



Countywide Zero-Emission Vehicle Infrastructure Plan

EXECUTIVE SUMMARY

What is the Placer County ZEV Infrastructure Plan?

This Plan answers a practical question: where should Placer County prioritize zero-emission vehicle (ZEV) infrastructure, and what steps are needed to move from planning to implementation? It provides a roadmap for advancing charging and hydrogen fueling infrastructure across the county by identifying infrastructure needs across vehicle types, using data to prioritize deployment locations, and highlighting 30 candidate sites that illustrate how future projects could be developed. The Plan also provides tools, program concepts, and implementation strategies to support project development and collaboration among public agencies, utilities, private-sector partners, residents, businesses, fleets, and freight operators.

Note that this Executive Summary provides a high-level overview of a broader analytical effort, with additional technical details and supporting materials available in the Plan and its appendices.

Why This Plan Matters

ZEV adoption in Placer County is accelerating, driven by state policies, market trends, and growing consumer demand. However, charging and fueling infrastructure deployment has not kept pace. Public charging access remains uneven, rural and foothill communities continue to face infrastructure barriers, and infrastructure capable of supporting medium- and heavy-duty vehicles is still limited. Without proactive planning, these gaps could slow adoption and limit access to clean transportation. This Plan helps address those gaps by identifying where infrastructure is most needed and how investments can be prioritized to support a reliable and accessible ZEV network across the county.

“We are being visionary here.”

— Bruce Houdesheldt
Roseville City Councilmember, District 3



22,000+

electric vehicles (EVs)
already on the road



12th

in existing ZEV registrations
per capita (statewide)



572

existing public charging ports,
placing it near the bottom statewide
for charging availability



By 2035,
Placer County
Needs:

3,600
new public light-duty
charging ports

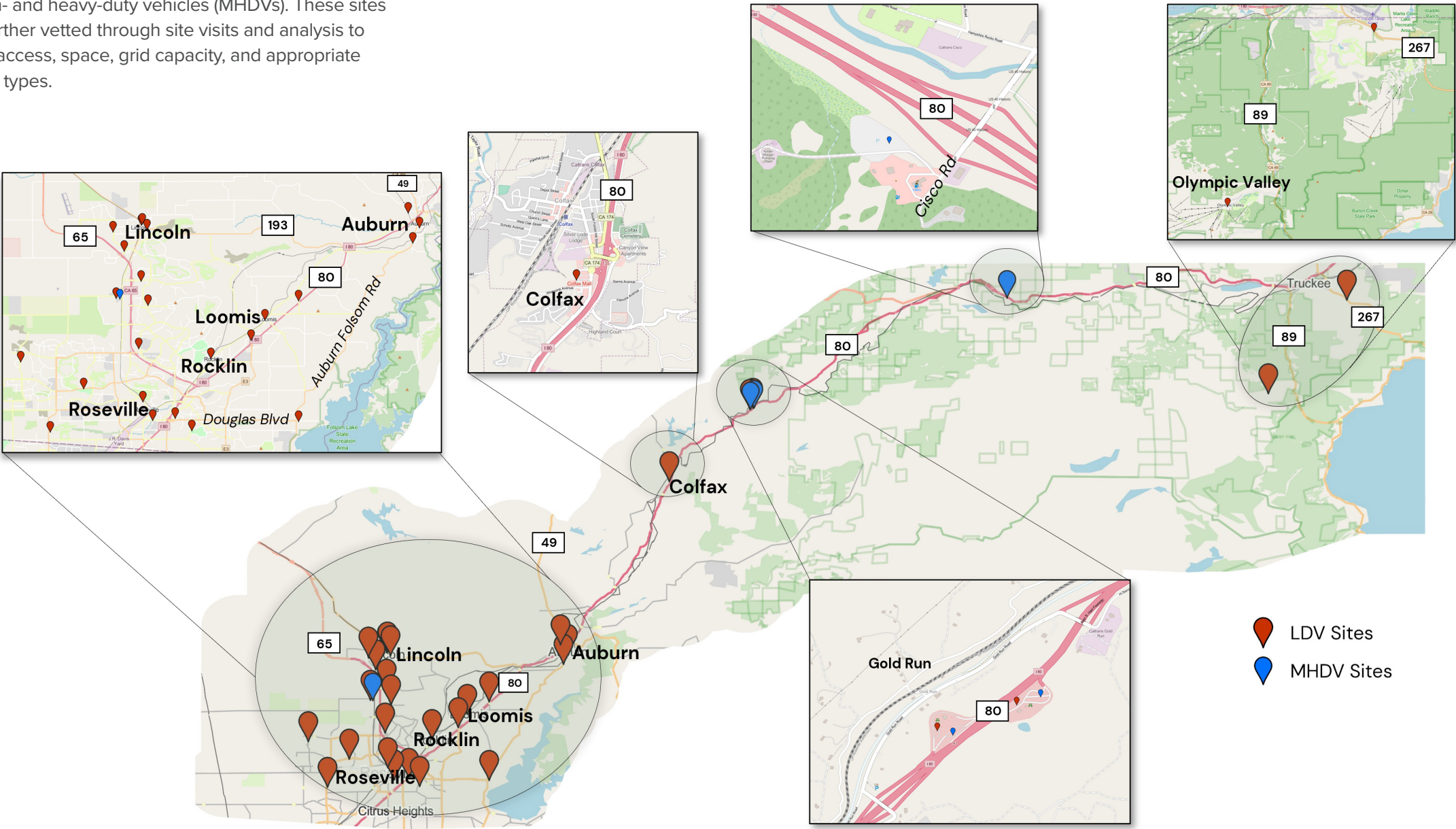
290
high-power DC fast
and megawatt chargers

Key Findings

- ZEV adoption is growing and will continue to expand.**
Light-duty battery electric vehicles dominate today and are projected to remain dominant through 2035 and beyond. Medium- and heavy-duty ZEV adoption will grow more gradually but is expected to accelerate as vehicle availability increases and regulatory requirements take effect, particularly for public fleets.
- Infrastructure needs are substantial and differentiated by vehicle type.**
Public and workplace charging will be critical to support residents without reliable home charging, and visitors making longer-distance trips. By the mid-2030s, Placer County will need thousands of additional non-residential charging ports, while medium- and heavy-duty vehicles will require high-power charging and targeted hydrogen fueling along key freight corridors such as I-80 and SR 65.
- Location matters as much as quantity.**
Using travel data, grid capacity, land use, equity indicators, and environmental constraints, the Plan developed a countywide siting framework and interactive mapping tool. From this framework, 30 near-term, implementation-ready sites were identified. These sites are not intended to meet long-term demand alone. Instead, they form a vetted shortlist that reduces early-stage uncertainty and accelerates project development and construction. The Plan provides detailed site profiles and planning-level cost estimates.

ZEV Candidate Sites

30 near-term, implementation-ready sites were identified: 27 for light-duty vehicles (LDVs) and 3 for medium- and heavy-duty vehicles (MHDVs). These sites were further vetted through site visits and analysis to assess access, space, grid capacity, and appropriate charger types.



Community Input Strengthened the Plan

Across public workshops, surveys, and stakeholder engagement, five consistent priorities emerged:

**1**

The need for more public charging, especially in rural and underserved areas

**2**

Reliable and visible chargers at everyday destinations

**3**

Improved access for renters and multifamily housing

**4**

Concerns about range anxiety and charger reliability

**5**

Strong interest in charging infrastructure investments that meet community needs

From Planning to Action: What Should Come Next?

Key actions needed to advance implementation include:

- Build a ready-to-deliver project pipeline by translating priority sites into defined project concepts.
- Coordinate funding and partnerships across federal, regional, state, local utility, and private sources, with public funds targeted to address equity gaps and market barriers.
- Engage utilities early to address grid capacity and interconnection timelines, especially for high-power and fleet charging.
- Close policy and permitting gaps through standardized processes, clear timelines, and designated points of contact.
- Maintain community engagement and an equity focus to ensure reliable access and shared benefits.

Program Concepts

The Plan also identifies eight program concepts designed to complement traditional charging deployment and address key barriers to ZEV adoption. While each concept has a distinct focus, the concepts have overlapping outcomes across mobility, equity, resilience, and economic development. Together, they are intended to expand charging access, support medium- and heavy-duty fleet and freight electrification, close rural and underserved community infrastructure gaps, improve resilience during outages and emergencies, and enable workplace and community-based charging opportunities.

“A diverse portfolio of infrastructure options makes us more resilient.”

— Trinity Burruss
Colfax City Councilmember

Looking Ahead

Delivering the ZEV transition will require coordinated action across many jurisdictions and sectors. PCTPA's role as a regional facilitator is critical to aligning priorities, data, and implementation tools. The value of this Plan lies not only in its analysis, but in the shared framework it establishes for action. The need is clear, the pathway is defined, and the next step is execution.

Contact Us

For project information and staff contacts,
please visit: www.pctpa.net/zev