



# Draft Zero Emissions Vehicles Strategy

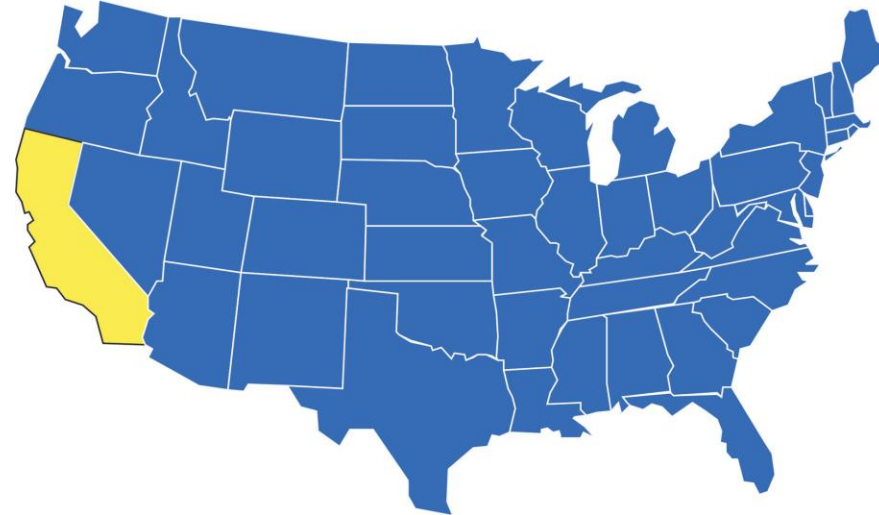
Mobility Board  
September 4, 2024

Anna Lowe, Program Manager  
Sustainability and Mobility Department

# Federal & State ZEV Goals

## Federal ZEV Goals:

- 🕒 2030 – 50% vehicles sold nationwide are ZEV
- 🕒 2050 – Net zero emissions transportation sector



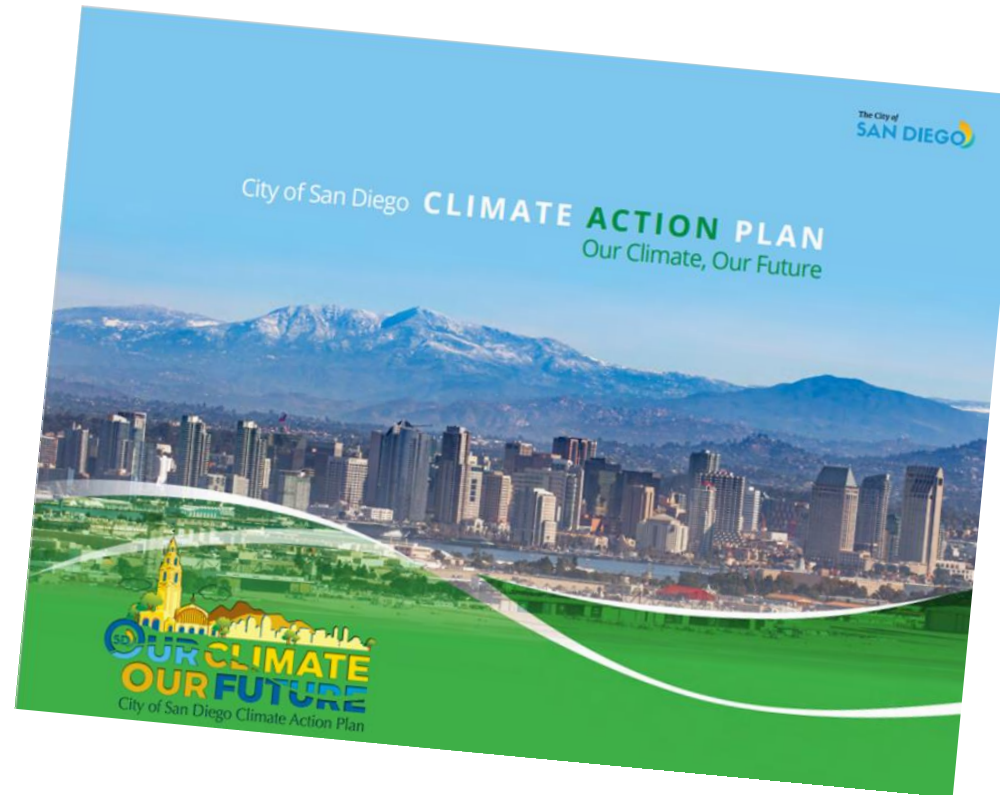
## State of California ZEV Goals:

- 🕒 2023 – Building Code requires new construction have EVSE
- 🕒 2035 – 100% new LD & off-road vehicles and drayage trucks sold are ZEV
- 🕒 2045 – 100% MD/HD vehicles are ZEV

# San Diego ZEV Goals

## Climate Action Plan Targets:

- 🎯 2030 – 16% all LD e-VMT
- 🎯 2035 – 25% all LD e-VMT
- 🎯 2035 – City Fleet 100% LD EV and 75% MD/HD EV



## CAP MEASURE 2.3: INCREASE ELECTRIC VEHICLE ADOPTION

**2030 Target**  
16% e-VMT out of all  
Light-duty VMT

**2030 GHG Reduction**  
(MT CO<sub>2</sub>e)  
366,481

**2035 Target**  
25% e-VMT out of all  
Light-duty VMT

**2035 GHG Reduction**  
(MT CO<sub>2</sub>e)  
667,458

### Core Benefits:



Jobs & Economy



Resiliency



Air Quality



Public Health

### Action:

Develop a citywide electric vehicle strategy

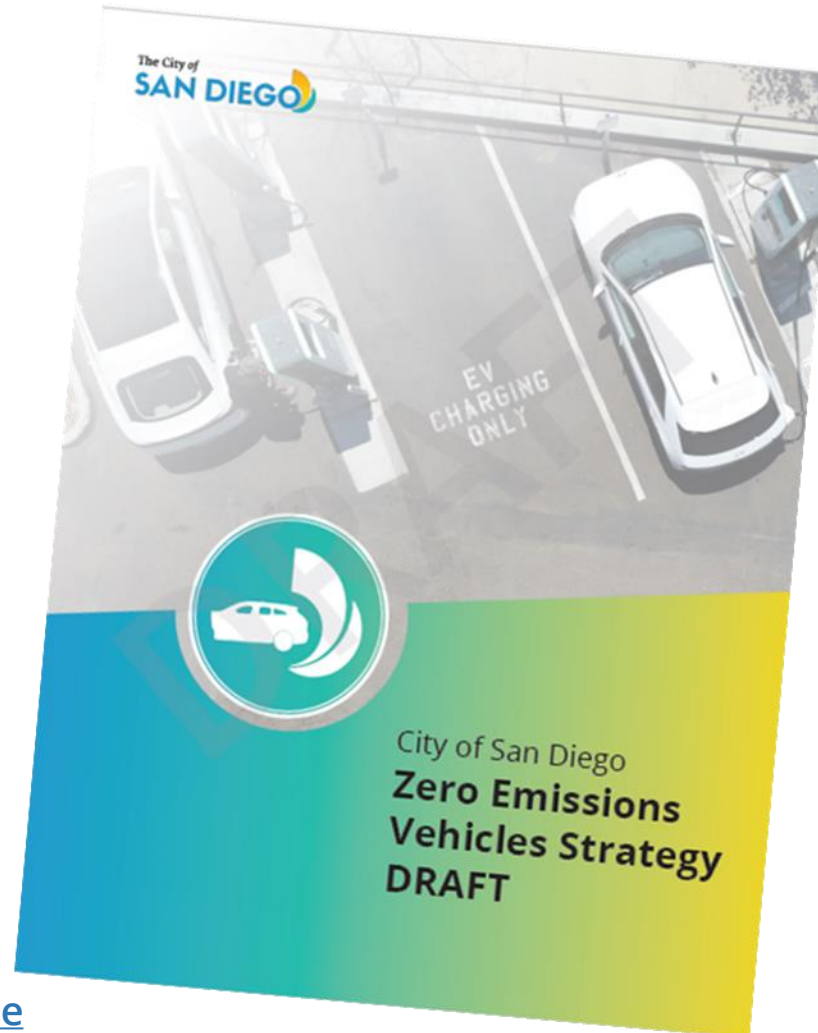
### Supporting Actions:

- ✓ Work with local businesses to expand EV charging stations on commercial property.
- ✓ Amend the building code to expand EV charging station requirements for multi-family and non-residential properties and require charging stations for electric bicycles.
- ✓ Explore the development of a citywide policy for surplus land for EV charging sites.
- ✓ Work with the APCD and school districts to support the conversion of the school bus fleet to ZEVs.
- ✓ Work with SANDAG, SDCAPCD, and MTS to procure a fully zero emissions bus fleet.
- ✓ Set a goal for installation of public EV charging stations on City property to support EV adoption.
- ✓ Work with regional partners on MD/HD ZEV infrastructure planning.

# DRAFT ZEV Strategy

## Increase ZEV adoption:

- Identifies areas of action
- Five core strategy pillars
- Centered around equity and diversity of our residents and businesses



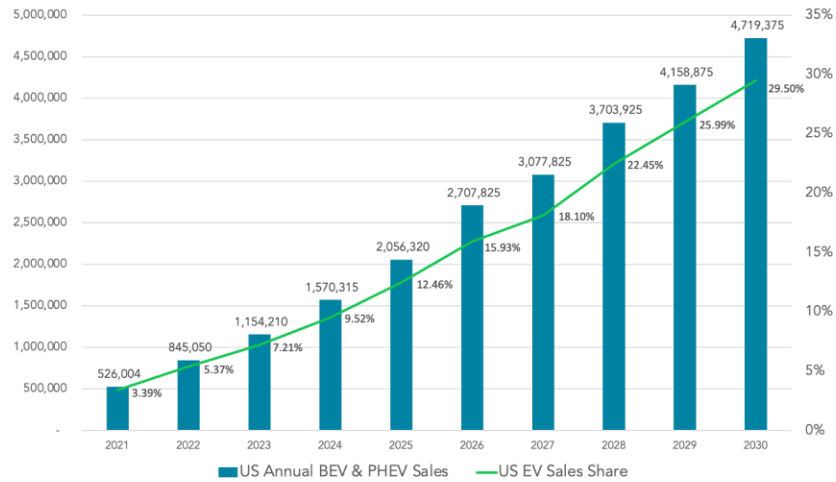
### City Mobility Loading Prioritization



[ZEV Strategy | City of San Diego Official Website](#)

# ZEV Landscape

US EVs (BEV & PHEV) Sales & Sales Share Forecast: 2021-2030



Historical Sales Data: GoodCarBadCar.net, InsideEVs, IHS Markit / Auto Manufacturers Alliance, Advanced Technology Sales Dashboard | Research & Chart: Loren McDonald/EVAdoption

## California and U.S. Markets

**21.4%**



California BEV market share 2023:

**7.5%**

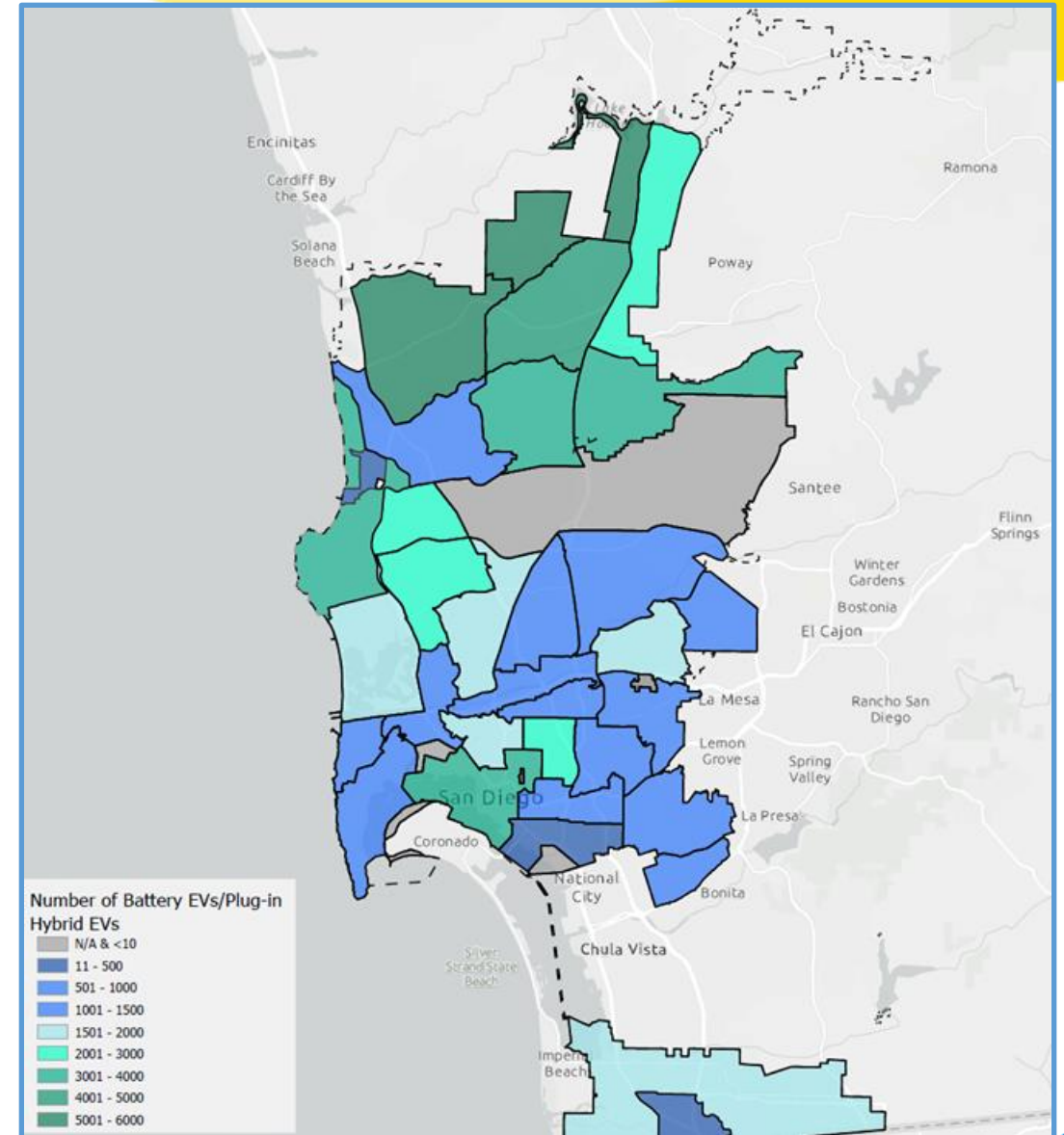


U.S. BEV market share 2023:

**33.8%**



California share of U.S. BEV registrations 2023:



# ZEV Strategy Pillars & Actions

## Strategy Pillar I: Policies

*Support Equitable Transition to Zero Emissions Technologies through Local Policy and Planning*

**Action 1:** Update Zoning and Land Use Regulations Related to ZEV Infrastructure

**Action 2:** Update Building and Construction Codes for Roadway Infrastructure to Accommodate Current and Future ZEVs

**Action 3:** Update Building Codes to Require New Developments and Major

**Action 4:** Promote the Integration of ZEV Infrastructure in Multimodal Mobility Hubs and TOD

**Action 5:** Facilitate the Adoption of Hydrogen Fuel Cell Technology

## Strategy Pillar II: Programs & Processes

*Facilitate Infrastructure Deployment through Streamlined Programs and Processes*

**Action 1:** Streamline Processes for Infrastructure Installation

**Action 2:** Establish Programs to Promote Electric Mobility Across All Modes

**Action 3:** Explore Funding Opportunities that Encourage Local ZEV Deployment and Offset Costs for Residents and Small Businesses

**Action 4:** Lead by Example and Electrify City's Own Fleet

# ZEV Strategy Pillars & Actions

## Strategy Pillar III: Community Outreach & Engagement

*Foster ZEV Transition through Direct Community Outreach, Engagement, and Resources*

Action 1: Provide Targeted Support to Structurally Excluded and Disadvantaged Communities for ZEV Adoption

Action 2: Enhance Community Awareness of the Transition to ZEVs

Action 3: Provide Resources to Navigate Charger Permitting and Make Informed Charger Decisions

Action 4: Support Development of Technical Assistance Programs to Prepare Local Businesses, Fleets, and Dealerships for ZEV Transition

## Strategy Pillar IV: Collaboration & Partnerships

*Coordinate Local and Regional ZEV Transition Strategies*

Action 1: Engage in Regional ZEV Collaboration to Optimize Community Interaction and Prioritize Equity

Action 2: Collaboration with Regional and State Representatives to Advocate for Legislation and Funding that Fosters Electric Mobility

Action 3: Collaborate with Labor, Community Colleges, and Workforce Partners to Support Workforce Development

Action 4: Promote Public-Private Partnerships and Explore New Charging Business Models to Meet Local Charging Needs

Action 5: Collaborate with Utilities to Provide Resources to Facilitate Informed Charger Decisions

Action 6: Collaborate with First and Second Responders on Vehicle and Battery Safety Training

# ZEV Strategy Pillars & Actions

## Strategy Pillar V: Infrastructure Buildout

*Create Reliable, Accessible, and Equitable Charging Infrastructure*

Action 1: Develop an Equitable ZEV Infrastructure Distribution Framework

Action 2: Identify Public Land for ZEV Infrastructure Development

Action 3: Explore Opportunities to Improve Grid and Community Resiliency through EV Infrastructure and Advanced Technology Deployment





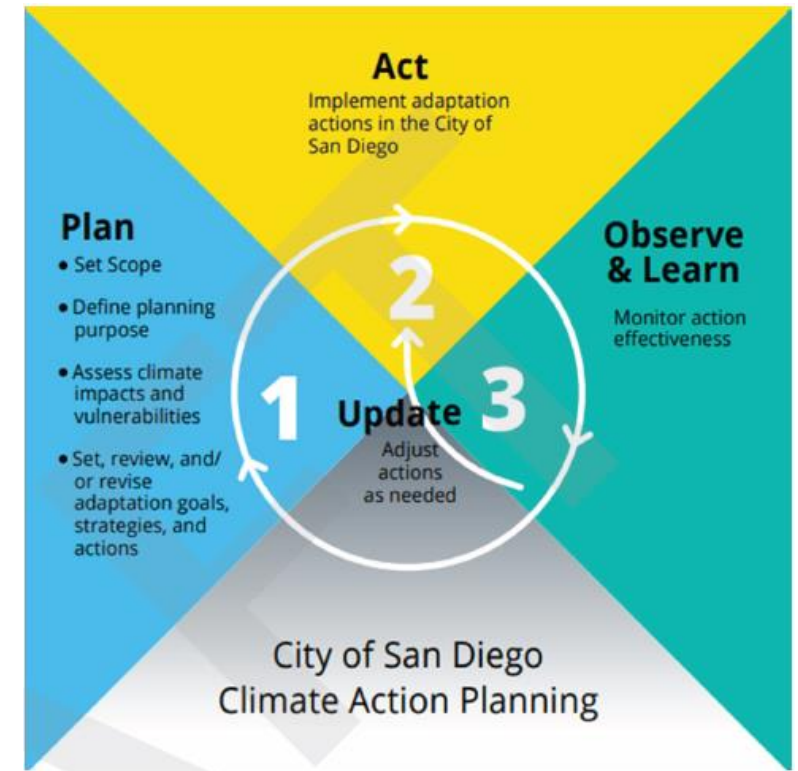
# Ongoing Activities

- Zero Emissions Municipal Buildings Operation Policy (ZEMBOP)
- Mobility Master Plan
- State and Federal Grants
- Fleet Electrification
- Pilot Projects
- Regional Coordination
- Public-Private Partnerships



# Next Steps

1. Gather feedback and finalize ZEV Strategy
2. Map ZEV Strategy actions to current policies and plans
3. Identify ZEV Strategy specific actions
4. Determine metrics for tracking and monitoring implementation



# Thank You

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[ZEV Strategy | City of San Diego Official Website](#)



The City of **SAN DIEGO**

# Bicycle Master Plan Update

Funding provided by Caltrans' Sustainable Transportation Grant Program





# Overview

**What is the Bicycle Master Plan Update?**

**How: Our Tools and Approaches**

- **Equity**
- **Past Input**
- **All Ages & Abilities Approach**
- **How are we learning from others?**

**What's Next?**

**Thank you!**

# What is the Bicycle Master Plan Update?

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Overview of Project

- What's a Bicycle Master Plan?
- Why is the City Updating the Existing BMP?
- Our Vision for the B MPU
- Schedule
- Planning Process

# What is a Bicycle Master Plan?

A Bicycle Master Plan is a document or framework that guides the development and maintenance of bicycle facilities.

The City of San Diego's current Bicycle Master Plan was adopted in December 2013.



## City of San Diego Bicycle Master Plan

San Diego, California

FINAL – December 2013

PREPARED BY:  
Alta Planning + Design  
PREPARED FOR:  
The City of San Diego



# Why is the City Updating the Existing Bicycle Master Plan?

## Why is it Being Updated?

- The last update was a decade ago
- Bicycle facility planning and design has evolved
- Promote and advance the goals of other related City Plans
- Create an inclusive, community-based plan through engagement

## What Will Be in the BMPU?

- A refreshed proposed bicycle network based on safety needs, equity areas, facility gaps, and density of population and destinations
- Recommended supportive strategies related to e-bikes, bike-share and scooter-share
- First mile/last mile connections to transit
- Design concepts for priority projects
- Targets for implementation



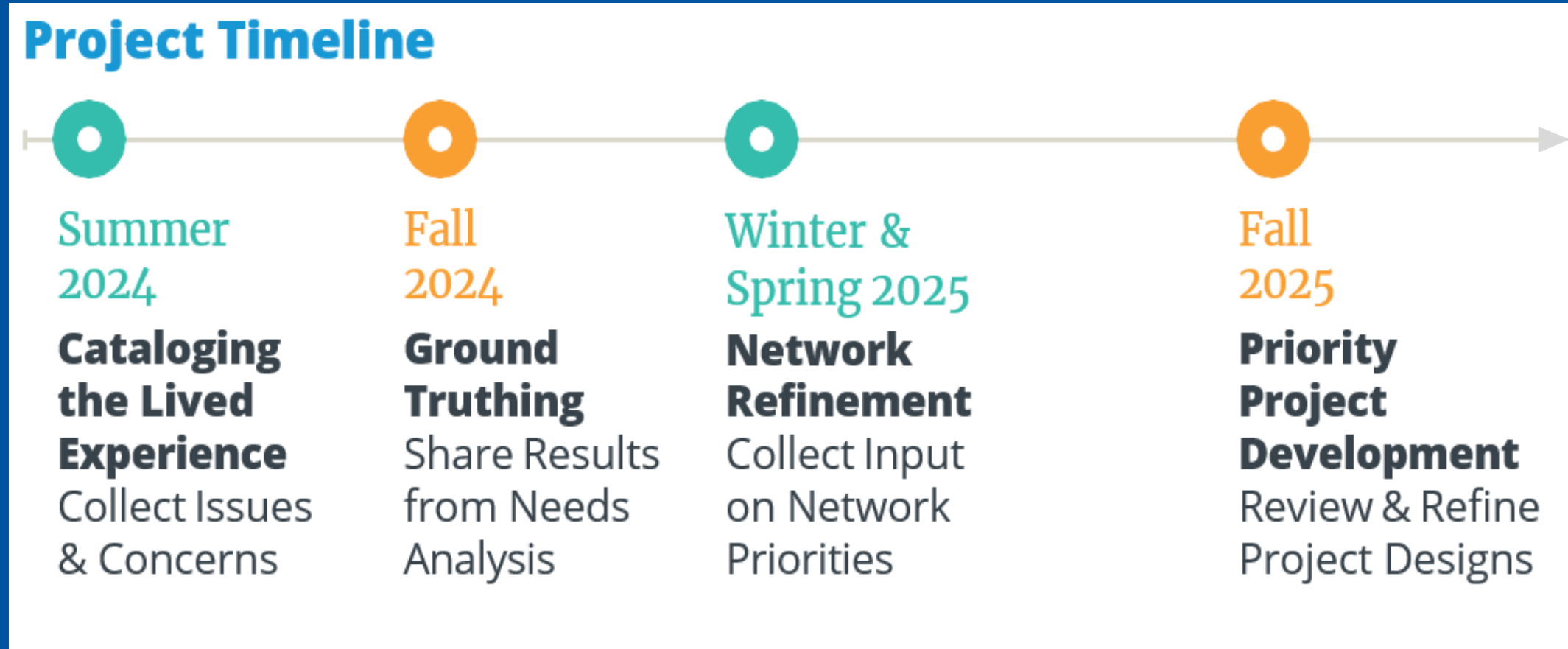
**What is the BMPU?**

**Project Vision**

**Improve and grow a safe,  
connected, and convenient network  
for people on bicycles and micromobility  
users of all ages and abilities.**

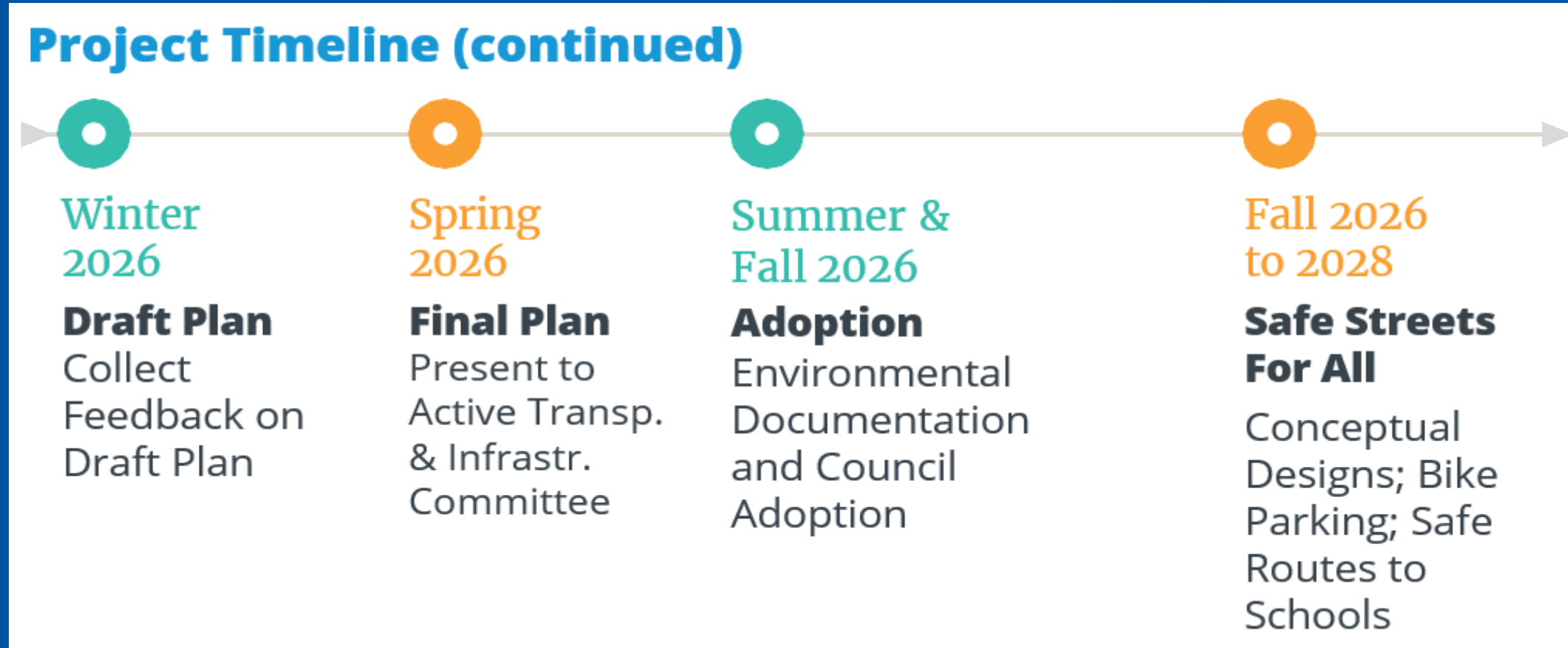
# What is the BMPU?

# Schedule



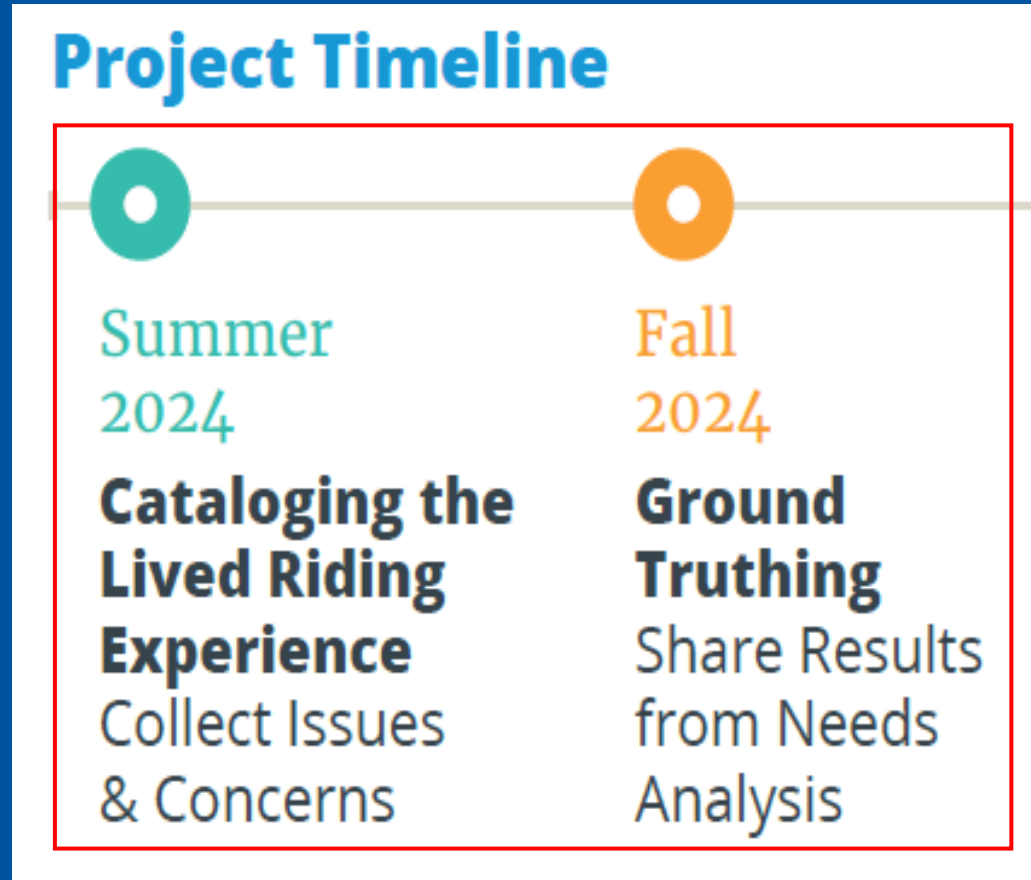
# What is the BMPU?

# Schedule (Continued)



## What is the BMPU?

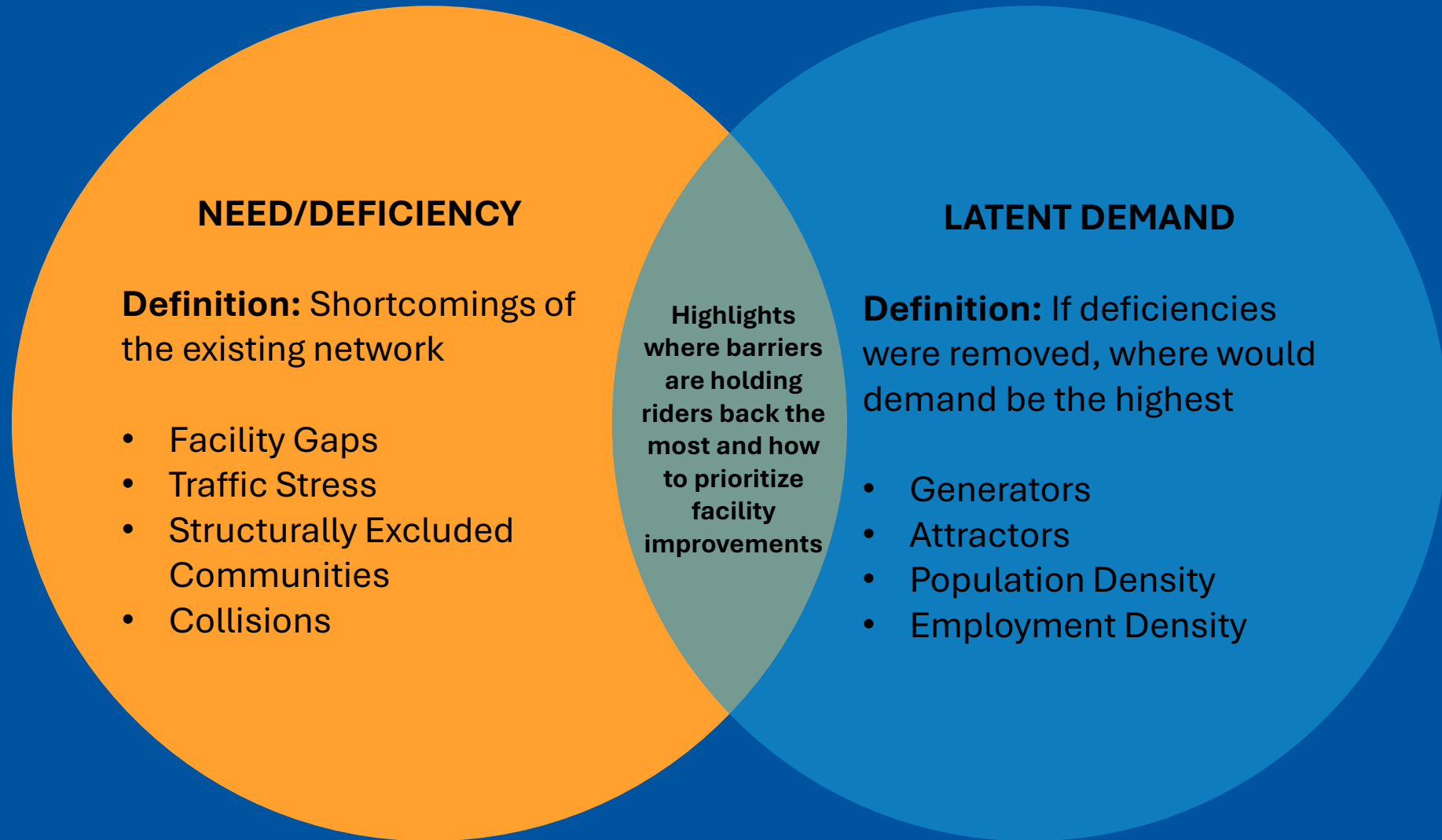
## Where we are now?



- Project Website: [sandiego.gov/BMPU](https://sandiego.gov/BMPU)
- Public Engagement Webpage: <https://fp.mysocialpinpoint.com/sd-bmpu>
  - [Survey](#)
  - [Interactive Feedback Map](#)
  - [Interactive Trip Map](#)
- Existing Conditions
- 'State of the Network' Memo

# What is the BMPU?

# Planning Process



# How? Our Tools and Approaches

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## Overview

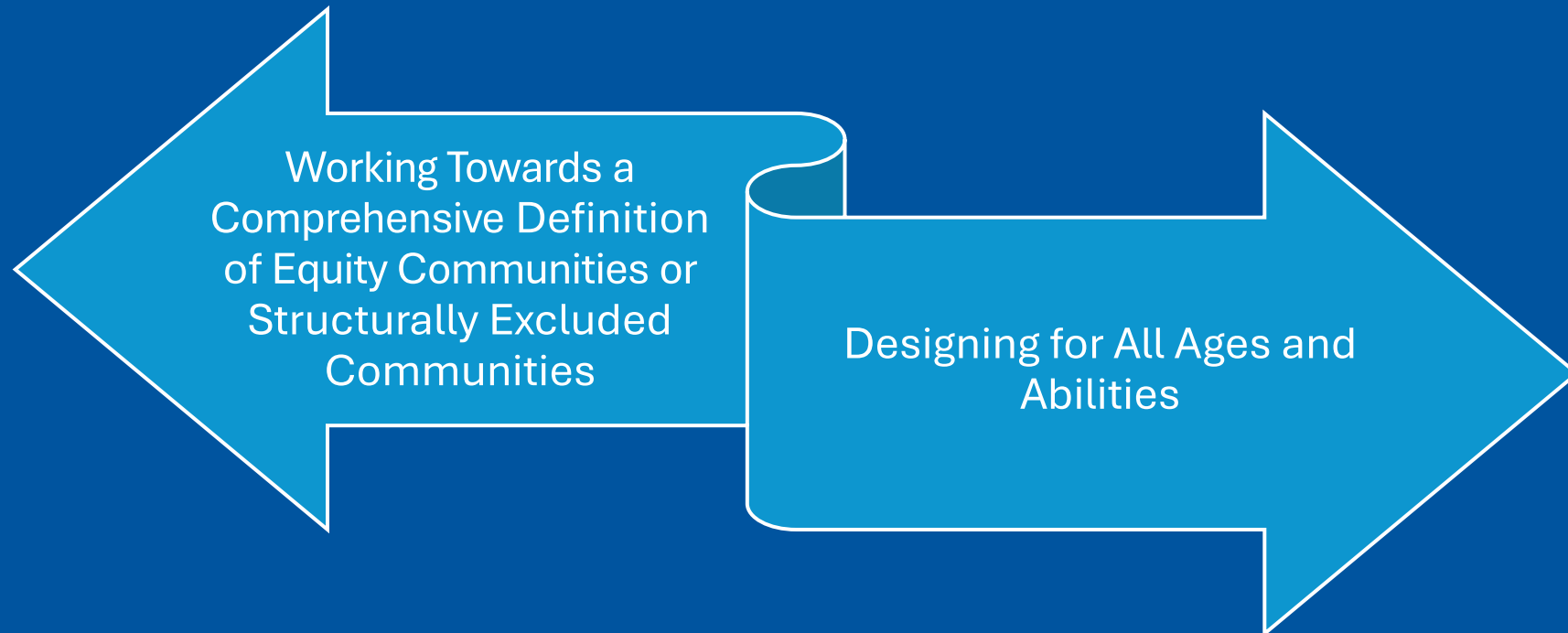
**We are working to develop a human-centered bicycle facility network for all ages and abilities.**

**Our tools and approaches include:**

- **Equity**
- **Building on Past Input**
- **Considering All Ages and Abilities**
- **Learning from Others**

# How? Our Tools and Approaches

## How Are We Approaching Equity?



# How? Our Tools and Approaches

## Building on Past Input

Topic	Description
<b>Connections</b>	Provide routes that connect to intra-community resources, neighboring communities, and regional resources
<b>Facilities to/from schools and transit</b>	Add crosswalks and bike lanes to/from schools and first and last mile to transit
<b>Facilities at on/off ramps</b>	Calm traffic where freeway on/off ramps meet neighborhood streets
<b>Complete streets</b>	Provide complete streets with: shade, lighting, code enforcement of private property on public right of way, sense of safety/absent threat of harm
<b>Community voice</b>	Ask community for its vision and incorporate that vision into infrastructure projects to deliver more value in these projects



# How? Our Tools and Approaches

## All Ages and Abilities

Focuses on creating infrastructure that is safe and inclusive for a wide range of physical and cognitive abilities, from children to seniors, and people with disabilities.

### Who Are “All Ages & Abilities” Users?

To achieve growth in bicycling, bikeway design needs to meet the needs of a broader set of potential bicyclists.

Children



Seniors



Women



People Riding  
Bike Share



People of  
Color



Low-Income  
Riders



People with  
Disabilities



People Moving  
Goods + Cargo



Confident  
Cyclists



## How? Our Tools and Approaches

### Learning From Others and Exploring Best Practices on:

1. Separated Bikeway Design
2. Safety
3. Quick Build Implementation
4. Network Development & Amenities
5. Supportive Programs

## LEARNING FROM OTHERS

# Supportive Programs

### Best Practice in Programs

Before/After Studies (Evaluation Programs)

Bike Parking

Safe Routes to Schools

Quick-Build Implementation

Transportation Demand Management

Enforcement

Demonstration Projects

Education

E-Bikes/E-Scooters

Bike/Scooter Share

Adaptative Bicycling Programs



Source: KPBS

# Next Steps

## Project Timeline



Summer  
2024

**Cataloging  
the Lived  
Experience**

Collect Issues  
& Concerns



Fall  
2024

**Ground  
Truthing**

Share Results  
from Needs  
Analysis



Winter &  
Spring 2025

**Network  
Refinement**

Collect Input  
on Network  
Priorities



Fall  
2025

**Priority  
Project  
Development**

Review & Refine  
Project Designs