

City of Coachella EV Charging Infrastructure Study

City Council Presentation

September 21, 2026





Background

- **Project:** City of Coachella Electric Vehicle (EV) Charging Infrastructure Study
- **Funding:** \$76,350 from the U.S. Department of Energy
- **Program:** Energy Efficiency and Conservation Block Grant (EECBG) Program
- **Funding Source:** Bipartisan Infrastructure Law
- **Consultant:** Walker Consultants selected through competitive RFP Process
- **Purpose:** Develop a citywide, data-driven plan to guide future EV charging infrastructure in the city of Coachella.

The Study is a planning tool and does not commit the City to constructing or funding the identified infrastructure.



U.S. DEPARTMENT
of ENERGY





Overview

- Study Scope and Objectives
- Existing EV Charging Infrastructure
- Community Outreach
- Demand Forecasting
- Phased Site Planning
- Costs and Funding
- Implementation Considerations
- Questions





Study Scope and Objectives

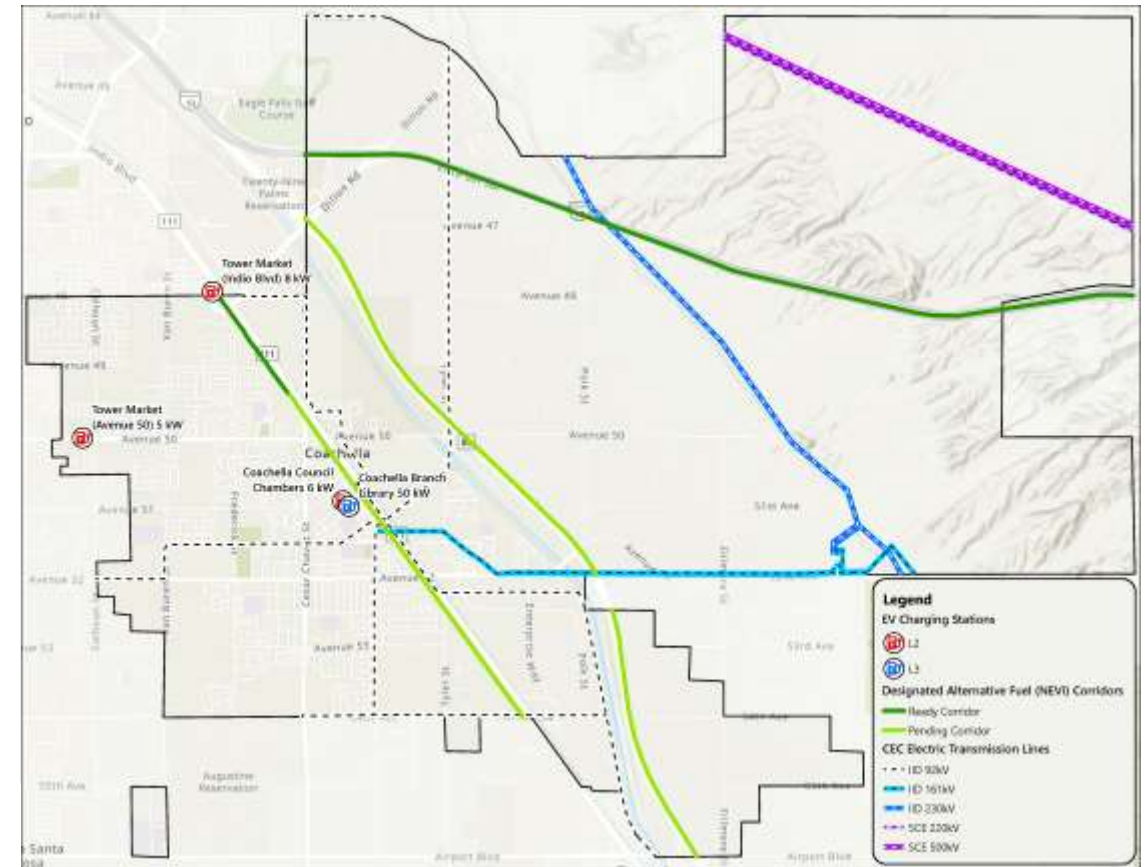
- **Assess Coachella's EV charging readiness**, including existing infrastructure, land use, community needs, permitting, and electric utility considerations.
- **Forecast EV adoption and charging demand through 2040** for residents, visitors, workplaces, commercial fleets, and regional travel.
- **Identify the right types and locations for future charging**, matching Level 2 and DC fast charging with community destinations, multifamily housing, commercial areas, workplaces, and travel corridors.
- **Plan for equitable and community-informed access**, particularly for residents and households without access to private home charging.
- **Establish an actionable implementation strategy** identifying priority sites, phased infrastructure needs, costs, funding opportunities, and ownership and operating approaches.





Existing EV Chargers

- There are not enough existing EV chargers within City limits
- Many key activity centers and corridors without public charging access
- Multiple City corridors eligible or pending eligible for federal charging infrastructure funding





Electric Utility Integration

- Imperial Irrigation District (IID) is the electric service provider for Coachella; early utility coordination critical as EV charging adds significant new electrical load
- New charging projects follow IID's standard service process, including service application, preliminary plans, electrical study, and development of a plan of service
- Distribution capacity in Coachella Valley is highly constrained, with substations generally operating near 80% of rated capacity and remaining capacity maintained as reserve margin
- Larger-scale deployment will require coordinated infrastructure investment, including transformer bank upgrades, new substations (Jackson St or other), or other distribution improvements

Electrical Service Infrastructure Financing Options

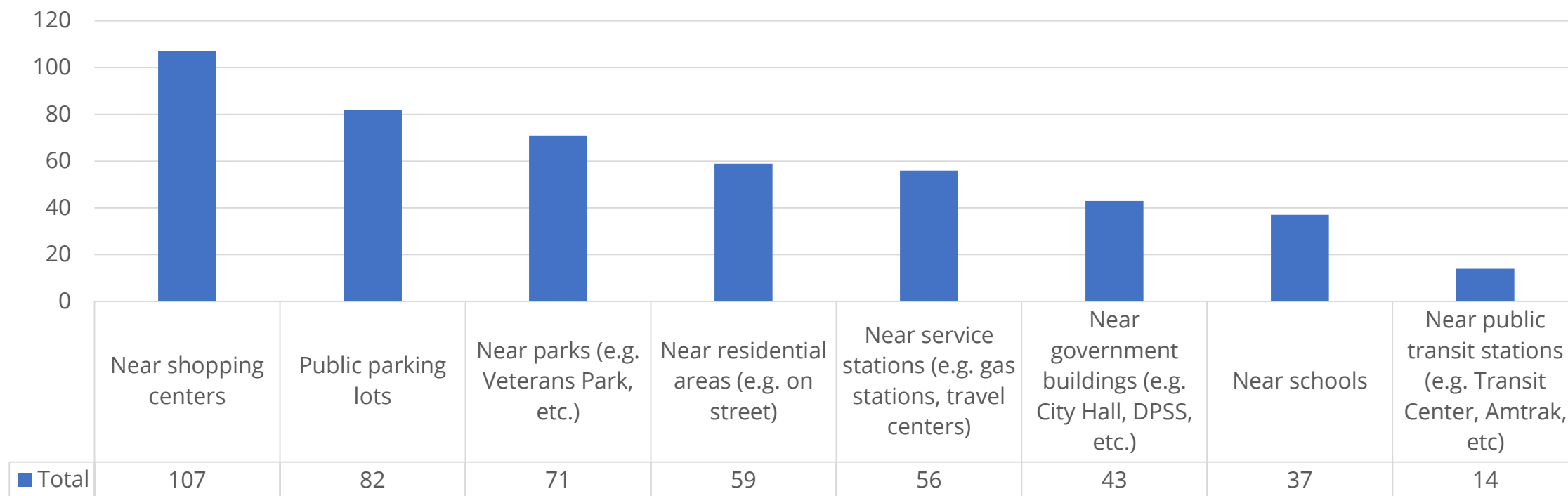
- ❖ City / IID Joint Powers Authority
- ❖ Project-specific or area-based surcharges
- ❖ Developer and private-sector contributions
- ❖ Shared funding of infrastructure supporting broader load growth



Community Survey: EV Charging Preferences



Electric vehicle charging stations can be installed in public spaces for use by the community. Select the top three places where EV charging stations would be most useful for you.



183 (157 ENG + 26 ESP) Total Survey Responses





Community Survey: Specific Preferred Locations



If you could choose where a public EV charging station is installed in the City of Coachella, where would you install it? Select one location on the map below.

1st Cluster – concentrated around **ALDI Shopping Center**

2nd Cluster – concentrated around **downtown Coachella** (e.g., Civic Center, Library, Veterans Park, Palm View Elem.)

3rd Cluster – concentrated at and around **Bagdouma Park**, also heavily clustered in Spanish survey responses.

Other Areas Identified:

Van Buren Plaza (Tropicana, CVS), City Corporate Yard, Cardenas Markets, Coachella Valley H.S.

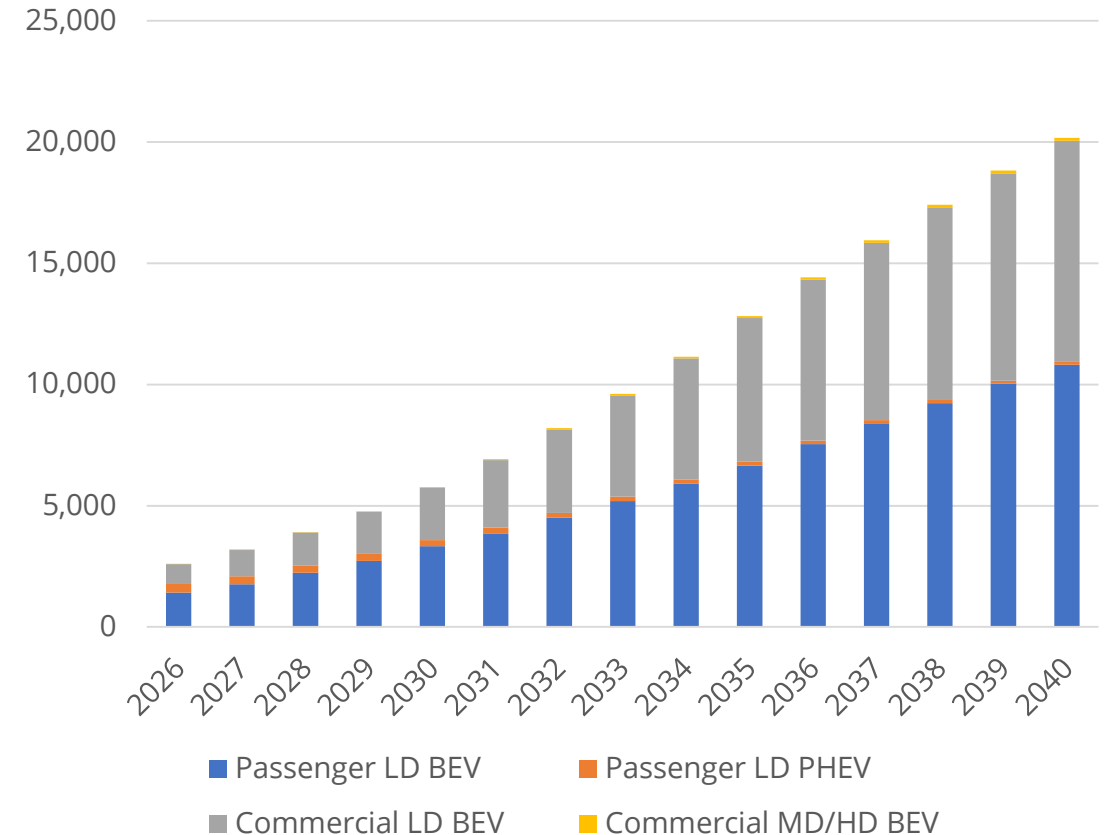




EV Fleet Outlook

- EV adoption expected to accelerate significantly under State regulation, with Coachella's EV fleet growing from approximately 2,500 vehicles today to 20,000 by 2040
- Passenger Battery EVs drive largest share of growth, while commercial light-duty EVs also become significant component of the future fleet
- Forecasts reflect California's expected vehicle fleet turnover, rather than immediate conversion to EVs under State ZEV requirements

EV Stock Forecast by Vehicle Class



LD = Light Duty
MD = Medium Duty
HD = Heavy Duty
BEV = Battery Electric Vehicle
PHEV = Plug-In Hybrid Electric Vehicle

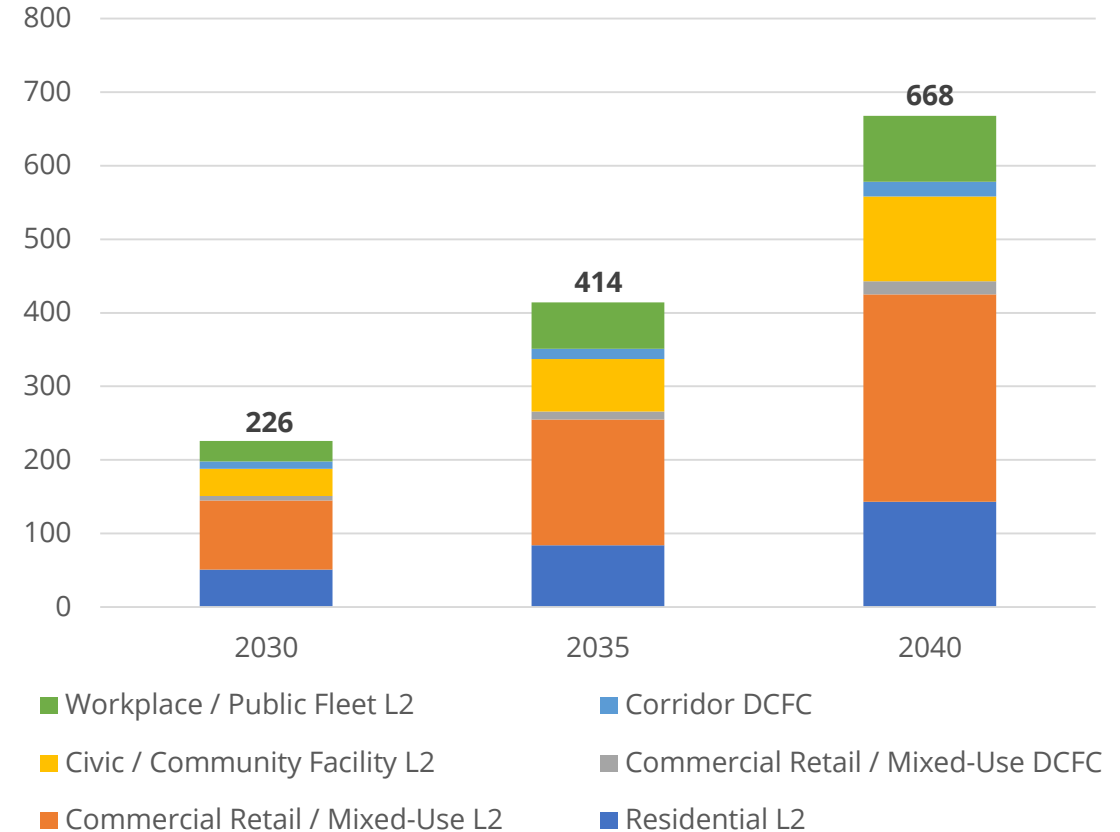




Demand for Public EV Charging

- Public charging demand grows from 226 ports in 2030 to 668 by 2040
- Commercial retail / mixed-use L2 represents largest infrastructure need, reflecting charging demand at destinations where vehicles remain parked longer
- Diverse mix of charging solutions needed to serve residents, commercial destinations, civic facilities, regional travel, and public/workplace fleets

Public Charging Port Targets by Solution Type



Charging Solution = Location / Land Use Type + Charging Technology





EV Charging Site Plan – 2030 Targets

Site / Corridor	Address / Block	Charging Solution Classification	Total Charging Ports Assigned	Assumed Charging Solution Power Rating (kW/port)	Total Site Power Requirement (kW)	Total Estimated Site Cost (2026 \$)
Bagdouma Park and Community Center	51251 Douma St	Civic / Community Facility L2	36	11	396	\$535,000
Community Resilience Center	85711 Peter Rabbit Lane	Civic / Community Facility L2	8	11	88	\$119,000
Grapefruit Boulevard Retail and Service Corridor	Westerfield Way and Cesar Chavez	Commercial Retail / Mixed-Use DCFC	6	200	1,200	\$2,400,000
Spotlight 29 Casino	46200 Harrison Place	Commercial Retail / Mixed-Use L2	36	19	684	\$923,000
Downtown / Pueblo Viejo Area	6th Street and Vine Avenue	Commercial Retail / Mixed-Use L2	36	19	684	\$923,000
Jackson Square Shopping Center	83157 Avenue 48	Commercial Retail / Mixed-Use L2	24	19	456	\$616,000
Love's Travel Stop*	45761 Dillon Road	Corridor DCFC	16	250	4,000	\$8,000,000
Casa La Paz	84451 51st Avenue	Residential L2	34	11	374	\$505,000
La Flores Apartments	84721 51st Avenue	Residential L2	20	11	220	\$297,000
Palm View Elementary School	1390 7th Street	Workplace L2	14	17	238	\$321,000

These sites represent potential candidates for EV charging based on land use, parking availability, and traffic patterns, but do not indicate commitment from site owners to deploy charging infrastructure.

*Private developer has submitted for federal infrastructure funding.

Costs represent planning-level estimates for public charging installations in California and exclude operating costs, electricity purchases, demand charges, land acquisition, major utility upgrades, extraordinary site conditions, and other cost categories. Actual electric vehicle charging infrastructure site costs may vary materially from planning-level estimates. Walker Consultants recommends additional, detailed site due diligence to inform comprehensive cost estimation.





EV Charging Site Plan – 2035 Targets

Site / Corridor	Address / Block	Charging Solution Classification	Total Charging Ports Assigned	Assumed Charging Solution Power Rating (kW/port)	Total Site Power Requirement (kW)	Total Estimated Site Cost (2026 \$)
Coachella Library	1500 6th Street	Civic / Community Facility L2	8	11	88	\$119,000
Coachella Transit Center	4th Street and Cesar Chavez	Civic / Community Facility L2	10	11	110	\$149,000
Augustine Casino	84011 Avenue 54	Commercial Retail / Mixed-Use DCFC	6	200	1,200	\$2,400,000
Food 4 Less (Gateway) Shopping Center	49241 Grapefruit Boulevard	Commercial Retail / Mixed-Use L2	30	19	570	\$770,000
Grapefruit Boulevard Retail and Service Corridor	Westerfield Way and Cesar Chavez	Commercial Retail / Mixed-Use L2	42	19	798	\$1,077,000
CVS Pharmacy	84010 Avenue 50	Commercial Retail / Mixed-Use L2	6	19	114	\$154,000
Pueblo Viejo Villas	1279 6th Street	Residential L2	28	11	308	\$416,000
Coachella Valley High School	83800 Airport Boulevard	Workplace L2	58	17	986	\$1,331,000

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EV Charging Site Plan – 2040 Targets

Site / Corridor	Address / Block	Charging Solution Classification	Total Charging Ports Assigned	Assumed Charging Solution Power Rating (kW/port)	Total Site Power Requirement (kW)	Total Estimated Site Cost (2026 \$)
City Hall / Corporate Yard	53990 Enterprise Way	Civic / Community Facility L2	14	11	154	\$208,000
Palm View Elementary School	1390 7th Street	Civic / Community Facility L2	12	11	132	\$178,000
Coachella Senior Center	1540 7th Street	Civic / Community Facility L2	6	11	66	\$89,000
Rancho Las Flores Park	48400 Van Buren Street	Civic / Community Facility L2	26	11	286	\$386,000
Starbucks Coffee	50150 Cesar Chavez St	Commercial Retail / Mixed-Use DCFC	6	200	1,200	\$2,400,000
Augustine Casino	84011 Avenue 54	Commercial Retail / Mixed-Use L2	60	19	1,140	\$1,539,000
Spotlight 29 Casino	46200 Harrison Place	Commercial Retail / Mixed-Use L2	50	19	950	\$1,283,000
ARCO*	48055 Grapefruit Boulevard	Corridor DCFC	4	250	1,000	\$2,000,000
Casa Sienna Affordable Housing	6th Street and Tripoli Avenue	Residential L2	10	11	110	\$149,000
Cedar Springs Apartments	53551 Cesar Chavez Street	Residential L2	46	11	506	\$683,000
Center for Employment Training	49111 CA Highway 111	Workplace L2	16	17	272	\$367,000

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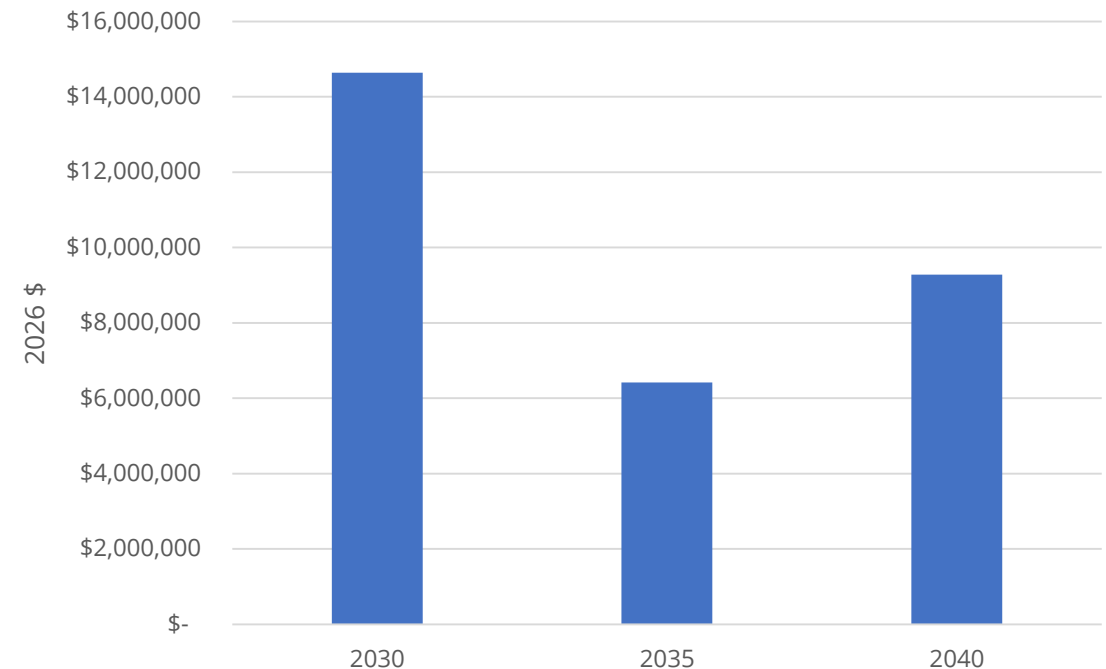




Infrastructure Capital Cost Summary

- Capital costs will be split over time amongst private developers and landowners, EV charging operators, employers, and City
- DC fast charging solutions are key capital cost driver (\$300k to \$500k vs. \$15k to \$20k for L2 per charger)

Public EV Charging Infrastructure Capital Costs



Costs represent planning-level estimates for public charging installations in California and exclude operating costs, electricity purchases, demand charges, land acquisition, major utility upgrades, extraordinary site conditions, and other cost categories. Actual electric vehicle charging infrastructure site costs may vary materially from planning-level estimates. Walker Consultants recommends additional, detailed site due diligence to inform comprehensive cost estimation.



EV Charging Infrastructure Funding Sources

Source Name	Source of Funds	Funding Entity	Applicant Eligibility	Funding Amount and Cycle	Eligible Projects	Relevance to Coachella
Local and Regional Funding Sources						
AB 2766 Vehicle Registration Fee Revenues / Mobile Source Air Pollution Reduction Review Committee (MSRC) Clean Transportation Funding	\$4 DMV vehicle registration fee collected in the South Coast AQMD region and split among South Coast AQMD programs, local governments, and MSRC projects.	South Coast AQMD / Mobile Source Air Pollution Reduction Review Committee (MSRC) / local governments	Local jurisdictions, South Coast AQMD-administered mobile-source programs, and projects selected through MSRC solicitations.	Ongoing annual revenue. The \$4 fee is split three ways: 30% to South Coast AQMD mobile-source programs, 40% to local governments, and 30% to the MSRC project fund. Local governments use their 40% apportionment for eligible mobile-source emission-reduction projects and report expenditures annually. AQMD and MSRC funds are accessed only when relevant program solicitations are released. The recent MSRC EV Charging Infrastructure Resiliency solicitation closed June 2, 2026, and no next MSRC round has been announced.	Projects must reduce motor vehicle emissions and follow the AB 2766 Resource Guide. Eligible categories include clean or zero-emission vehicles and equipment, public transportation, transportation demand management, traffic management or signal coordination, land use, bicycle projects, public education, and other mobile-source emission-reduction projects. EV charging may be eligible when it supports these purposes, including planning, technical studies, design, permitting, utility coordination, local match, or implementation support.	Coachella may benefit through all three pathways: local formula funds for match or early project development; South Coast AQMD programs when charging-related incentives are released; and MSRC solicitations for larger implementation or resiliency projects.
AB 617 / Community Air Protection Incentive Funds	State budget appropriations, primarily from the Greenhouse Gas Reduction Fund and Air Pollution Control Fund, with occasional General Fund support.	California Air Resources Board (CARB) / South Coast AQMD	Eligibility varies by solicitation and may include public agencies, schools, community organizations, or other eligible entities identified in the specific funding round.	Accessed through CARB or South Coast AQMD solicitations, not a standing local allocation. The 2026 school-focused solicitation is closed, and no next charging-specific AB 617 cycle has been announced.	Projects that reduce localized emissions. EV charging may be eligible when included in a specific solicitation and tied to eligible community-priority uses.	Relevant because Coachella is within the Eastern Coachella Valley AB 617 boundaries. Use to support equity-focused siting and projects with clear community air-quality benefits if a future solicitation includes EV charging.
State Funding Sources						
Fast Charge California	CEC Clean Transportation Program / CALeVIP funding, primarily from vehicle- and vessel-related fees deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund.	California Energy Commission (CEC)	Public agencies, local governments, private entities, nonprofits, Tribal organizations, and other site owners may apply if they meet the program ownership, site control, and readiness requirements.	Accessed through first-come, first-served CALeVIP application windows for ready-to-build public DC fast charging sites. Window 1 is closed. Window 2 is open Oct. 7, 2026–Jan. 14, 2027; Window 3 is open Feb. 24, 2027–May 27, 2027. Incentives are up to \$55,000 per 150 kW+ charging port, with a higher cap of \$100,000 for 275 kW+ ports in Window 2.	Public DC fast charging equipment, installation, utility upgrades, and costs to prepare sites for installation.	Applicable to public DC fast charging sites identified through the study, especially sites that can be ready before the 2026–2027 application windows.
Communities in Charge	CEC Clean Transportation Program funding, primarily from vehicle- and vessel-related fees deposited in the Alternative and	CEC	Public and private entities, including local governments, may apply if they are the property owner, lessee, or authorized representative and incur eligible project costs.	Accessed through CALeVIP funding waves. Wave 4 closed Feb. 27, 2026, with \$56.5 million available. Wave 5 is expected to launch in Fall 2026 and focus on Level 1 and Level 2 charging for multifamily housing. No Wave 6 has	Level 1 and Level 2 charging equipment, electrical upgrades needed before chargers can be installed, and installation costs at multifamily housing or adjacent tenant-serving sites.	Relevant for renters, multifamily, and low-income charging access identified through community outreach and equity analysis.



Implementation Considerations

- **Coordinate early with IID** on site capacity, distribution upgrades, and infrastructure financing pathways.
- **Streamline permitting and policy** with clear EV charging, building code, and ADA requirements documentation.
- **Use the Study site allocation as a guiding framework**, adapting opportunistically as viable sites, utility capacity, partnerships, and funding pathways emerge.
- **Match ownership and operating models to each site**, leveraging private investment and third-party operators where appropriate.
- **Pursue funding strategically** to reduce City capital needs and support priority and underserved locations.



Thank you!



Questions?



Appendix



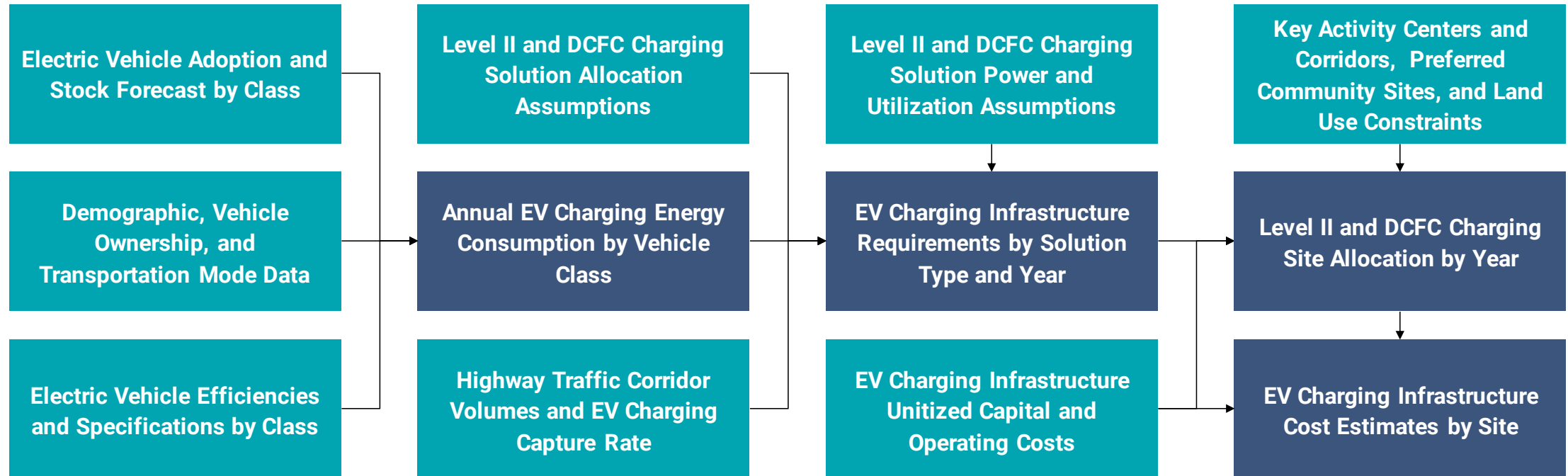


A1: Technical Modeling Framework



Electric Vehicle Charging Infrastructure Demand Modeling Methodology

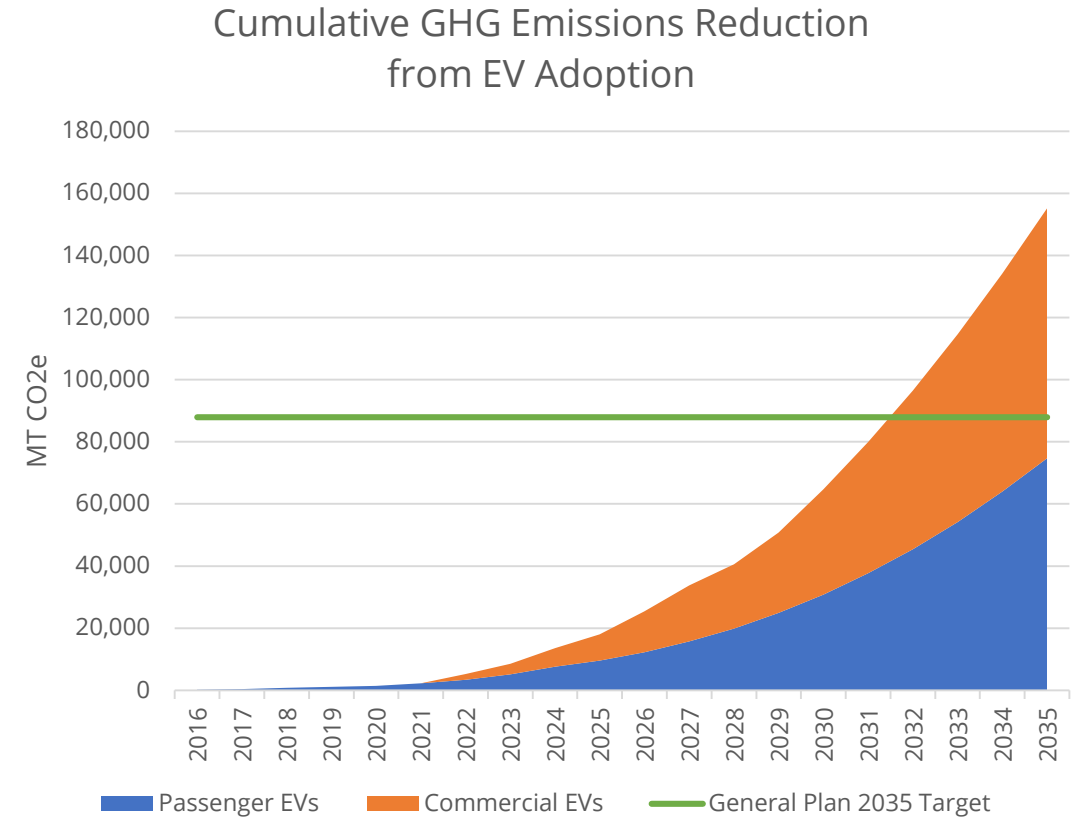
Data Input
Modeled Output





A2: Emissions Impacts of EV Adoption

- EV adoption estimated to reduce cumulative direct transportation emissions by approximately 155,000 MT CO₂e by 2035
- Commercial and passenger EVs both contribute significantly to long-term emissions reductions
- Cumulative reductions exceed the City's General Plan 2035 transportation emissions reduction target by 2032





A3: EV Charging Solutions Summary

Charging Solution	Access	Public Charging Function(s)	Primary Vehicle Classes	Typical Application(s)
Residential L2	Public / Shared	Opportunity	Passenger LD BEV, Passenger LD PHEV	Apartments, affordable housing, mobile home communities
Commercial Retail / Mixed-Use L2	Public	Destination	Passenger LD BEV, Passenger LD PHEV	Shopping centers, grocery stores, downtown, mixed-use districts
Commercial Retail / Mixed-Use DCFC	Public	Opportunity	Passenger LD BEV, Commercial LD BEV	High-turnover retail and regional commercial centers
Civic / Community Facility L2	Public	Opportunity / Destination	Passenger LD BEV, Passenger LD PHEV	City facilities, libraries, parks, senior centers, community facilities
Corridor DCFC	Public	Corridor	Passenger LD BEV, Commercial LD BEV	Major travel corridors, travel centers, and regional gateways
Workplace L2	Restricted / Private	Workplace	Passenger LD BEV, Passenger LD PHEV	Offices, employers, institutional campuses
Commercial Fleet Depot L2	Restricted / Private	Depot	Commercial LD BEV	Service vehicles, municipal fleets, and local delivery fleets
Commercial Fleet Depot DCFC	Restricted / Private	Depot	Commercial LD BEV, Commercial MD/HD BEV	Fleet yards, logistics facilities, transit, and public works yards





A4: Master EV Charging Site List

Site / Corridor	Address / Block	Charging Solution Classification
➤ Bagdouma Park and Community Center	51251 Douma St	Civic / Community Facility L2
➤ City Hall / Corporate Yard	53990 Enterprise Way	Civic / Community Facility L2
➤ Coachella Library	1500 6th Street	Civic / Community Facility L2
➤ Coachella Transit Center	4th Street and Cesar Chavez	Civic / Community Facility L2
➤ Community Resilience Center	85711 Peter Rabbit Lane	Civic / Community Facility L2
➤ Palm View Elementary School	1390 7th Street	Civic / Community Facility L2
➤ Coachella Senior Center	1540 7th Street	Civic / Community Facility L2
➤ Rancho Las Flores Park	48400 Van Buren Street	Civic / Community Facility L2
➤ Grapefruit Boulevard Retail and Service Corridor	Westerfield Way and Cesar Chavez	Commercial Retail / Mixed-Use DCFC
➤ Augustine Casino	84011 Avenue 54	Commercial Retail / Mixed-Use DCFC
➤ Starbucks Coffee	50150 Cesar Chavez St	Commercial Retail / Mixed-Use DCFC
➤ Spotlight 29 Casino	46200 Harrison Place	Commercial Retail / Mixed-Use L2
➤ Downtown / Pueblo Viejo Area	6th Street and Vine Avenue	Commercial Retail / Mixed-Use L2
➤ Food 4 Less (Gateway) Shopping Center	49241 Grapefruit Boulevard	Commercial Retail / Mixed-Use L2
➤ Jackson Square Shopping Center	83157 Avenue 48	Commercial Retail / Mixed-Use L2
➤ Grapefruit Boulevard Retail and Service Corridor	Westerfield Way and Cesar Chavez	Commercial Retail / Mixed-Use L2
➤ Augustine Casino	84011 Avenue 54	Commercial Retail / Mixed-Use L2
➤ Spotlight 29 Casino	46200 Harrison Place	Commercial Retail / Mixed-Use L2
➤ CVS Pharmacy	84010 Avenue 50	Commercial Retail / Mixed-Use L2
➤ Love's Travel Stop	45761 Dillon Road	Corridor DCFC
➤ ARCO	48055 Grapefruit Boulevard	Corridor DCFC
➤ Casa Sienna Affordable Housing	6th Street and Tripoli Avenue	Residential L2
➤ Casa La Paz	84451 51st Avenue	Residential L2
➤ Cedar Springs Apartments	53551 Cesar Chavez Street	Residential L2
➤ Pueblo Viejo Villas	1279 6th Street	Residential L2
➤ La Flores Apartments	84721 51st Avenue	Residential L2
➤ Palm View Elementary School	1390 7th Street	Workplace L2
➤ Center for Employment Training	49111 CA Highway 111	Workplace L2
➤ Coachella Valley High School	83800 Airport Boulevard	Workplace L2



➤ Preferred Site Tagged by Community Survey





A5: EV Charging Infrastructure Cost Assumptions

- Costs are planning-level installed infrastructure assumptions and are expressed on unitized \$/kW basis to account for differences in charging solution specifications
- Estimates include typical equipment, installation, trenching, electrical service, site work, and engineering/design costs associated with EV charging deployment
- Costs exclude major utility distribution upgrades, land acquisition, operating costs, electricity purchases, and extraordinary site conditions; actual costs will vary by site and project configuration

Cost Component	Level 2	DCFC
Equipment	\$250/kW	\$550/kW
Installation	\$400/kW	\$450/kW
Conduit / Trenching	\$200/kW	\$250/kW
Electrical Service	\$225/kW	\$350/kW
Site Work	\$150/kW	\$150/kW
Engineering / Design	\$125/kW	\$250/kW
Total Installed Cost/kW	\$1,350/kW	\$2,000/kW

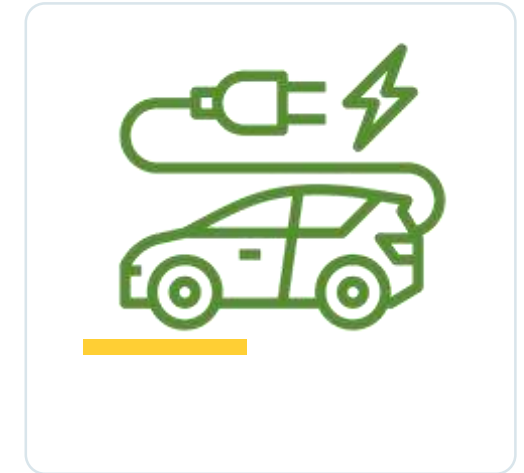
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A6: Policy, Permitting, and ADA Readiness

- Establish a clear and predictable EV charging permitting process, with application materials aligned with applicable California requirements and regional best practices
- Clarify EV charging as an accessory use within the City's development regulations to reduce uncertainty for installations serving otherwise permitted land uses
- Clearly communicate California accessibility requirements for EV charging spaces, routes, equipment access, signage, and associated parking configurations
- Maintain clear roles for regulatory compliance, including applicable State data, payment, interoperability, and reporting requirements for charging network operators





A7: EV Charging Ownership and Operating Models

- City does not need to own / operate all infrastructure identified through the Study, particularly charging located on privately owned property
- Ownership models should reflect site control, funding source, revenue potential, operational responsibility, and level of City involvement
- Third-party charging operators can finance, own, operate, and maintain infrastructure, reducing City capital and operational responsibilities where commercially viable
- Public-private partnerships may support priority locations not independently attractive to the private market, including civic, community, multifamily, and equity-priority locations

