



Regional Collaboration to Advance EV Charging

Why It Matters | What It Looks Like | How It Produces Value



Session Agenda

- 3:45 Introduction and Overview
- 3:50 Brendan Havenar-Daughton, Contra Costa County
- 3:55 Matt Jumps, California Energy Commission
- 4:00 Monica Meagher, Bay Area Rapid Transit
- 4:05 Joy Massey, MCE
- 4:10 James Choe, Metropolitan Transportation Commission
- 4:15 Heather Allen, Ventura County
- 4:20 Breakout conversations
- 4:40 Regroup, discussion/Q+A
- 4:55 Closing/final thoughts



Why Regional Collaboration?

**Cohesive
mobility
networks**

**Power/grid
constraints**

Funding

Capacity

Equity

Federal exit

Speakers



Heather Allen
Climate Program Administrator
Ventura County



James Choe
Climate Program Manager
Metropolitan Transportation Commission



Brendan Havenar-Daughton
Energy Manager
Contra Costa County



Matt Jumps
Grant Manager
California Energy Commission



Monica Meagher
Sustainability Manager
Bay Area Rapid Transit



Joy Massey
Transportation Electrification Manager
MCE



Stand Up and Make Some Noise !!!

10 Second Standing Ovation Request

(practice session)

CONTRA COSTA COUNTY'S CLEAN FLEET JOURNEY



Brendan Havenar-Daughton
Contra Costa County Energy Manager

July 2025
CCEC

Takeaway

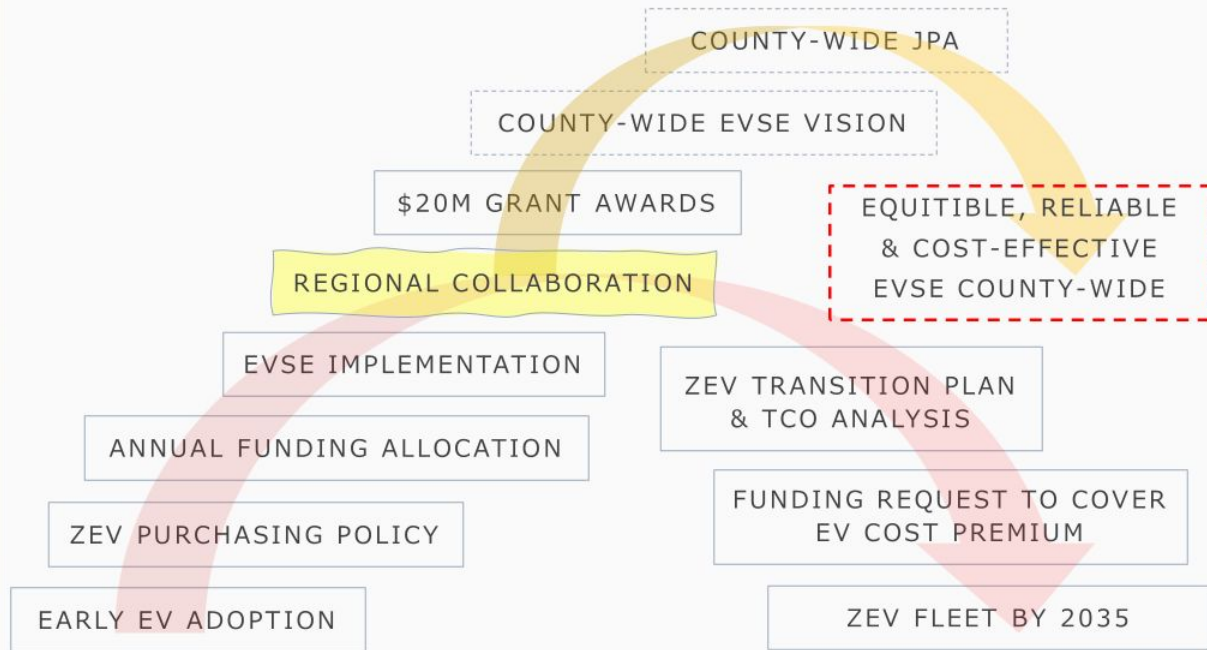
Regional Collaboration is *essential* for

EQUITABLE, RELIABLE &
COST-EFFECTIVE

EVSE outcomes.



THE JOURNEY



[illegible]

EVSE IS...

- COMPLEX
- DISORGANIZED
- NOT STANDARDIZED
- DRIVEN BY PRIVATE SECTOR REVENUE GENERATION
- MULTI-STAKEHOLDER DEPENDENCIES

JOINT POWERS AUTHORITY



Benefits:

- Focused grant seeking
- Aggregate regional demand for chargers
- High-quality Operations and Maintenance (Up-Time!)
- Integrated workforce development & Equity goals
- Cost savings, revenue capture (e.g. LCFS)
- Fewer headaches for **LOCAL GOVERNMENT STAFF HEROES**

JPA

a collaborative structure where public entities pool resources and efforts to address common challenges, implement projects, or provide services, often to achieve economies of scale or market power.

Examples of Successful JPAs:

Regional/Statewide

- Community Choice Aggregators (CCAs)

Contra Costa County

- Clean Water Program

WHERE DOES REGIONAL
COLLABORATION COME FROM?

You.

Me.

Us.

Local Government staff are the heroes of this story,
and together we will achieve a climate-friendly
transportation system for our communities.

Let's do this.





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Growing Light-Duty EV Charging Infrastructure

Matthew Jumps, Fuels and Transportation Division

July 2025



California's Zero-Emission Vehicle Goals

2025



1.5 MILLION

ZEV'S SOLD



INCLUDING
10,000 FAST
CHARGERS

250,000

CHARGERS INSTALLED



200 OPEN

HYDROGEN STATIONS

2029



100%

NEW BUS
PURCHASES
ARE ZEVS

2030



5 MILLION

ZEV'S SOLD

2035



100%

ELECTRIC
SALES FOR
NEW PASSENGER
VEHICLES



100%

ELECTRIC
OPERATIONS
FOR DRAYAGE
TRUCKS AND
OFF-ROAD
VEHICLES &
EQUIPMENT

2040



100%

ALL BUS
FLEETS
ARE ZEVS

2045



100%

ELECTRIC
OPERATIONS
FOR MEDIUM-
AND HEAVY-DUTY
VEHICLES



Funding Light-Duty EV Charging Infrastructure

Funding Type	Grant Funding Opportunity (Solicitation)	Block Grant
Structure	<ul style="list-style-type: none">▪ Applications are solicited in response to a market-specific need.▪ Solicitations offer one-time funding opportunity	<ul style="list-style-type: none">▪ Implemented by third-party contractor for large-scale deployment▪ New funding waves every year
Scoring	<ul style="list-style-type: none">▪ Applications are competitively scored, and awards issued	<ul style="list-style-type: none">▪ Projects prioritized based on readiness (to build)
Scale	<ul style="list-style-type: none">▪ Range from \$5 million - \$30 million	<ul style="list-style-type: none">▪ Range from \$75 million - \$250 million
Time	<ul style="list-style-type: none">▪ Projects take 2-5 years to complete	<ul style="list-style-type: none">▪ Projects take 9 months – 15 months to complete



Examples Grant Programs

Reliable, Equitable, and Accessible Charging for Multi-family Housing (REACH)

- Competitive Solicitation (GFO)
- Over 6,500 Level 2 ports installed
- Shift to Level 2 only



California Electric Vehicle Infrastructure Project (CALeVIP)

- Block Grant
- Largest EV infrastructure funding program in the US
- Over 6,000 Level 2 ports installed
- Over 1,440 DCFC ports installed
 - With 1,757 DCFC ports in progress
- Shift to DCFC only



Opportunities for Regional Growth



Apply for grant funding



Support local projects applying for grant funding



Permit streamlining for EV charging infrastructure

GRANT FUNDING OPPORTUNITY

Clean Transportation Program

FAST 2.0 - Fast and Available Charging for All Californians



GFO 24-007-01
Solicitation Information
<https://www.energy.ca.gov/funding/opportunities/evinfrastructure>
State of California
California Energy Commission
(December 2024)
February 2025



COMMUNITIES IN CHARGE



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EV Charging at Transit Stations

San Francisco Bay Area Rapid Transit District (BART)

Monica Meagher, Sustainability Group Manager

July 2025



BART is well positioned to provide EV charging



- BART has **a lot** of parking (over 48,000 spaces) across 5 counties
- BART has robust electrical infrastructure
- BART stations tend to be in or near disadvantaged communities and have multi-family housing within walking distance (over 18,000 units)
 - BART riders during commute times (M-F, 9 – 5)
 - Community members on nights and weekends

Where electrons meet the plug - getting it done

- BART EV Charging Policy (adopted 2021) recognizes the opportunity to support transportation electrification
- For BART users, L2 supports dwell times (less than 7 hours)
- BART sought a partnership to find a third-party to design, install, own, operate, and maintain chargers

RFP 1



- Fixed rental price per parking spot
- No industry interest

RFP 2



- Restrictive bonding
- Disqualified all respondents

RFP 3



- Revenue-share
- 1 yr services agreement for Development Plan before license agreement for design and construction

Having Dollars and Sense

- BART Board directed little to no BART funds be spent on this project
- BART received over \$24m in grants, which will cover BART costs and be allocated to the third-party:
 - Charging and Fueling Infrastructure Round 1b
 - California Energy Commissions ChiLL-2 with match from Peninsula Clean Energy (for 2 BART stations)
 - MTCs Transit Station Public Charging
 - Bay Area Air District Charge! (for 2 BART stations)
 - Additional match expected from other CCA programs

Think Beyond Cities and Counties for Public Charging

- For hard to reach areas (low-income, multi-family), consider convenient public charging locations
- As a public agency, the right private partnership will accelerate work
- Talk to the agencies putting together funding to support the work
- Connect with cities and counties to think beyond your property lines





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Charged by Public Power

Community Voices & Community Choices

Joy Massey
Manager of Transportation Electrification

July 2025

Project Approach

Phase 1: Planning & Community Engagement (2024)

- Launch Community Electric Transportation Council (CETC)
- Design and administer community surveys and host focus groups
- Analyze and report survey and focus group findings

Phase 2: Installation & Commissioning (2025-2026)

- Incorporate community input to identify EV charger sites and develop feasibility plans
- Install EV chargers at locations identified during the community engagement phase

Phase 3: Deployment & Operations (2026)

- Continue deployment of EV chargers
- Collaborate with other planning efforts including public fleets, existing carshare, e-bike & e-scooter services
- Final data collection of EV charging operations and reporting of lessons learned

Community Engagement Across Multiple Counties

Community Transportation Survey

- 600+ responses collected across 9 priority communities
- Survey topics: travel habits, charger locations, and demographics

Community-led Focus Groups

- Hosted (11) focus groups in (8) communities
 - Included (2) Spanish-only and (1) bilingual session
- Provided childcare, food, \$100/hr compensation, and interpretation
- Engaged 131 community members (target: 130)
- Partnered with eight community-based organizations to host focus groups across (4) counties

A photograph of two men standing next to a white electric vehicle at a charging station. One man, wearing a blue sweater and jeans, is leaning against the car and holding a charging cable. The other man, wearing a patterned jacket and khaki pants, is standing next to him. They are both smiling and appear to be engaged in a conversation. In the background, there are modern, multi-story residential buildings with balconies. A green semi-transparent banner is overlaid at the bottom of the image, containing the text 'Community Engagement' in white.

Community
Engagement



Focus Group Themes

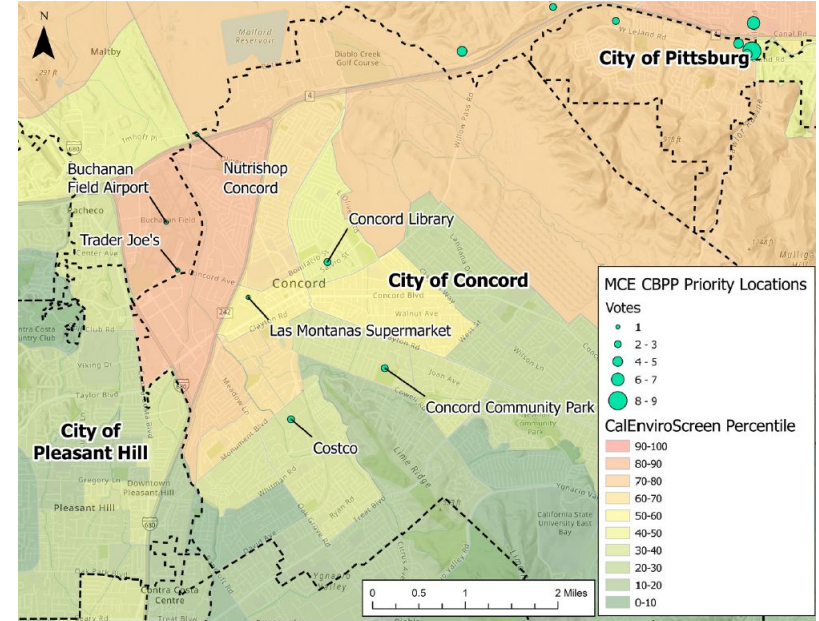
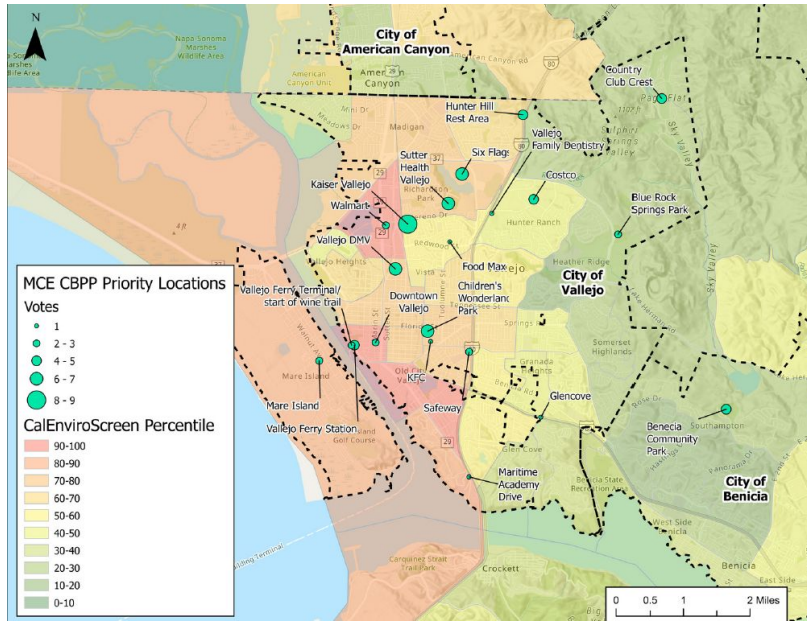
The emotional load behind EV decisions

Participants decisions to switch to electric vehicles were less about environmental values and more about day-to-day practicalities.

Key Themes:

- Total cost of ownership
- Social pressures
- Trust in systems and messaging
- Concerns about aging electrical systems, cost, safety and overall feasibility of electric transition

Focus Group Results



What's Next: How do we Respond to Community Needs?

- Conduct Feasibility Studies
 - Evaluate technical, electrical load capacity and financial viability of community-identified ev charging sites
- Access Public vs. Private Benefit
 - Prioritize locations that maximize public and equitable access
- Ensure Coordinated Planning
 - Align efforts across CETC and local governments
- Incorporate community input on additional features for ev charger locations





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Did Somebody Say Gelato?

James Choe

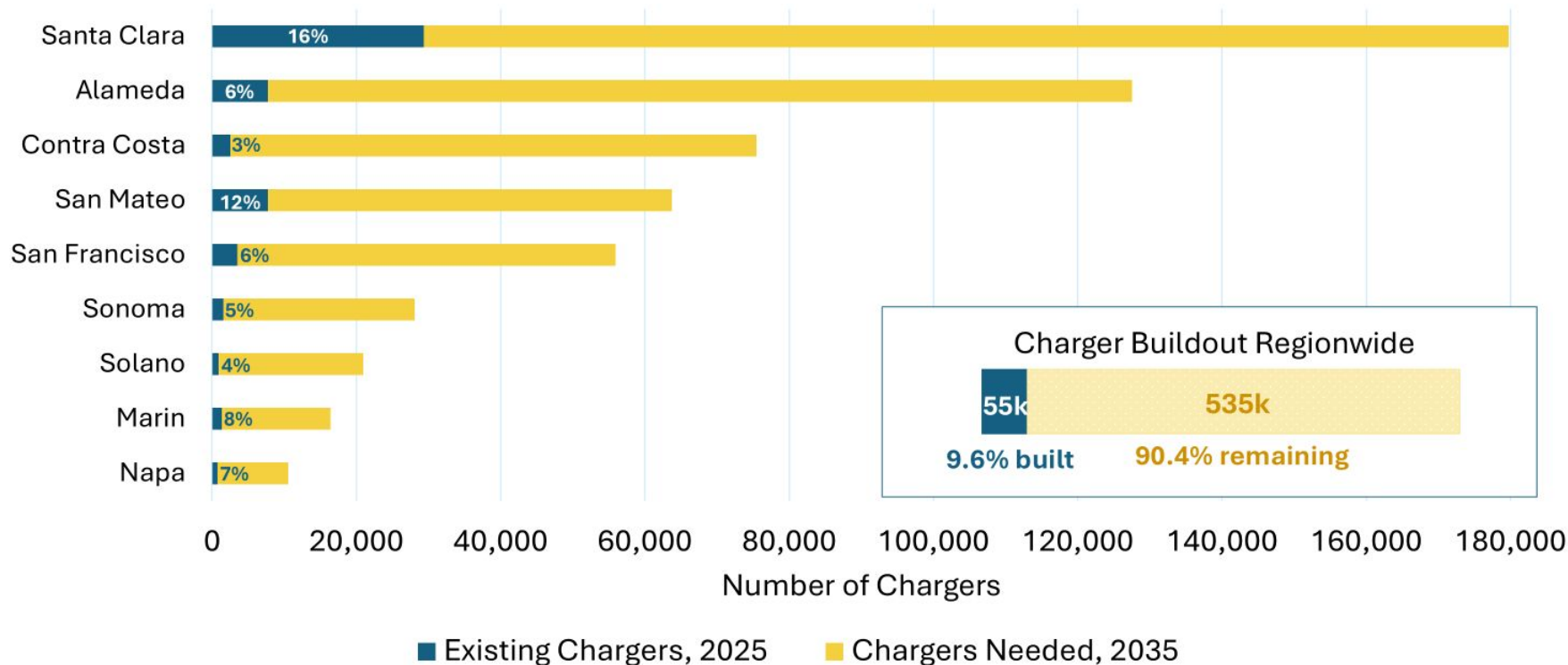
Climate Program Manager



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

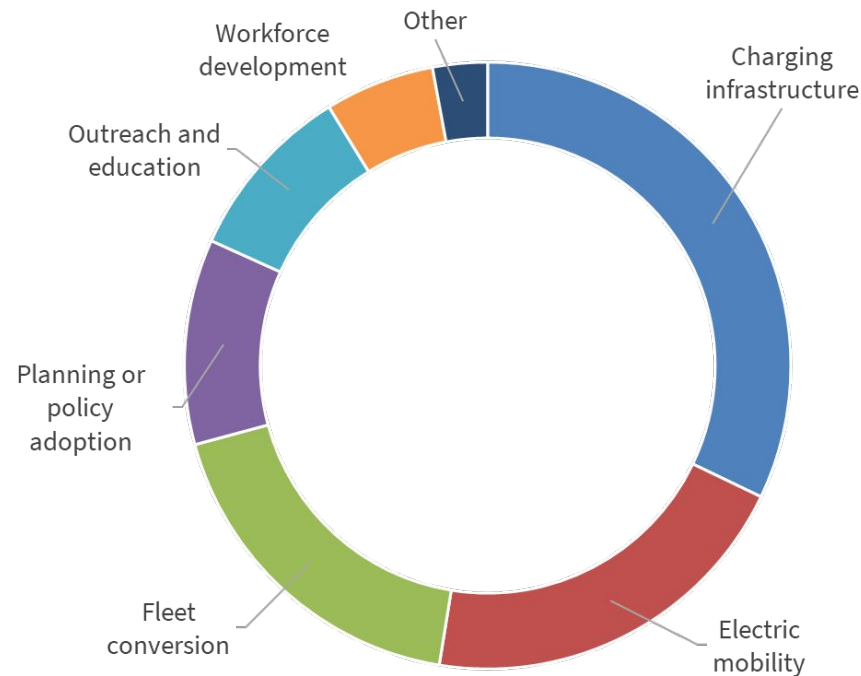
Bay Area Charging Need: Far to Go

Existing Chargers vs. **Needed by 2035** in the Bay Area



Bay Area Transportation Electrification Needs

- Surveyed Bay Area public agencies
- Engaged with regional partners
 - Bay Area Air District
 - Community choice aggregators (CCAs)
 - PG&E
 - County transportation agencies (CTA)
 - Transit operators



MTC Transportation Electrification Initiatives

**Charging
Infrastructure Grants
\$30M**



**Electric Bikeshare
\$20M**

**Public Fleet
Electrification Planning
\$10M**



**Local and Regional TE
Planning
\$5M**

We Need All Hands on Deck

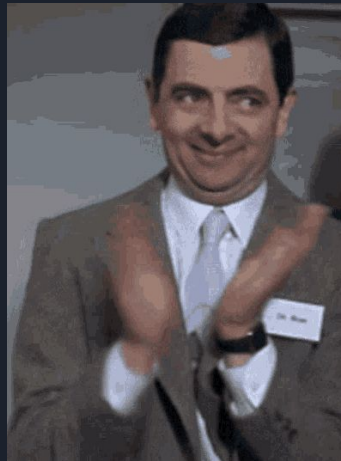
- More is needed from all levels (local, regional, state, federal)
- All organizations can add value
- Collaboration offers opportunities to identify gaps, leverage strengths, and avoid redundancy





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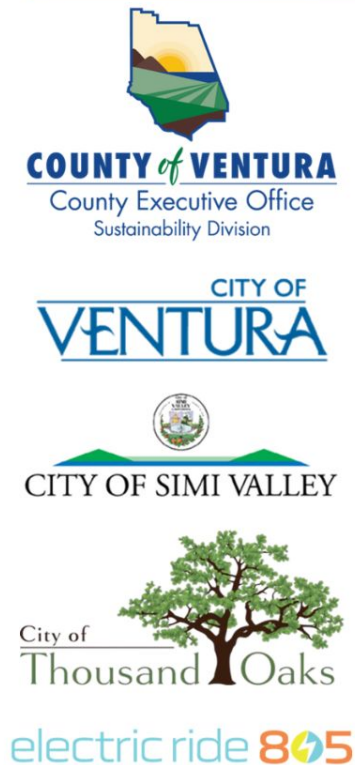
COUNTY *of* VENTURA

Regional Collaboration to Advance EV Charging

Ventura County Regional
EV Blueprint

Heather Allen, Program Administrator

Ventura County Regional EV Blueprint Partners



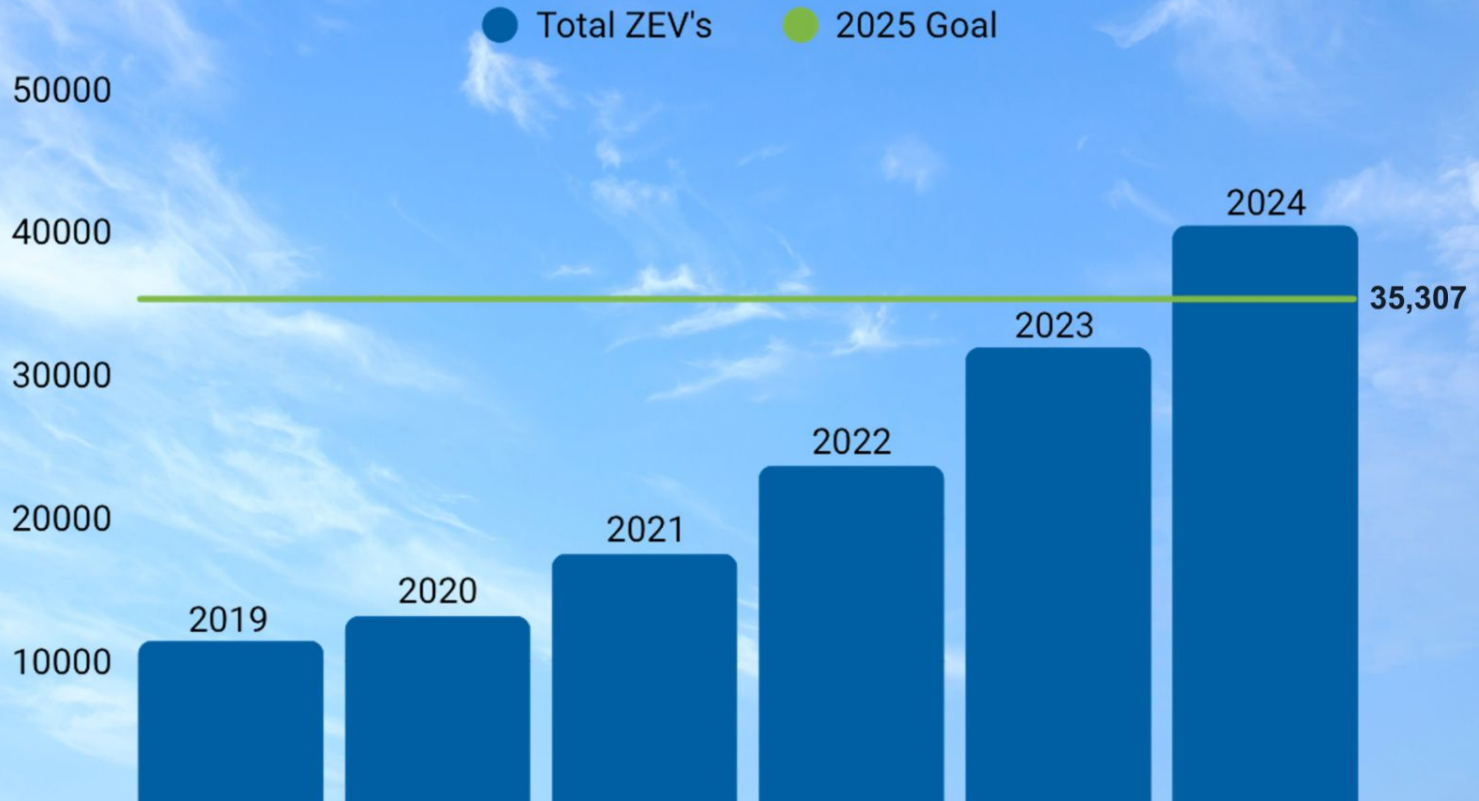


EV Blueprint Implementation

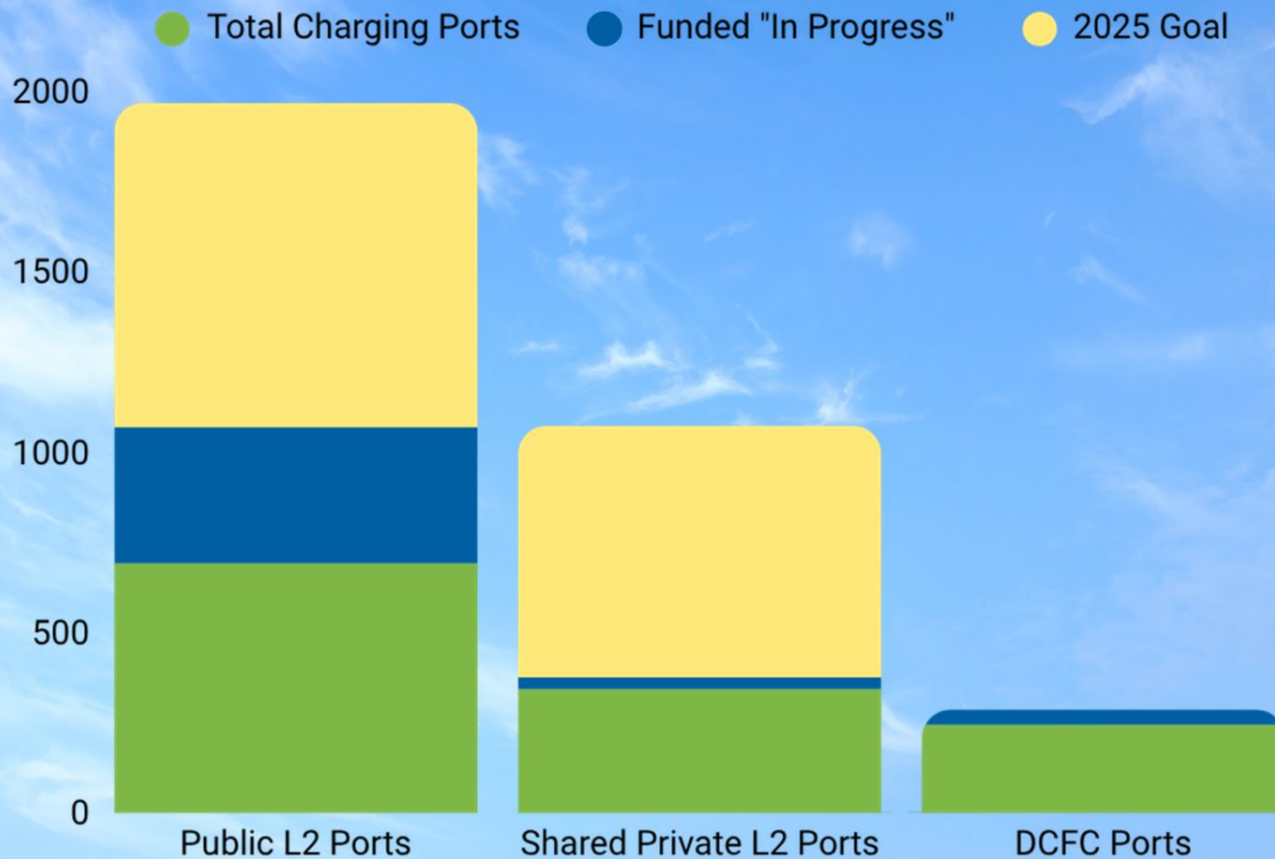
Funded by Local and State Grants (\$17M)

- California Energy Commission Clean Transportation Program
- Ventura County APCD
- Clean Power Alliance
- SCE Charge Ready
- *USDOT Charging and Fueling Infrastructure Program

ZEV Deployment Progress



EV Charging Station Progress



Collaboration Benefits

- Improves understanding of the local EV landscape
- Aligns efforts for better infrastructure planning and strategic funding allocations
- Establishes best practices guides
- Supports agencies/partners with limited capacity and funding
- Prepares the region for future grant opportunities
- Coordinates community engagement and outreach efforts





Stand Up and Make Some Noise !!!

(Final)

10 Second Standing Ovation Request :)

Are you ready to collaborate?!?



Breakouts

Heather Allen

County-led regional
planning

Matt Jumps

Leveraging regional
collaboration for
funding

Brendan Havenar-Daughton

County-led regional
implementation

Joy Massey

Regional-scale
community
engagement

Monica Meagher

EV and transit hubs
through public
agency partnerships

James Choe

Gelato!
Filling the Gaps with
Critical Resources