

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - Wed
WEDNESDAY, OCTOBER 16, 2019**

MINUTE ORDER NO. 2

SUBJECT: ELECTRIC VEHICLE ROADMAP (DISTRICTS: ALL)

OVERVIEW

On April 10, 2019 (8), the County of San Diego (County) Board of Supervisors (Board) directed the Chief Administrative Officer to develop an Electric Vehicle Roadmap (Roadmap) building on related local studies and progress to date, identify funding sources to support the Roadmap, and return to the Board with recommendations for review and approval. The Roadmap was to include, but not be limited to, strategies to increase electric vehicle (EV) ownership and use, install charging infrastructure, and identify future grant opportunities to support recommendations.

Barriers to EV market growth have historically included public perception of vehicle range limitations, up front vehicle cost, and charging infrastructure availability. However, EV market growth has been trending up and has been spurred by State of California (State) and local policies focused on reducing greenhouse gas (GHG) emissions through electrification of the transportation network and through vehicle incentives. The State's existing EV goals include 1.5 million zero-emissions vehicles (ZEVs) registered by 2025 and 5 million ZEVs registered by 2030. ZEVs are vehicles that run on fuels other than gasoline and include a variety of low-to-no GHG emission technologies including battery electric EVs, plug-in hybrid EVs, and hydrogen fuel cell vehicles.

To meet State ZEV goals there will need to be an increase in EV ownership and significant investment in public and workplace charging infrastructure to meet projected demand. The region currently has approximately 35,000 ZEVs, 1,741 public charging stations including 201 fast chargers, and 3,055 workplace chargers. According to SANDAG research, there will need to be approximately 136,500 ZEVs by 2025 and a total of 449,400 ZEVs by 2030 in the region. To support increased regional charging demand, 6,600 publicly accessible charging stations (public chargers), including 2,500 fast chargers, and 6,700 workplace chargers will need to be installed by 2025. A total of 19,700 public chargers, including 8,300 fast chargers, and 21,300 workplace chargers will need to be installed by 2030.

The unincorporated area has approximately 5,400 ZEVs, 76 public charging stations including 2 fast chargers, and 470 workplace chargers. The unincorporated area's share of projected regional ZEVs and chargers (by population) is approximately 21,000 ZEVs by 2025, and a total of 69,100 ZEVs by 2030. To support charging demand in the unincorporated area, 1,000 public chargers including 400 fast chargers, and 1,000 workplace chargers will need to be installed by 2025. A total of 3,000 public chargers, including 1,300 fast chargers, and 3,300 workplace chargers will need to be installed by 2030.

Existing County policies that encourage a transition to EVs are included in the Climate Action Plan, Strategic Energy Plan, and Green Fleet Action Plan. To support these policies and address barriers to increase EV ownership and installation of charging infrastructure in County operations and in the unincorporated area, staff has identified six Roadmap goals and 11 recommendations for the Board's consideration. The Roadmap recommendations include County operations efforts such as increasing the number of EVs in the County fleet, installing charging stations for public use at County facilities, and electrifying County employee commute. Recommendations for the unincorporated area include

charging station installation incentives and/or requirements for private development, EV education and outreach, and regional fleet electrification collaboration.

This is a request for the Board to receive the Roadmap and to consider and provide direction on the six goals and 11 recommendations presented in the Roadmap that facilitate the transition to EVs within County operations and the unincorporated area. Staff will return to the Board for further direction and funding requests related to new work programs as needed and described within each recommendation.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Receive the report on Electric Vehicle Roadmap (Roadmap).
2. Find that the Final Supplemental Environmental Impact Report (EIR), dated February 14, 2018, on file with Planning & Development Services (PDS) as Environmental Review Number PDS2016-ER-00-003 was completed in compliance with the California Environmental Quality Act (CEQA) and the state CEQA Guidelines and that the Board has reviewed and considered the information contained therein and an Addendum dated October 16, 2019, on file with PDS prior to approving the project; and,

Find that there are no changes in the project or the circumstances under which the project is undertaken that involve significant new environmental impacts which were not considered in the previously certified Final Supplemental EIR dated February 14, 2018, that there is no substantial increase in the severity of previously identified significant effects, and that no new information of substantial importance has become available since the EIR was certified as explained in the Environmental Review Update Checklist dated October 16, 2019.

3. Find that the Roadmap is also exempt from CEQA pursuant to CEQA Guidelines Section 15303 because it would result in the construction of a limited amount of small electrical equipment as explained in the Notice of Exemption dated October 16, 2019.
4. Provide direction on six goals and 11 recommendations contained in the Roadmap report.
5. Direct staff to report back annually to the Board of Supervisors on Roadmap progress.

FISCAL IMPACT

There is no fiscal impact associated with accepting the Electric Vehicle Roadmap (Roadmap). There are implementation costs for the recommendations contained in the Roadmap. Funds for these requests are not included in the Fiscal Year (FY) 2019-20 Operational Plan. If all the recommendations are accepted and directed by the Board of Supervisors, additional costs are estimated up to \$16,680,00 in one-time and \$125,000 in ongoing funding requests from FY 2020-21 to FY 2024-25. This request includes \$2,660,000 in one-time funding requests in FY 2020-21; \$4,050,000 in one-time funding requests in FY 2021-22; \$2,050,000 in one-time funding requests in FY 2022-23; \$4,390,000 in one-time funding requests in FY 2023-24; and \$3,530,000 in one-time funding requests in FY 2024-25; and \$25,000 in ongoing costs beginning in FY 2020-21. Upon Board direction, costs and funding will be included in future Operational Plans based on ongoing and one-time funding sources, beginning in FY 2020-21.

Further, the Department of General Services anticipates an increase of 1.0 staff year in FY 2020-21 with an estimated annual cost of \$148,000 to manage the fleet conversion to electric vehicles; identify and pursue incentives and grant funding opportunities; conduct outreach; keep pace with technological trends; track the costs and benefits of fleet conversion; and update the Green Fleet Action Plan. The funding source is charges to client departments. Additional staffing, and associated costs and revenue will be included in future Operational Plans.

The total annual estimated fiscal impact over the next five fiscal years is as follows:

<i>Incremental cost in millions – not to exceed</i>	<i>FY 20-21</i>	<i>FY 21-22</i>	<i>FY 22-23</i>	<i>FY 23-24</i>	<i>FY 24-25</i>
<i>One-time Funding Requests</i>	\$2.66	\$4.05	\$2.05	\$4.39	\$3.53
<i>Ongoing Costs</i>	\$0.17	\$0.17	\$0.17	\$0.17	\$0.17
<i>Total Annual Cost</i>	\$2.83	\$4.22	\$2.22	\$4.56	\$3.70

Costs for the implementation of the recommendations proposed in Goal 1, Recommendation A; Goal 2, Recommendations A and C; and Goals 3, 4 and 6 have yet to be identified. Upon Board direction, staff would return to the Board with associated implementation costs, for which funding would impact the availability of General Fund resources, including General Purpose Revenue and/or available General Fund fund balance.

BUSINESS IMPACT STATEMENT

The Roadmap report includes goals and recommendations that support the local economy by providing new opportunities for additional charging infrastructure to be installed, and by conducting targeted outreach and marketing that will increase demand for the conversion to EV vehicles.

ACTION:

ON MOTION of Supervisor Fletcher, second by Supervisor Cox, the Board took action as recommended, with an amendment by Supervisor Desmond to change the County fleet conversion policy to require that existing County vehicles be maintained for 75% of their useful life before being sold or turned in and converted to electric vehicles.

AYES: Cox, Jacob, Gaspar, Fletcher, Desmond

A substitute motion was made by Supervisor Gaspar to bifurcate the vote and provide direction on each of the six goals individually. Due to lack of a second, the motion failed.

State of California)
County of San Diego) §

I hereby certify that the foregoing is a full, true and correct copy of the Original entered in the Minutes of the Board of Supervisors.

ANDREW POTTER
Clerk of the Board of Supervisors




Signed
by Marvice Mazyck, Chief Deputy
OCTOBER 16, 2019