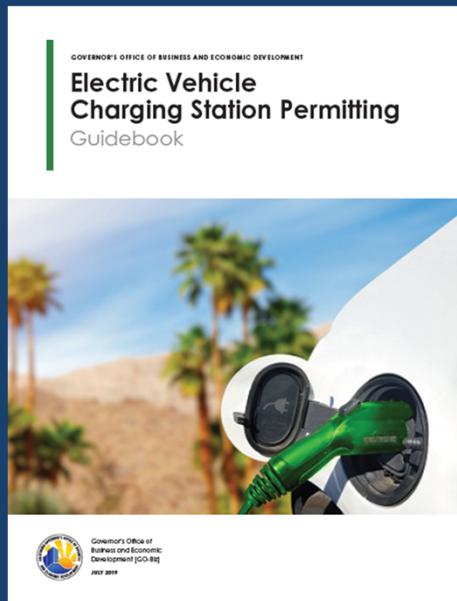


Electric Vehicle Charging Station Permit Streamlining

- Fresno COG -



- September 11th, 2020 -

Impacts of COVID-19

- ▶ Tremendous challenges face local government
- ▶ GO-Biz wants to give cities and counties the time they need to respond to the crisis
 - ▶ Variation from jurisdiction to jurisdiction how COVID is impacting permitting for EV infrastructure
- ▶ Opportunity to rebuild our economy
 - ▶ Numerous shovel ready projects are awaiting permits to put Californians back to work installing charging stations
- ▶ Please visit the state's websites regularly to get up to date information on California's COVID-19 guidance:
 - ▶ California's comprehensive COVID-19 website: <https://covid19.ca.gov/>
 - ▶ Business assistance can be found through GO-Biz: <https://business.ca.gov/coronavirus-2019/>

What are Electric Vehicle Charging Stations (EVCS)

Level 1
(Up to 1.9 kW)
- 4-5 miles per hour -



Level 2
(Up to 19.2 kW)
- 12-70 miles per hour -



Level 3 / Direct Current
Fast Chargers / DCFC
(50-350 kW)
- 3-20 miles per minute -



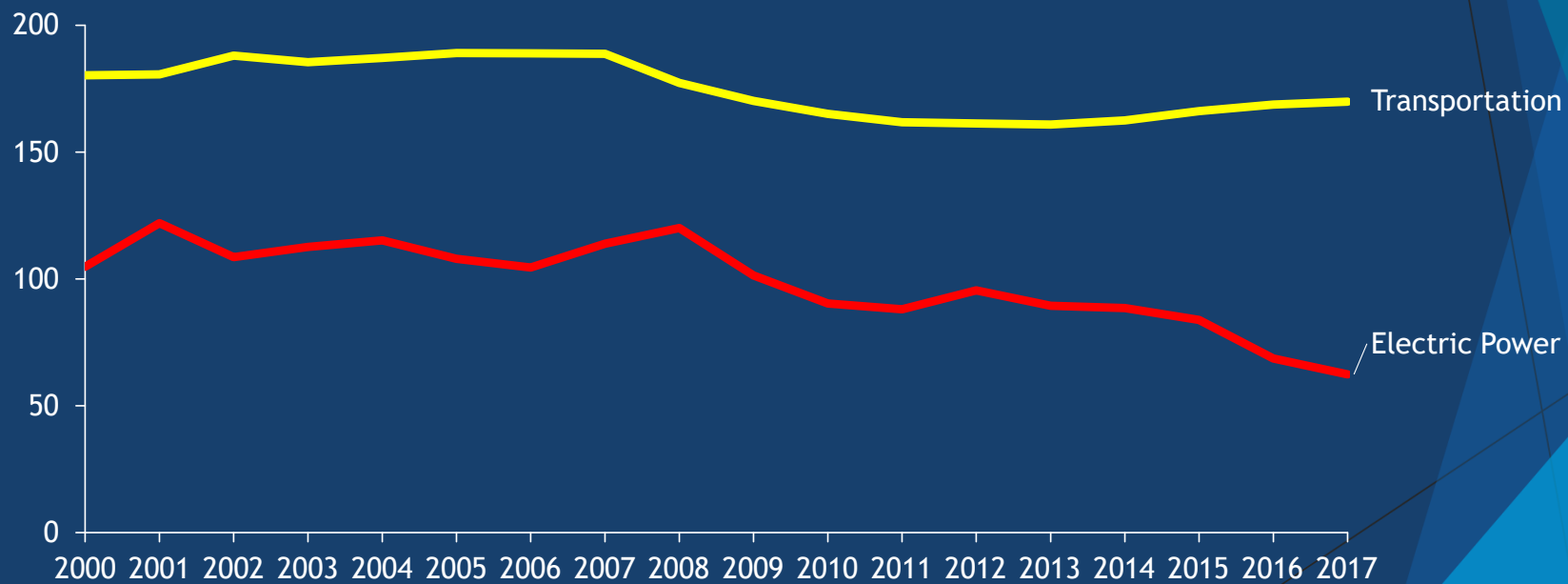
California's Zero-Emission Vehicle (ZEV) Goals:

- ▶ Carbon neutral as a state by 2045 (Executive Order B-55-18)
- ▶ Carbon free electricity production by 2045 (SB 100)
- ▶ 1.5 Million ZEVs by 2025
- ▶ 5 Million ZEVs by 2030
- ▶ 250,000 electric vehicle charging stations (EVCS) by 2025
- ▶ 200 Hydrogen fueling stations by 2025

Gavin Newsom's Executive Order N-19-19 affirmed this climate vision

Electricity has been the biggest driver of emissions reductions to date - transportation has been the hardest nut to crack

Million metric tons of greenhouse gases emitted in CA



ZEVs are *part* of this solution, but we need them to be part of the solution *faster*

- ▶ #2 Concern about EVs: low charging station availability
 - ▶ Permitting and related costs are higher in CA than most states
- ▶ **AB 1236** was passed in 2015 to streamline permitting
 - ▶ Implementation has been uneven across the state
 - ▶ September 30, 2016 – Cities/Counties with populations over 200,000 needed to comply with the law
 - ▶ September 30, 2017 – Cities/Counties with populations under 200,000 needed to comply with the law

Why is Permit Streamlining Important?

- ▶ New jobs, cleaner air and less work for city/county staff
- ▶ Installing a charging station is 3 to 5 the cost of charger itself,
 - ▶ Soft Costs (i.e. permitting) have the greatest possibility for cost reduction with installing charging stations
- ▶ Electrify America data across states:
 - ▶ Average permitting time in California exceeds the national average by more than 70%
 - ▶ Stations must be redesigned in California 30% more frequently
 - ▶ Cost 22% more to build in California

Guidebook Key Sections

- ▶ 1. Planning and Site Selection
- ▶ 2. Permitting
- ▶ 3. Accessibility
- ▶ 4. Connecting to the Grid
- ▶ 5. Construction, Commissioning, and Operation



GOVERNOR'S OFFICE OF BUSINESS AND ECONOMIC DEVELOPMENT

Electric Vehicle Charging Station Permitting Guidebook



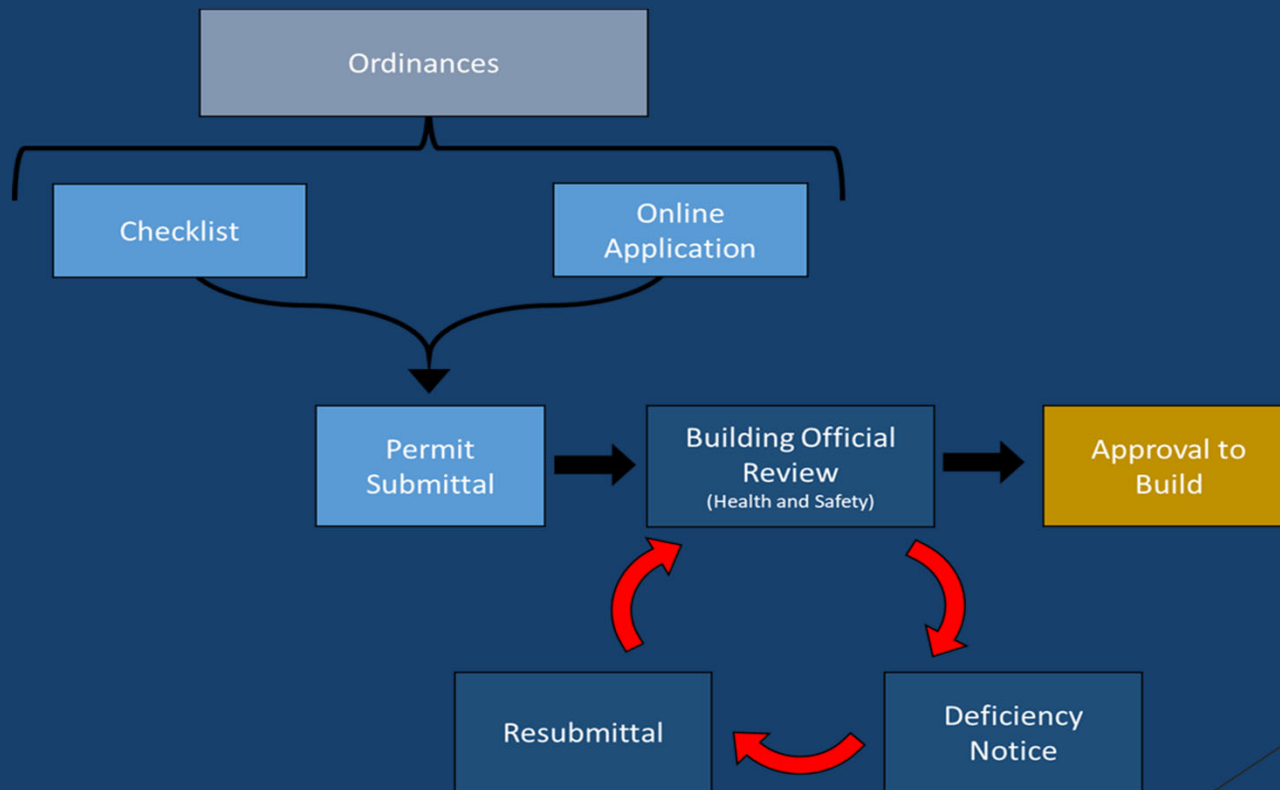
Governor's Office of
Business and Economic
Development (GO-BED)
JULY 2019

Accessible



Permitting

► Assembly Bill 1236 Permit Streamlining Law



Best Practice Permitting Timelines

Application Submittal » Complete Response

Type of Charger	Within Best Practice	Optimal
L2 – Single Family	1 day	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	5 days	
DCFC	5 days	

Complete package » Approval to Build

Type of Charger	Within Best Practice	Optimal
L2 – Single Family	1 day	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	15 days*	
DCFC	15 days*	

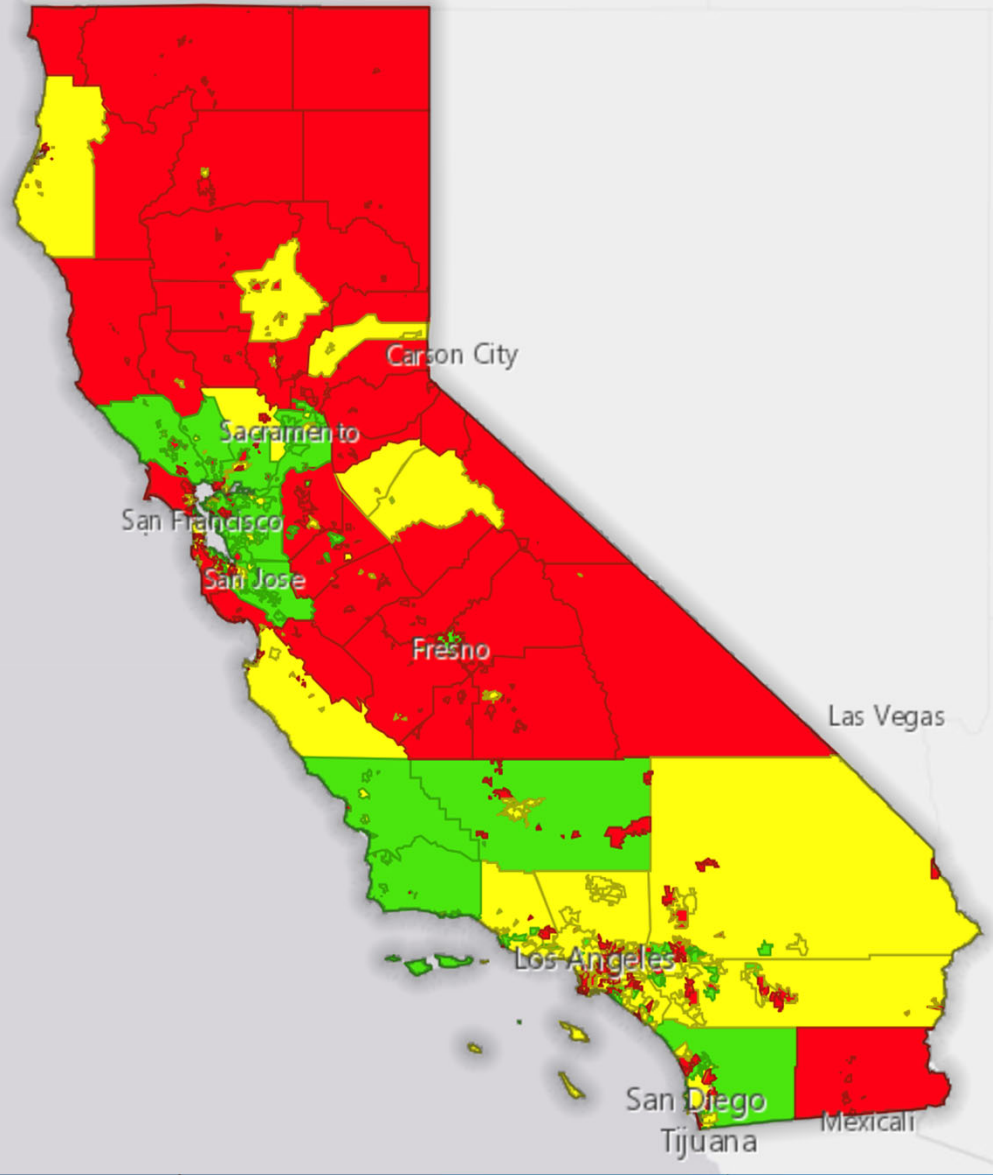
Construction Complete Notice » Inspection

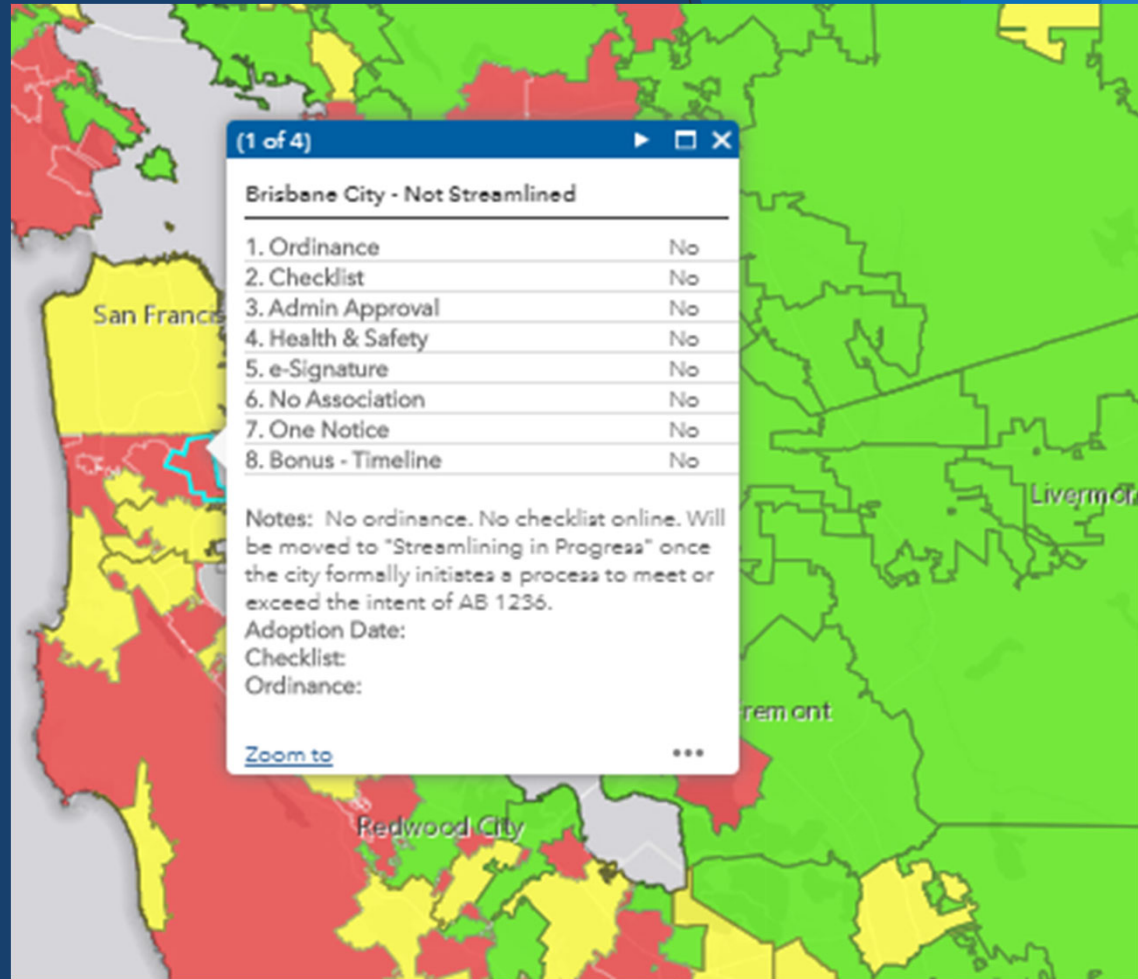
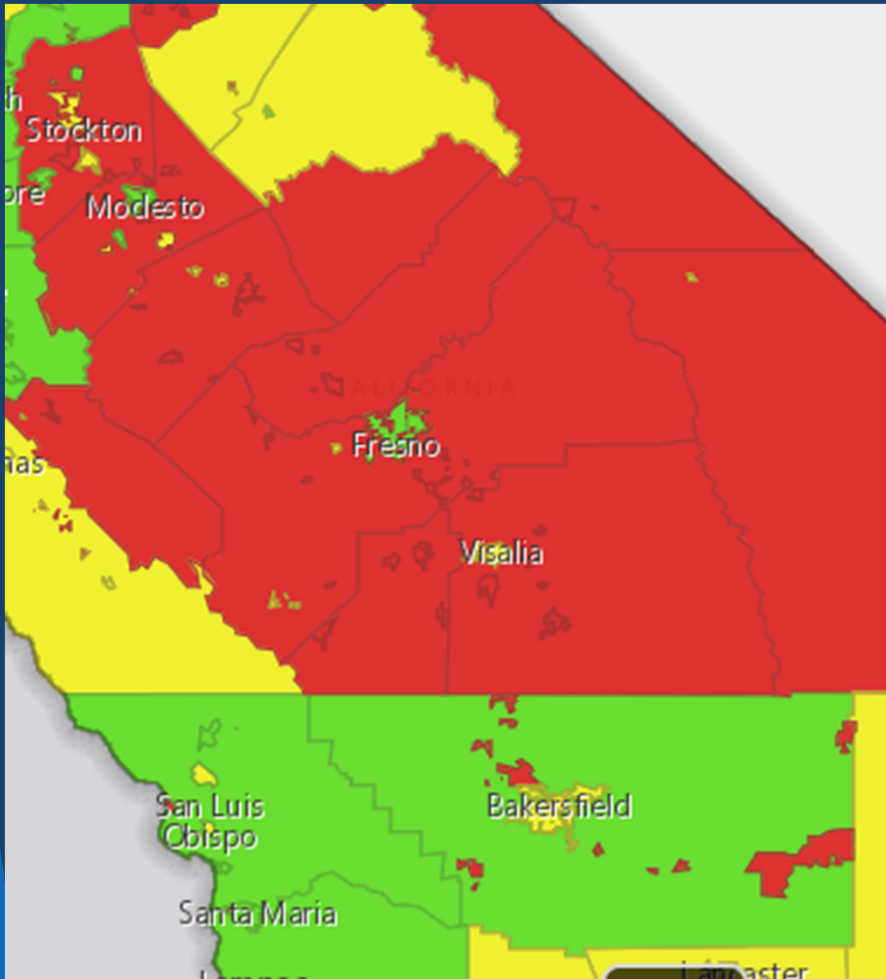
Type of Charger	Within Best Practice	Optimal
L2 – Single Family	5 days	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	5 days	
DCFC	5 days	

CA Electric Vehicle Charging Station Permit Streamlining Map

*Interactive map available [here](#)

EVCS Permit Ready Score:
Green – City or County is EVCS Permit Ready, charging infrastructure permitting is streamlined
Yellow – City or County EVCS permit streamlining is in progress, or partially complete
Red – City or County is not streamlined for EVCS permitting
Grey – Not yet evaluated (or in process)





*See <http://business.ca.gov/zevreadiness> for updated map

Common Problems

- ▶ Aesthetics – requiring additional landscaping, colored bollards, public art etc.
- ▶ Zoning concerns
- ▶ Parking counts
- ▶ No electronic signature
- ▶ Different ADA interpretations
- ▶ Lack of awareness of AB 1236



	Scoring Criteria:	Complete if:
□	1. Streamlining Ordinance Ordinance creating an expedited, streamlined permitting process for electric vehicle charging stations (EVCS) including level 2 and direct current fast chargers (DCFC) has been adopted.	<ul style="list-style-type: none"> - Streamlining ordinance has been adopted
□	2. Permitting checklists covering Level 2 and DCFC Checklist of all requirements needed for expedited review posted on city or county website.	<ul style="list-style-type: none"> - Permitting checklist is available and easily found on city or county website
□	3. Administrative approval of EVCS EVCS projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit.	<ul style="list-style-type: none"> - The streamlining ordinance states that permit applications that meet checklist requirements will be approved through non-discretionary permit (or similar)
□	4. Approval limited to health and safety review EVCS project review limited to health and safety requirements found under local, state, and federal law.	<ul style="list-style-type: none"> - The streamlining ordinance states that no discretionary use permit is required and permit approval will be limited to health and safety review

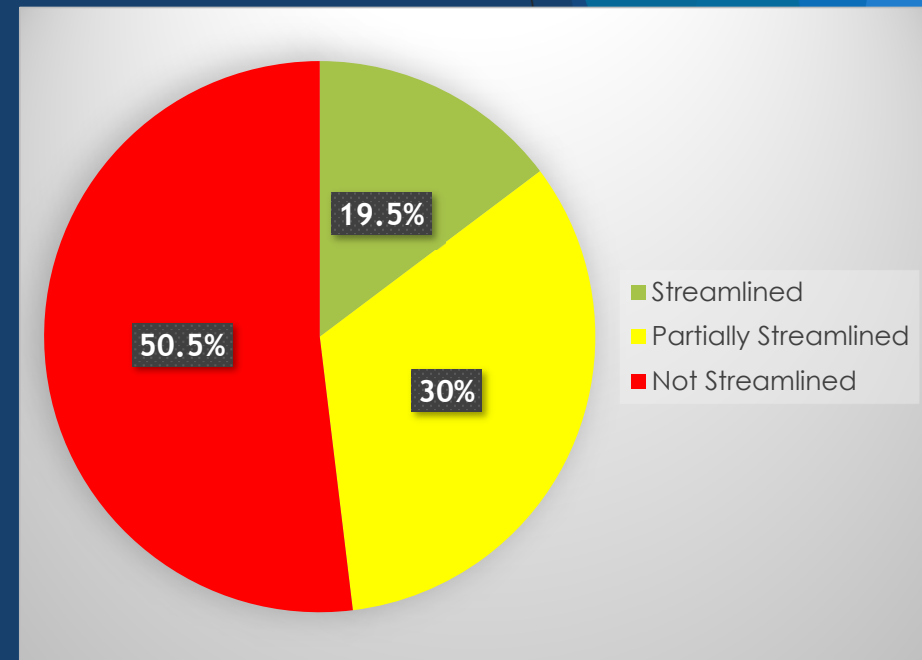
□	<p>5. Electric signatures accepted AHJ accepts electronic signatures on permit applications.*</p>	<ul style="list-style-type: none"> – Electronic signatures accepted on City or County website (usually specified in the ordinance)
□	<p>6. EVCS not subject to association approval EVCS permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code).</p>	<ul style="list-style-type: none"> – The streamlining ordinance states that EVCS permits do not require association approval
□	<p>7. One complete deficiency notice AHJ commits to issuing one complete written correction notice detailing all deficiencies in an incomplete application and any additional information needed to be eligible for expedited permit issuance.</p>	<ul style="list-style-type: none"> – The streamlining ordinance dictates that a written correction notice must detail all deficiencies
□	<p>8. Bonus: Expedited timeline for approval Consistent with the intent of AB 1236, AHJ establishes expedited timelines for EVCS permit approval compared to standard project approval procedures.</p>	<ul style="list-style-type: none"> – The streamlining ordinance (or other policy mechanism) outlines expedited approval timelines for EVCS permits

Status of the State as of 9/11/20

- Cities and counties

- ▶ **Streamlined - 105**
- ▶ **Streaming in Progress - 162**
- ▶ **Not Streamlined - 273**

Only 19.5% of California has streamlined its EVCS permitting




How to become “Green” on the AB 1236 Map

- ▶ Pass an Ordinance
- ▶ Create EVCS permitting checklist
 - ▶ Based on the ordinance and checklist, develop permitting process that (in practice) streamlines the permitting process
 - ▶ Removing Planning Department decisions from the process as much as possible
- ▶ Permitting Olympics
 - ▶ GO-Biz is looking for local champions to spearhead this issue in their region

CHAPTER V. - STREAMLINED PERMITTING FOR ELECTRIC VEHICLE CHARGING STATIONS

Sec. C3-49. - Purpose and authority.





CITY OR COUNTY OF _____

RESIDENTIAL AND NON-RESIDENTIAL

CHECKLIST FOR PERMITTING ELECTRIC VEHICLES

AND ELECTRIC VEHICLE SERVICE EQUIPMENT (EVSE)

(Replace with City or County logo)

Please complete the following information related to permitting and installation of Electric Vehicle Service Equipment (EVSE) as a supplement to the application for a building permit. This checklist contains the technical aspects of EVSE installations and is intended to help expedite permitting and use for electric vehicle charging.

Upon this checklist being deemed complete, a permit shall be issued to the applicant. However, if it is determined that the installation might have a specific adverse impact on public health or safety, additional verification will be required before a permit can be issued.

This checklist substantially follows the "Plug-In Electric Vehicle Infrastructure Permitting Checklist" contained in the Governor's Office of Planning and Research "Zero Emission Vehicles in California: Community Readiness Guidebook" and is purposed to augment

Job Address:	Permit No.
<input type="checkbox"/> Single-Family <input type="checkbox"/> Multi-Family (Apartment) <input type="checkbox"/> Multi-Family (Condominium)	
<input type="checkbox"/> Commercial (Single Business) <input type="checkbox"/> Commercial (Multi-Businesses)	
<input type="checkbox"/> Mixed-Use <input type="checkbox"/> Public Right-of-Way	
Location and Number of EVSE to be Installed:	
Garage ____ Parking Level(s) ____ Parking Lot ____ Street Curb ____	
Description of Work:	

Contact us with your questions:



Kielan Rathjen

kielan.rathjen@gobiz.ca.gov

Tyson Eckerle

tyson.eckerle@gobiz.ca.gov

Subscribe to our Newsletter: [The Plug and the Nozzle](#)