

CONCURRENCE IN SENATE AMENDMENTS

AB 1820 (Schiavo)

As Amended July 2, 2026

Majority vote

SUMMARY

Establishes permit fee caps for specified electric vehicle (EV) charging stations until January 1, 2036.

Senate Amendments

- 1) Revise and recast the bill to set a fee cap of \$500 that applies only to level 2 EV charging stations installed at new or existing multifamily housing developments.
- 2) Provide a delayed operative date of July 1, 2027. This operative date is further delayed to January 1, 2028, for cities and counties with a population of less than 200,000 residents.
- 3) Specify that this bill applies to all cities, including charter cities.
- 4) Add a number of findings and declarations.

COMMENTS

The California Energy Commission (CEC) projects California will need one million chargers to support seven million light-duty electric vehicles in 2030 and two million chargers by 2035. Today there are approximately 91,000 publicly available charging stations throughout the state.

In 2019, GO-Biz published the first edition of its EV Charging Station Permitting Guidebook, which generally recommended, as best practices, local agencies determine complete and approve EV charging station applications within specified time frames. In response to the Guidebook's recommendations, AB 970 (McCarty), Chapter 710, Statutes of 2021, established specific time frames in which local agencies must complete and approve permits for EV charging stations.

AB 2427 (McCarty), Chapter 567, Statutes of 2024, expanded on AB 970 by requiring local agencies to: develop a permitting checklist that includes all information required to permit the installation of EV charging stations in the public right-of-way; identify all applicable fees and charges as part of the permitting process; and, identify criteria of the local agency to determine appropriate locations within the public right-of-way for installation of an EV charging station.

The Legislature has approved a series of bills limiting the fees a city or county may charge for solar energy systems, including SB 1222 (Leno), Chapter 614, Statutes of 2012, that limited permit fees for rooftop solar systems and contained a January 1, 2018, sunset date, and AB 1414 (Friedman), Chapter 849, Statutes of 2017, that reduced the maximum permit fees, applied the caps to a broader range of solar energy systems, and extended the sunset date to January 1, 2025, which was subsequently extended to January 1, 2034. The language in this bill is modeled largely after these laws governing permit fees for solar energy systems.

According to the Author

To achieve a clean transportation transition, California will need to build hundreds of thousands more chargers by 2030. However, the cost to permit chargers can vary wildly county by county, sometimes far above the actual cost to issue the permit. AB 1820 is an important step towards preparing our electrical vehicle infrastructure for the needs of tomorrow. This measure will standardize the cost of permit fees for electric vehicle chargers making their development and installation more affordable for the public and more predictable for developers.

Arguments in Support

The Electric Vehicle Charging Association (EVCA), sponsor of this bill, writes, "The urgency of expanding California's charging network cannot be overstated. The California Energy Commission (CEC) projects that the state will need 1.01 million public and shared private chargers by 2030 and 2.11 million chargers by 2035. Today, California has approximately 91,000 of these chargers installed. Meeting the state's climate and clean transportation goals will require deployment at a scale and pace that depends on removing every barrier to installation, including excessive permitting costs.

"Unfortunately, in some jurisdictions, EV charging station permit fees have increased tenfold in only two years, with no corresponding increase in the cost of permit review. These inconsistent fees drive up project costs, reducing the number of chargers that can be economically deployed.

"AB 1820 addresses this problem by establishing a fair permit fee schedule for residential and commercial EV charging stations that caps fees to a reasonable cost of permit processing. The bill preserves appropriate local flexibility: a jurisdiction may exceed the fee schedule if it makes a written finding of the permit's actual cost. This approach mirrors the structure of AB 1132 (2023), which capped solar permit fees, and extends the same commonsense principle to EV charging infrastructure.

"By ensuring fees reflect true administrative costs, AB 1820 will lower a meaningful deployment barrier and help California maintain its leadership in the clean transportation transition."

Arguments in Opposition

The League of California Cities, the California State Association of Counties, the Rural County Representatives of California, and the Northern California Power Agency write, "California's EV charging network is expanding faster than anywhere else in the nation, driven in part by local governments that have already implemented ministerial and streamlined permitting processes under AB 1236 and AB 970. With more than 200,000 public chargers and nearly one million residential chargers statewide, the record demonstrates that local permitting is facilitating deployment, not obstructing it.

"According to the California Energy Commission, California's electric vehicle charging network is not just growing, it is outpacing the rest of the nation by wide margins. Recently, California has surged past 200,000 public and shared EV charging ports, with nearly a million more installed in homes, which now accounts for roughly 26% of all EV chargers in the United States. The pace of deployment has been especially striking, California EV chargers growing over 23% (22,631) every six months. Nationally, CA holds six of the top 10 cities with the most EV charging stations (top three are CA cities). These numbers do not appear to paint a picture slow growth, if at all, or any barrier caused by local government permitting.

"However, state officials have repeatedly identified grid capacity, utility interconnection, infrastructure upgrades, and funding availability as the primary barriers to further expansion. Simply put, there is no evidence that local permitting fees are a primary barrier to EVCS deployment. The real bottlenecks are private investments, grid capacity, and infrastructure readiness and cities and counties stand ready to partner with the state to further meet our state's ZEV's goals." (citations omitted)

FISCAL COMMENTS

According to the Senate Appropriations Committee, pursuant to Senate Rule 28.8, negligible state costs.

VOTES:

ASM LOCAL GOVERNMENT: 6-0-4

YES: Carrillo, Ta, Johnson, Stefani, Ward, Wilson

ABS, ABST OR NV: Pacheco, Ramos, Ransom, Blanca Rubio

ASM APPROPRIATIONS: 13-0-2

YES: Wicks, Hoover, Aguiar-Curry, Caloza, Dixon, Fong, Mark González, Krell, Pellerin, Sharp-Collins, Solache, Ta, Tangipa

ABS, ABST OR NV: Arambula, Pacheco

ASSEMBLY FLOOR: 72-0-8

YES: Addis, Aguiar-Curry, Ahrens, Alanis, Alvarez, Arambula, Ávila Farías, Bains, Bauer-Kahan, Bennett, Berman, Boerner, Bonta, Bryan, Caloza, Carrillo, Castillo, Chen, Connolly, Davies, DeMaio, Dixon, Elhawary, Ellis, Flora, Fong, Gabriel, Gallagher, Garcia, Jeff Gonzalez, Mark González, Hadwick, Haney, Harabedian, Hart, Hoover, Irwin, Jackson, Johnson, Kalra, Krell, Lackey, Lee, Lowenthal, Macedo, McKinnor, Nguyen, Ortega, Papan, Patel, Patterson, Pellerin, Petrie-Norris, Quirk-Silva, Michelle Rodriguez, Rogers, Sanchez, Schiavo, Schultz, Sharp-Collins, Solache, Soria, Stefani, Ta, Tangipa, Valencia, Wallis, Ward, Wicks, Wilson, Zbur, Rivas

ABS, ABST OR NV: Calderon, Gipson, Muratsuchi, Pacheco, Ramos, Ransom, Celeste Rodriguez, Blanca Rubio

SENATE FLOOR: 27-10-3

YES: Allen, Archuleta, Arreguín, Ashby, Becker, Blakespear, Cabaldon, Cervantes, Cortese, Durazo, Gonzalez, Grayson, Hurtado, Laird, Limón, McGuire, McNerney, Menjivar, Pérez, Richardson, Rubio, Smallwood-Cuevas, Stern, Umberg, Wahab, Weber Pierson, Wiener

NO: Alvarado-Gil, Choi, Dahle, Grove, Jones, Niello, Ochoa Bogh, Seyarto, Strickland, Valladares

ABS, ABST OR NV: Caballero, Padilla, Reyes

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