PCTPA Placer County Zero Emission Vehicle (ZEV) Infrastructure Plan

Virtual Workshops Summary: March 24, 2026

Introduction

The Placer Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan Virtual Workshops were held on March 24, 2026, with two sessions offered at 12:00 p.m. and 5:30 p.m. to accommodate a range of schedules. Organized by the Placer County Transportation Planning Agency (PCTPA) in collaboration with ICF and AIM Consulting, the workshops brought together agency staff, technical partners, community members, and stakeholders from across the County and beyond. The purpose of the workshops was to present the public draft of the countywide ZEV Infrastructure Plan, share key findings and recommendations, and invite public feedback during the open comment period. Attendees reviewed the plan's 30 priority charging sites, eight program concepts, three near-term pilot projects, and the six-phase implementation framework. The workshops also served as a platform for live polling, technical questions, and open discussion on the path forward for clean transportation infrastructure in Placer County.

Virtual Workshop Flyer

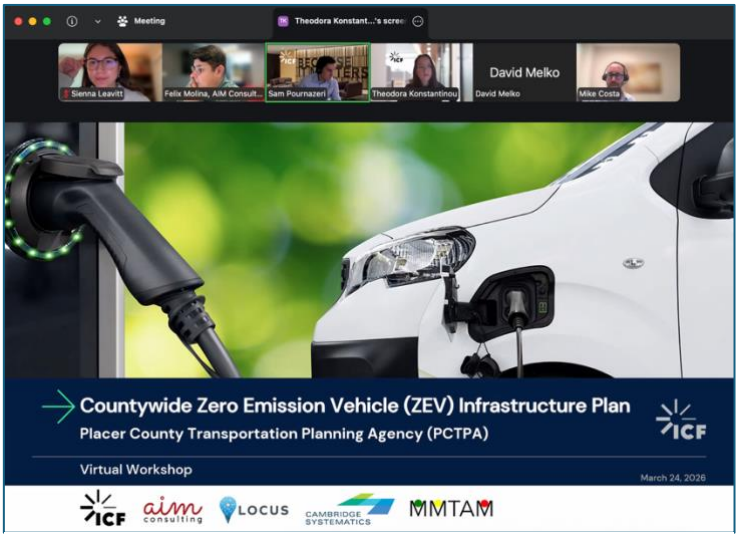
Project Background

The Placer County ZEV Infrastructure Plan, led by the Placer County Transportation Planning Agency (PCTPA), guides the deployment of electric-vehicle charging and hydrogen-refueling infrastructure throughout Placer County. Funded by the Federal Carbon Reduction Program under the Bipartisan Infrastructure Law, it aims to create an efficient, accessible network supporting the region's transition to zero-emission transportation while addressing infrastructure needs. Aligned with PCTPA's goals to reduce emissions, improve air quality, and combat climate change, the plan evaluates infrastructure gaps, plans for future demand, collaborates with utilities on electrical capacity, supports municipal fleet transitions, and

ensures clean mobility access for all communities, including underserved areas. The initiative emphasizes working with local partners and communities to develop solutions that meet Placer County's needs and promote a long-term shift to cleaner transportation.

Meeting Format

The project team held two Zoom workshops on March 24, 2026, at noon and 5:30 p.m., to include both daytime and evening attendees. Each session started with a welcome, team introductions, and an interactive poll to engage participants from across Placer County.



Presentation Slide: Introduction

The workshops covered Placer County's ZEV demand trends, community feedback, 30 priority charging sites from siting analysis, implementation plans, three pilot projects, and the public comment process. Three live polls gathered real-time input, with attendees asking questions and sharing feedback via Zoom chat and discussion. The sessions ended with the next steps, including a public comment period until April 17, 2026, and the plan finalization and PCTPA Board approval timeline.

Presentation

Felix Molina, at AIM Consulting, opened each virtual workshop by welcoming attendees, introducing the project team, and sharing the meeting agenda:

- Welcome and Introductions
- Background and Motivation
- Future Trends/Needs
- Siting Analysis
- Priority ZEV Charging Sites for Near-Term Deployment
- Implementation Plan and Pilot Projects
- Public Engagement
- Discussion/Q&A
- Next Steps

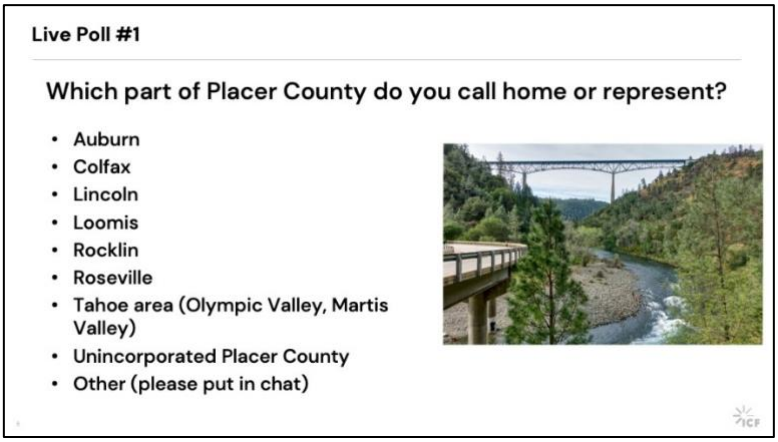
Project Team

The project team presenting was:

- David Melko, Principal Transportation Planner, PCTPA
- Mike Costa, Principal Transportation Planner, PCTPA
- Sam Pournazeri, Project Manager, ICF
- Theodora Konstantinou, Technical Lead, ICF
- Felix Molina, Senior Project Coordinator, AIM Consulting

Live Poll #1

Felix facilitated the first poll at the start of each virtual workshop session, after welcoming community members and introducing the team.



Which part of Placer County do you call home or represent?

Participants responded across both sessions. Rocklin and "Other" each accounted for about 28%, Roseville for about 22%, with smaller shares for Unincorporated Placer County, Auburn, and Tahoe. Clarifications in chat showed "Other" responses included Houston-Galveston Area Council, PG&E, Capitol Corridor JPA, Placer County Air Pollution Control District, and LA Metro. An attendee from Unincorporated Placer County specified Newcastle. The workshops attracted a diverse mix of locals, agency reps, utility staff, and transportation professionals.

The combined results are available in Appendix A of this document.

Project Overview and Background

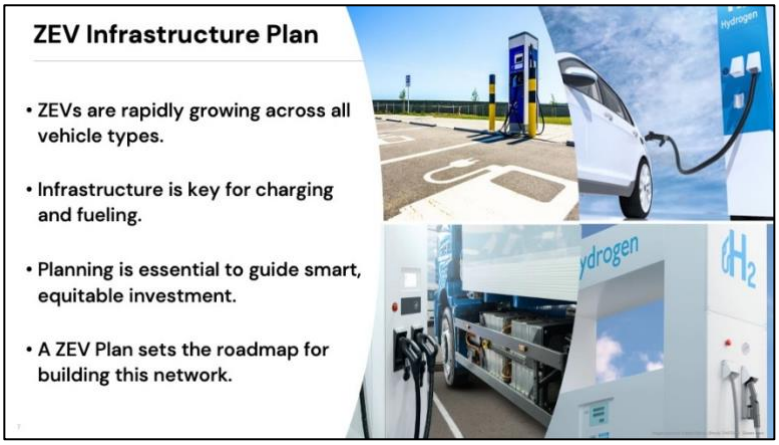
David Melko, Principal Transportation Planner at PCTPA, then provided an overview of the agency and the Placer Countywide ZEV Infrastructure Plan.

Who is PCTPA?

PCTPA is the Regional Transportation Planning Agency that works with cities and the County to develop Placer County's transportation plans. It oversees transportation investments, ensures adherence to state and federal regulations, optimizes funding for local projects, and allocates funds to improve mobility for cars, buses, bikes, and pedestrians.

ZEV Infrastructure Plan

David emphasized that zero-emission vehicles are rapidly growing across all vehicle types, and that infrastructure is key for charging and fueling. Planning is essential to guide smart, equitable investment, and the ZEV Plan sets the roadmap for building this network throughout Placer County.



Presentation Slide: ZEV Infrastructure Plan

Where Placer County Stands Today

David then shared data on the current state of ZEV adoption and infrastructure in Placer County. As of the end of 2024, the County had 22,092 registered ZEVs, ranking 16th statewide in total ZEV registrations and approximately 12th per capita. The County has 572 public charging ports across 185 station sites, but ranks 44th statewide for ZEVs per charging port, indicating an infrastructure gap relative to adoption levels. Almost 70% of fast chargers are Tesla Superchargers, and there is currently no charging infrastructure for medium- and heavy-duty vehicles, nor any hydrogen fueling stations in the county.

How Demand Will Evolve

Sam Pournazeri, Project Manager at ICF, presented the county's demand forecasts. By 2035, the County is projected to have approximately 103,700 light-duty ZEVs and 6,400 medium- and heavy-duty ZEVs on the road. To meet this demand, the County will need approximately 3,600 public charging ports for light-duty vehicles (3,200 Level 2 and 400 Direct Current Fast Charging (DCFC), about 290 high-power public charging ports for medium- and heavy-duty vehicles (DCFC and Megawatt Charging Systems), and 2 hydrogen fueling stations with approximately 2,200 kg/day capacity.

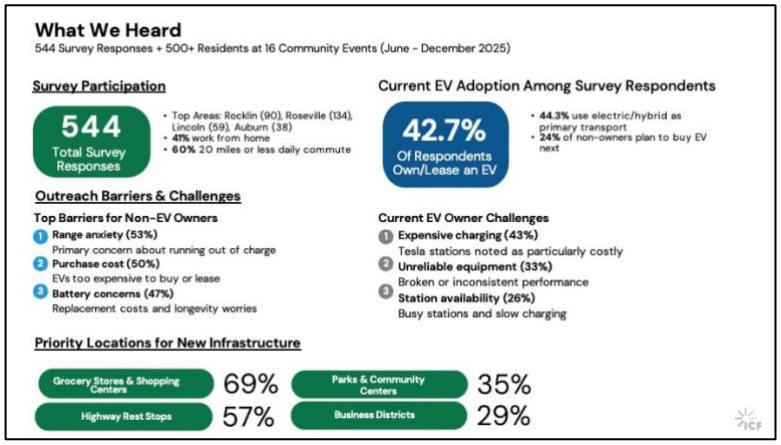
Presentation Slide: How Demand Will Evolve

Siting Analysis

Sam also outlined the strategic framework for selecting charging infrastructure locations. The siting analysis assessed potential parcels based on five main criteria: utilization, land features, equity, grid capacity, and environmental effects. An interactive map tool developed in Tableau Public enables users to explore different scenarios and compare parcel scores by vehicle type, charger type, and siting criteria. This tool serves as a planning aid and does not mandate specific locations for chargers or hydrogen stations.

How We Engaged and What We Heard

Felix summarized community engagement from June to December 2025, covering 16 events with over 500 residents, 26 stakeholder meetings, a county survey with 544 responses, and a virtual workshop. Key insights revealed that 42.7% own or lease electric vehicles, with Roseville, Rocklin, Lincoln, and Auburn being the most active areas. About 41% work remotely, and 60% have a daily commute of 20 miles or more. Non-EV owners identified range anxiety (53%), costs (50%), and battery concerns (47%) as barriers, while EV owners cited charging expenses (43%), reliability (33%), and station access (26%). Proposed new charging sites include grocery stores, highways, parks, and business districts.



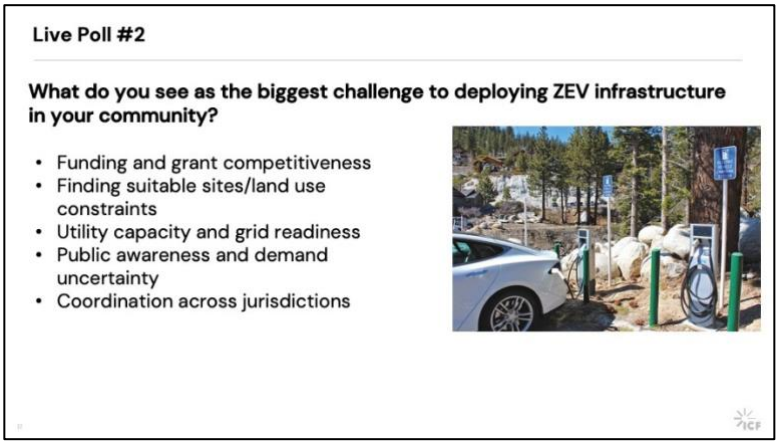
Presentation Slide: What We Heard

Priority ZEV Charging Sites

Theodora Konstantinou, Technical Lead at ICF, outlined the 30 high-priority sites identified through siting analysis. These sites are recommended to be equipped with 121 Level 2 (L2) chargers and 49 DC Fast Chargers (DCFC). They are located across various jurisdictions, including Lincoln, Loomis, Rocklin, Auburn, Roseville, Granite Bay, Colfax, the Tahoe region, and unincorporated Placer County. Three sites are allocated for medium- and heavy-duty vehicles (MHDV): Thunder Valley Parking Lot in Lincoln, Gold Run Rest Areas along I-80 (hydrogen-ready), and Soda Spring Truck Stop near Donner Summit (also hydrogen-ready). The remaining 27 sites are designated for light-duty vehicles at locations such as park-and-ride facilities, train stations, community parks, shopping centers, and libraries. An interactive Google Earth map displaying all 30 priority sites was shared with attendees.

Live Poll #2

Following Theodora's presentation on priority sites, Felix facilitated the second poll.
What do you see as the biggest challenge to deploying ZEV infrastructure in your community?

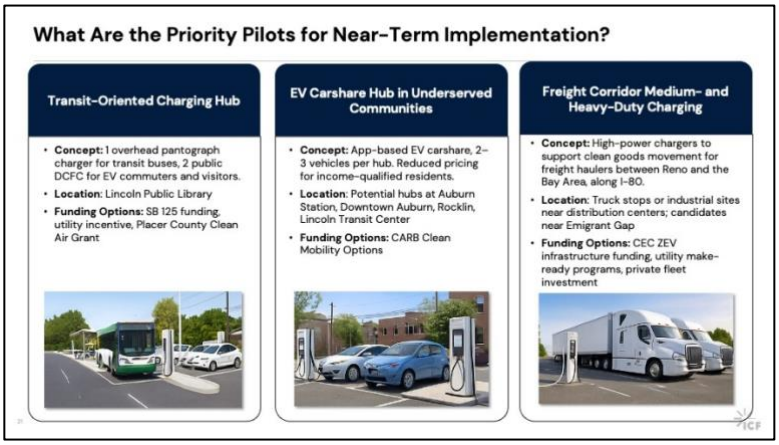


The top response was funding and grant competitiveness, selected by 45% of respondents. Finding suitable sites and navigating land-use constraints were the second- and third-most common responses (30% each), followed by utility capacity and grid readiness (20%). Public awareness and demand uncertainty received one response (5%), and coordination across jurisdictions received none. These results suggest that while technical and policy challenges exist, securing funding remains the most widely felt barrier to infrastructure deployment.
The combined results are available in Appendix B of this document.

Implementation Plan and Pilot Projects

Sam presented the implementation strategy, stressing that planning differs from deployment. The plan features a six-phase framework: (1) creating a fundable pipeline, (2) funding strategy and alignment, (3) pre-design, permitting, and procurement, (4) detailed design and utility prep, (5) construction, commissioning, and launch, and (6) operation, reporting, and ongoing improvement. Eight scalable concepts were introduced to speed deployment: Transit-Oriented Charging Hub and Mobility Zone, Curbside Level 2 Charging, Resilient School-Based Charging and Emergency Power Hubs, EV Carshare Hubs in underserved areas, Freight Corridor Charging, Rural Community Charging Access, Workplace Charging, and Community Resource Centers as Resilient Charging Hubs.

Mike Costa, Principal Transportation Planner at PCTPA, then presented the three near-term pilot projects selected for priority implementation:

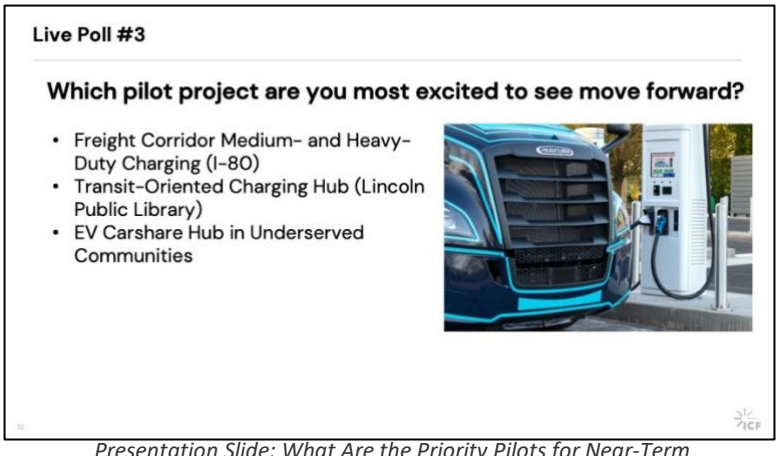


- **Transit-Oriented Charging Hub:** One overhead pantograph charger for transit buses and two public DCFC for EV commuters and visitors, located at the Lincoln Public Library. Potential funding includes SB 125 funding, utility incentives, and the Placer County Clean Air Grant.
- **EV Carshare Hub in Underserved Communities:** An app-based EV carshare program featuring 2-3 vehicles at each hub and offering discounted rates for income-qualified residents. Possible locations include Auburn Station, Downtown Auburn, Rocklin, and Lincoln Transit Center, with funding from the California Air Resources Board (CARB) Clean Mobility Options.
- **Freight Corridor Medium- and Heavy-Duty Charging:** High-power chargers to support clean goods movement for freight haulers between Reno and the Bay Area along I-80. Candidate locations include truck stops or industrial sites near distribution centers around Emigrant Gap. Potential funding includes California Energy Commission (CEC) ZEV infrastructure funding, utility make-ready programs, and private fleet investment.

Live Poll #3

Mike then facilitated the third and final poll.

Which pilot project are you most excited to see move forward?



Presentation Slide: What Are the Priority Pilots for Near-Term

Presentation Slide: Live Poll #3

The Freight Corridor Medium- and Heavy-Duty Charging pilot along I-80 was the clear favorite, selected by two-thirds of respondents (66.7%). The Transit-Oriented Charging Hub at the Lincoln Public

Library came in second with a third of responses (33.3%). The EV Carshare Hub in Underserved Communities received no votes in the poll, though it was acknowledged as an important concept during the discussion portions of both sessions.
The combined results are available in Appendix C of this document.

Next Steps and Public Comment

Mike presented the project timeline and next steps. The public draft report was released on March 13, 2026, with a 30-day public comment period running through April 17, 2026. The draft plan is posted for public review at pctpa.net/zev, and comments can be left directly in the draft document. Continued engagement with communities and stakeholders would take place during the comment period. The final report is targeted for delivery in early June 2026, with PCTPA Board approval anticipated by August 2026.

Presentation Slide: ZEV Infrastructure Draft Plan

How to Participate

The public comment period is open through April 17, 2026. PCTPA encourages all residents, businesses, and stakeholders to review the draft plan and share their feedback. Your input will directly inform the final plan and help shape the development of zero-emission vehicle infrastructure across Placer County.
Review the draft plan and leave comments: pctpa.net/zev

You can also access the draft plan directly at bit.ly/placerzev.

A recording of the workshop will be posted to the project website. For questions or additional comments, visit the project website or contact the project team through PCTPA.

Q&A

Felix moderated the open discussion and question-and-answer session, reading questions from the Zoom chat and directing them to the appropriate team members. Across both sessions, participants raised questions and shared comments spanning infrastructure ownership and operations, charging technology and standards, alignment of fleet electrification, private-sector engagement, and deployment pacing. The team responded to each topic.

The full Q&A from both sessions *is available in Appendix D of this document.*

Appendix

Appendix A: Live Poll #1 - Which part of Placer County do you call home or represent?

Combined results from both sessions (18 total responses)

Community	Responses	Percentage
Rocklin	5	27.8%
Other (please put in chat)	5	27.8%
Roseville	4	22.2%
Unincorporated Placer County	2	11.1%
Auburn	1	5.6%
Tahoe area (Olympic Valley, Martis Valley)	1	5.6%
Lincoln	0	0.0%
Loomis	0	0.0%
Colfax	0	0.0%
Total	**18**	**100%**

Appendix B: Live Poll #2 - Biggest challenge to deploying ZEV infrastructure

Combined results from both sessions (20 total responses; project team excluded)

Response	Responses	Percentage
Funding and grant competitiveness	9	45.0%
Finding suitable sites/land use constraints	6	30.0%
Utility capacity and grid readiness	4	20.0%
Public awareness and demand uncertainty	1	5.0%
Coordination across jurisdictions	0	0.0%
Total	**20**	**100%**

Appendix C: Live Poll #3 - Which pilot project are you most excited to see move forward?

Combined results from both sessions (18 total responses)

Pilot Project	Responses	Percentage
Freight Corridor Medium- and Heavy-Duty Charging (I-80)	12	66.7%
Transit-Oriented Charging Hub (Lincoln Public Library)	6	33.3%
EV Carshare Hub in Underserved Communities	0	0.0%
Total	**18**	**100%**

Appendix D: Q&A

Noon Session (12:00 p.m.)

Q: Are these sites mainly around public charging, or do some of those sites also cover Placer County's needs for their internal fleets?

A: All for public purposes only.

Q: Did you consider Megawatt Charging Systems (MCS) stations instead of DCFC at MHDV locations? If not, what are the reasons/constraints for not considering MCS?

A: We considered MCS, and among those 290 ports, some are MCS megawatt charging stations, while others are 350-kilowatt chargers. We know that most new infrastructure for medium and heavy-duty vehicles initially starts at 350 kilowatts but can be upgraded to megawatt charging. There will be some constraints regarding grid capacity to support megawatt charging, but our plan includes megawatt charging capabilities and site recommendations.

Comment: Four new DCFCs were added to the Auburn Folsom/Douglas corner.

A: We will make a note of that.

Comment: PG&E also has a program called EV Fleet that can apply incentives/rebates to transit projects, provided at least one new EV transit bus is deployed. That stacks with other funding.

A: Our understanding is that the program is still accepting applications; however, all applicants will be placed on the waitlist because the program is scheduled to be discontinued later this year due to the lack of new funding.

Q: Are there or have you considered any policies to segregate consumer and commercial vehicle charging stations?

A: We will consider it.

Q: To develop any of these sites, is the County planning on owning, developing, maintaining, and operating the sites and equipment?

A: PCTPA is a small agency with seven staff members. Our aim is not to manage the infrastructure but to create a roadmap that helps the private sector and member agencies locate infrastructure effectively. The plan suggests that private ownership is most suitable. For the 30 sites identified, we plan to pursue federal or state funding for pilot projects, working with local member agencies and private partners. For example, in the Lincoln Public Library project, the City of Lincoln will own the chargers but may hire contractors to maintain them over the next 10 years. Regarding the larger goal of establishing over 3,600 public ports for light-duty vehicles, a significant portion will be led by the private sector.

Q: I am curious about the County's engagement plan to ask the private sector to join forces with the County to develop passenger charging or medium/heavy-duty vehicle charging sites. Would you talk about your plans to engage the private sector and how you intend to involve them?

A: We have a plan outlining a six-phase strategy, assigning roles to counties, local governments, and the private sector. The private sector's better data guides where charging infrastructure should be placed for good returns. Gaps mainly result from unjustified investment returns. The planning effort aims to identify charging deserts and explore government-private sector collaboration. Cities applying for grants with private cost-sharing are a current model. Previously, an RFI indicated private interest in the I-80 corridor. We plan to align this with funding opportunities and will later this year or early next year contact private operators for RFIs.

Q: How are you ensuring that infrastructure implementation keeps pace with actual vehicle adoption, especially for medium- and heavy-duty fleets where demand and technology are still evolving?

A: The county currently lags in EV adoption and charging infrastructure. It ranks twelfth in vehicle adoption but forty-fourth in EV charging access. This doesn't mean EV owners lack charging options; many depend on home charging, especially since early adopters mostly live in single-family homes. Over time, adoption is expected to spread to rental and multi-unit

residences where home charging is less practical. The government should act as a catalyst by partnering with private entities, addressing gaps, applying for grants, and securing funding. To accommodate a projected fivefold increase in EVs over the next decade, charging infrastructure must expand by six times. The plan also outlines risks and strategies for PCTPA, private partners, and the public to keep pace with evolving technology.

Q: How do the Advanced Clean Fleet requirements for government fleets align with this ZEV Infrastructure Plan? Or are those separate efforts?

A: California's 2022 Advanced Clean Fleet regulation has three parts: high-priority fleets (50+ trucks or $50M revenue in California), drayage trucks entering intermodal rail yards or ports, and state and local government fleets. CARB needed a waiver from EPA to enforce the first two, but the EPA withdrew it due to administrative changes, making them unenforceable. Only the local government component is enforceable, requiring city and county fleets to transition to EV via purchase or a schedule. A project component assisted municipalities, including the county, with fleet transition plans, fleet assessments, ACF requirements, and infrastructure needs, mostly for deployment at city-owned facilities for fleet-only charging. All cities in Placer County, including the county, had space and depots for fleet charging. Separate presentations cover each city's fleet transition and EV infrastructure plan in response to ACF.

Evening Session (5:30 p.m.)

Q: I didn't see a mention of the plug type for EV chargers. Will all proposed projects use the North American Charging Standard (NACS) for EV ports, since it is the default across the continent?

A: The study aimed to be more connector-agnostic. It is well known that most EVs in the light-duty sector use the North American Charging Standard (NACS), also known as Tesla connectors. Although the trend favors NACS, many vehicles still use the CCS standard. Regardless of the connector type, the infrastructure requirements, specifically the number of chargers, remain the same.

Q: I didn't see a mention of overhead catenary for the electrification of freight on the railways. Since that is another zero-emission strategy, will it be considered part of this zero-emission infrastructure plan?

A: Great question. The focus of this study is only on on-road vehicles and doesn't include rail. So no, we didn't look at the catenary electrification of freight rail or passenger rail as part of this study.

Q: Can't the majority of EVs, regardless of manufacturer, use Tesla chargers at this point? There shouldn't be an issue with most chargers being Tesla, since everyone can use them.

A: That is to some extent true. Most manufacturers can work with Superchargers. In Roseville, there are 5 Supercharger stations, and only 2 are available for non-Tesla vehicles. Eventually, most of those will be upgraded for non-Tesla vehicles. Having a diverse range of charging manufacturers benefits the market.

Comment: The pilot projects will really inform decision makers. All 3 should demonstrate well how this can work across the county, including trucks, folks who live in apartments who may not buy their own EV, and multimodal transportation useful for a variety of commuters and drivers.

A: Totally agree. However, some of them will be a little more difficult than the rest, like the EV carshare program. It really depends on the county's demographics and whether many people lack access to a vehicle or are not car owners. Some of those factors could affect the success of some of these programs. But we're trying to pursue all three. There are different levels of momentum on them depending on the interest from local and regional agencies within the county.