 1.4 miles in PRELIMINARY ENGINEERING AND ENVIRONMENTAL CLEARANCE
- 43.3 miles in FINAL DESIGN
- 16.1 miles in CONSTRUCTION
- 8.8 miles in PROJECT COMPLETE
COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL: 
ROSE CREEK BIKEWAY

- Two Miles in City of San Diego
- Construction is 86% Complete
- Expected to Open to Public in Fall 2020

INLAND RAIL TRAIL: 
COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA

• Three Miles in County of San Diego, Cities of Vista and Oceanside
• Construction is 93% Complete
• Expected to Open to Public in Fall 2020
INLAND RAIL TRAIL

NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA – MEADE AND LANDIS BIKEWAYS
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA – MEADE AND LANDIS BIKEWAYS

Before

After
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA – MEADE AND LANDIS BIKEWAYS

• 6.5 Miles in City of San Diego
• Construction is 24% Complete
• Expected to Open to Public in Spring 2022
**UPTOWN BIKEWAYS:**
FOURTH AND FIFTH AVENUE BIKEWAYS

- 4.5 Miles in City of San Diego
- Construction Began in August
- Expected to Open to Public in Spring 2022

**CITY OF SAN DIEGO URBAN BIKEWAYS**

- Continuing Under Development Services Department Review:
  - Pershing Bikeway
  - Imperial Avenue Bikeway
  - Bayshore Bikeway Barrio Logan
  - Howard Bikeway
  - Border to Bayshore Bikeway
  - Robinson Bikeway
  - Eastern Hillcrest Bikeway

- Central Avenue Bikeway Under Public Works Review
BIKE VOLUMES INCREASE 42%

**FIGURE 1**
Percent Increase in Average Bike Volume for Months 1 to 5 for the San Diego Regional Bike Network, 2019 to 2020

March to August, 2019 to 2020

- Month 1: 18%
- Month 2: 66%
- Month 3: 82%
- Month 4: 28%
- Month 5: 22%

REGIONAL BIKE PARKING NETWORK

- 618 Spaces at 63 Secure Bike Parking Sites
- Located at Trolley, COASTER, SPRINTNER Stations
- Registration and Deposit Required
- Completing Upgrades to Electronic Units
TransNet Environmental Mitigation Program

Large scale acquisition, management, and monitoring

Reduce Cost; Accelerate Delivery of Transportation Projects; Implement Regional Habitat Conservation Plans; Reduce Listing of Species
Regional Management and Monitoring Implementation Process

- MOA
  - $4 million Annually for 20 years
- SANDAG Staff and Environmental Mitigation Program Working Group
  - Develop Two-Year Work Plan
- Annual Funding Approved by SANDAG Board of Directors
- Contracts and Land Management Grants

Two-Year Work Plan

- Management Strategic Plan
  - Technical Recommendations
  - Prioritizes Activities for Species/Habitats Based on Threats and Opportunities

- FY 2021-2022 Work Plan
  - Defines Goals and Milestones
  - Track and Monitors Implementation Actions
Two-Year Work Plan

Strategic Goals

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the proposed FY 2021-2022 Environmental Mitigation Program (EMP) Work Plan for regional management and monitoring and allocate $4 million in funding for FY 2021.