

Date of Hearing: July 1, 2026

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT

Juan Carrillo, Chair

SB 1283 (Ashby) – As Amended May 14, 2026

SENATE VOTE: 31-4

SUBJECT: EV charging stations: installation: permits

SUMMARY: Expands existing law requirements for cities and counties to streamline the permitting of electric vehicle (EV) charging stations. Specifically, **this bill:**

- 1) Expands the requirement for a city or county to create an expedited, streamlined permitting process for EV charging stations to include any supporting infrastructure necessary for or accessory to the operation of the station. That supporting infrastructure includes, but is not limited to, any paving, concrete pad, utility trench, canopy, or onsite energy storage system sized to support EV charging.
- 2) Expands the requirement for a city or county to administratively approve an application to install an EV charging station to include a station with a canopy or onsite energy storage systems sized to support charging.
- 3) Defines “canopy” to mean an overhead covering structure with a clearance height of 17 feet or less, measured from ground level to the underside of the canopy, a canopy fascia width of 4 feet or less, and a coverage area of 5,000 square feet or less.
- 4) Requires cities and counties to update their ordinances and checklists, which are required pursuant to existing law to streamline EV charging station permitting, to implement the provisions of this bill by December 31, 2027.
- 5) Provides that nothing in this bill or existing law requiring cities and counties to streamline EV charging station permitting shall be construed to limit a local agency’s ability to do either of the following for an EV charging station and any supporting infrastructure necessary for the operation of the EV charging station, including, but not limited to, a canopy or onsite energy storage system:
 - a) Require plans or supporting documentation that are necessary to verify the EV charging station, including supporting infrastructure, meets all health and safety requirements of local, state, and federal law, as specified.
 - b) Conduct inspections or require the EV charging station, including supporting infrastructure, as built, to comply with all health and safety requirements of local, state, and federal law.
- 6) Provides that, if a city or county has not adopted or amended an ordinance or checklist pursuant to existing law requiring cities and counties to streamline EV charging station permitting, an application to install an EV charging station shall contain all of the following information about the proposed project to the building official of the city or county:

- a) The specific location, including parcel numbers, a legal description, and site address, if applicable.
 - b) The number of EVSE units proposed to be installed.
 - c) Contact information for the applicant and the property owner.
 - d) The proposed input and output voltage or, if applicable, the voltage range for each proposed EVSE model.
 - e) The maximum output power of each proposed EVSE model in kilowatts.
 - f) The manufacturer and model number of each proposed EVSE model.
 - g) The system voltage or, if applicable, voltages for the EV charging station project.
 - h) The rating of existing main electrical service equipment in amperes.
 - i) The rating of circuit for EVSE in volts, amperes, and poles.
 - j) The ampere-interrupting capacity for EVSE circuit breakers.
 - k) The connected load, calculated load, or demand load of existing panel supplying EVSE in amperes.
 - l) Total existing load plus total new EVSE load in amperes.
 - m) Maximum site grade in percentages.
 - n) If present, canopy area in square feet, canopy clearance height in feet, and total canopy height in feet.
 - o) If proposed, the total energy capacity in kilowatthours of any onsite energy storage system supporting EVSE.
 - p) Documentation demonstrating compliance with all applicable health and safety requirements.
- 7) Provides that 6), above, shall also apply in cases where the ordinance or checklist have not been amended to implement the changes made by this bill.
 - 8) Requires the Governor's Office of Business and Economic Development (GO-Biz) to adopt a standardized form that applicants for EV charging stations may use for purposes of satisfying the requirements for submittal specified in 6), above.
 - 9) Requires GO-Biz to also develop and publicly post a template that applicants may use to document their application's compliance with the requirements in existing law governing an application for an EV charging station and submit to the applicable city or county. However,

submittal of this document is voluntary and is not a prerequisite for the requirements 10), below, to apply.

- 10) Requires, no later than 30 days after an application has been deemed approved pursuant to existing law governing an application for an EV charging station, the applicable city or county to provide written notice to the applicant of the date the application was deemed approved in accordance with existing law governing an application for an EV charging station and identify all permits and authorizations that have been granted accordingly. An applicant may proceed with construction of the project described in a deemed approved application prior to receipt of this letter.
- 11) Provides that no reimbursement is required by this bill pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this bill, as specified.

FISCAL EFFECT: According to the Senate Appropriations Committee:

- The Governor’s Office of Business and Economic Development (GO-Biz) anticipates minor and absorbable costs to develop and publicly post a standardized form and template that permit applicants can use to submit specified information if a local agency has not adopted a streamlining ordinance. (General Fund)
- Unknown significant local costs to adopt amended ordinances and checklists related to the streamlined permitting of EV charging stations and related infrastructure by December 31, 2027, and to comply with expanded permit streamlining requirements. Local costs are not state-reimbursable because local agencies have general authority to charge and adjust planning and permitting fees to cover any administrative costs for permitting mandates. (local funds)

COMMENTS:

- 1) **Author’s Statement.** According to the author, “California has led the nation in advancing clean transportation, including streamlining approvals for EV charging stations that meet California safety standards. But ambiguity in existing law has prevented local governments from streamlining essential additions to EV charging stations, such as canopies and on-site energy storage systems.

“SB 1283 addresses this gap by allowing local governments to administratively approve critical charging station additions and update their permitting processes by the end of 2027. By making approvals faster, clearer, and more consistent, this bill will help accelerate EV infrastructure and continue to support California’s clean energy and transportation goals.”

- 2) **Background.** California has been steadily expanding its policies supporting the adoption of EV technology and infrastructure, beginning with incentives for purchasing EVs and requirements on automakers to manufacture specified percentages of EVs in relation to their production of conventional cars. This was followed by statutes governing the degree of authority Common Interest Developments (CIDs) can exercise over the installation of EV

charging infrastructure, and prohibitions against specified membership and fee requirements for the privilege of using an EV charging station.

In 2012, the Governor issued an Executive Order directing the California Air Resources Board (CARB), the California Energy Commission (CEC), the California Public Utilities Commission (PUC), and other relevant agencies working with the California Plug-In EV Collaborative and the Fuel Cell Partnership to develop benchmarks to help support and facilitate the rapid commercialization of zero emission vehicles (ZEVs). The order directed these agencies to establish benchmarks to help the state's ZEV infrastructure support 1.5 million EVs by 2025. Furthering this goal, the Governor's Office of Planning and Research and the State Architect published guidelines to address physical accessibility standards and design guidelines for the installation of EV charging stations throughout California.

To further these efforts, at the end of 2020, Governor Newsom issued Executive Order (EO) N-79-20, which required 100% of in-state sales of new passenger cars and trucks to be zero-emission by 2035. This EO tasked CARB with developing and proposing passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards that goal. The EO also directed the CEC to update the biennial statewide assessment of zero-emission vehicle infrastructure required by AB 2127 (Ting) Chapter 365, Statutes of 2018, to support the level of EV adoption required by the EO.

- 3) **AB 1236 of 2015.** Responding to the patchwork of California's EV permitting structure and the uncertainty it posed to installers, AB 1236 (Chiu), Chapter 598, Statutes of 2015, placed significant new requirements into law regarding applications to install EV charging stations. AB 1236 required counties and cities to administratively approve an application to install EV charging stations through the issuance of a building permit or similar nondiscretionary permit, and limited review of an application to whether it meets all health and safety requirements of local, state, and federal law. Requirements of local law were limited to those standards and regulations necessary to ensure that the EV charging station will not have a specific, adverse impact upon the public's health or safety. AB 1236 allowed a county or city to require an applicant to apply for a use permit under certain circumstances.

AB 1236 also required local agencies to adopt an ordinance that creates an expedited, streamlined permitting process for EV charging stations. Local agencies must adopt a checklist of all requirements with which EV charging stations must comply to be eligible for expedited review. An application that satisfies the information requirements in the checklist is deemed complete. A local agency must approve the application and issue all required permits once the local agency confirms the application and supporting documents are complete and meet the requirements of the checklist. If a local agency receives an incomplete application, it must issue a written correction notice detailing all deficiencies in the application and any additional information required to be eligible for expedited permit issuance.

- 4) **2019 GO-Biz Guidebook.** GO-Biz in July 2019 published the first edition of its "EV Charging Station Permitting Guidebook." The 2019 GO-Biz Guidebook noted, "To support California's ambitious ZEV deployment goals – 5 million ZEVs in California by 2030 – the state is prioritizing the development of infrastructure to support these vehicles, in the form of plug-in EV charging stations and hydrogen fueling stations. At the most fundamental level, infrastructure enables the deployment of ZEVs. When consumers look to buy a new or used

car, they need confirmation that it will be able to take them where they want to go. Widespread availability of infrastructure ensures that Californians will have that confidence...Ultimately, a successful transition to zero emissions hinges on success at the local level.”

According to the 2019 GO-Biz Guidebook, “Plug-in EVs (PEVs) as a percentage of new passenger car sales continue to increase. PEV sales exceeded 5% of all new passenger car sales in California in 2017 and comprised approximately 8% of sales in 2018. In total, well over 600,000 PEVs have been sold in California as of the publishing of this document. With the increasing popularity of ZEVs and increasing ZEV sales, the need for ZEV infrastructure is increasingly important.”

The 2019 GO-Biz Guidebook also reported that there were 20,653 public chargers in California as of June 25, 2019. This included:

- a) Level 1 (4–5 miles of range per hour) – 367 chargers at 169 sites;
- b) Level 2 (12–70 miles of range per hour) – 17,216 chargers at 4,764 sites; and,
- c) DC Fast (3–20 miles of range per minute) – 3,070 chargers at 685 sites.

- 5) **2019 GO-Biz Guidebook’s Findings and Recommendations on Permitting.** The 2019 GO-Biz Guidebook stated, “When AB 1236 was being developed, permitting processes and actual timelines varied widely – in many cases adding considerable delay to the station development process. Delays continue to come from both sides of the equation. Both (local governments) and station developers have reported frustrations with incomplete information...Unfortunately, due to lack of awareness, enforcement, and inconsistent application across the state, a wide variance in permitting processes persists.”

The Guidebook generally recommended as best practices that local agencies determine if an application is complete within five business days and provide approval to build within 15 business days. It did note, however, that “it is important to consider the unique circumstances of some typical installations.” For fast-charging stations in particular, the Guidebook pointed out some of the additional considerations not associated with single-family residential charging stations, such as potential requirements for more power, a dedicated power drop, and complex trenching and associated rights-of-way issues.

- 6) **AB 970 and AB 2427.** In response to the 2019 GO-Biz 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. Under the bill, an application to install an EV charging station is deemed complete if the building official of the city or county has not either deemed the application complete or written a correction notice detailing the deficiencies in the application within specified time periods. Applications are deemed approved 20 business days after the application was deemed complete for an installation of up to 25 charging stations at a single site, or 40 business days for an installation of more than 25 charging stations, if certain conditions are met.

AB 2427 (McCarty), Chapter 567, Statutes of 2024, expanded on the law enacted via 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.

- 7) **Bill Summary.** This bill expands the requirement for a city or county to administratively approve an application to install an EV charging station to include a station with a canopy or onsite energy storage systems sized to support charging. A qualifying canopy can be up to 17 feet above ground-level and cover up to 5,000 square feet, as specified.

This bill requires cities and counties to update their ordinances to streamline any supporting infrastructure necessary for an EV charging station, including, but not limited to, battery storage, paving, concrete pads, or utility trenches. Cities and counties must update these ordinances by December 31, 2027.

If a city or county has not adopted a streamlined ordinance as required by law, including the new requirements established by this bill, an application for an EV charging station must include specified information regarding the proposed station, including the location, number of chargers, electrical specifications, site grade, any canopy area, any energy storage system, and documentation demonstrating compliance with all applicable health and safety requirements.

This bill requires GO-BIZ to adopt a standardized form that applicants for EV charging stations may use to submit the required information to jurisdictions that have not adopted a streamlining ordinance and develop and publicly post a template that applicants may use to document that their applications are complete and meet local requirements.

This bill requires a city or county, no later than 30 days after an application has been deemed approved, to provide written notice to the applicant of the date the application was deemed approved and identify all permits and authorizations that have been granted. An applicant may proceed with construction of the project described in a deemed approved application prior to receipt of this letter.

This bill provides that nothing in EV charging streamlining law shall be construed to limit a local agency's ability to do either of the following:

- a) Require plans or supporting documentation that are necessary to verify the EV charging station, including supporting infrastructure, meets all health and safety requirements of local, state, and federal law, as specified.
- b) Conduct inspections or require the EV charging station, including supporting infrastructure, as built, to comply with all health and safety requirements of local, state, and federal law.

This bill is sponsored by the Electric Vehicle Charging Association.

- 8) **Previous Legislation.** AB 2427 (McCarty), Chapter 567, Statutes of 2024, required 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.

AB 2559 (Petrie-Norris) of 2024 would have required GO-Biz to create and maintain a publicly accessible internet website to collect information and report delays and denials regarding permitting for zero-emission vehicle (ZEV) infrastructure. AB 2559 was held in the Senate Appropriations Committee.

AB 1504 (McCarty) of 2023 would have required cities and counties to complete a plan for the installation of EV charging stations in the public right-of-way, and made changes to the statewide assessment of EV charging infrastructure the CEC must prepare pursuant to existing law. AB 1504 was held in the Assembly Appropriations Committee.

SB 507 (Gonzalez) of 2023 would have expanded the scope of information the CEC must consider when assessing the state's need for EV charging infrastructure. SB 507 was held in the Senate Appropriations Committee.

AB 970 (McCarty), Chapter 710, Statutes of 2021, established specific time frames in which local agencies must approve permits for EV charging stations.

AB 2127 (Ting), Chapter 365, Statutes of 2017, required the CEC to conduct a statewide assessment of the EV charging infrastructure needed to support the levels of EV adoption required for the state to meet its goals of putting at least five million ZEVs on California roads by 2030 and of reducing emissions of GHG to 40% below 1990 levels by 2030.

AB 1236 (Chiu), Chapter 598, Statutes of 2015, required counties and cities to administratively approve applications to install EV charging stations, and create an expedited, streamlined permitting process for EV charging stations.

- 9) **Arguments in Support.** The Electric Vehicle Charging Association (EVCA), sponsor of this bill, writes, “While state law encourages streamlined ministerial approval of EV charging projects, many local governments maintain additional requirements, specific design standards, or prolonged review timelines that delay or discourage installation. These barriers are especially pronounced for more complex projects, such as those that include canopies or on-site energy storage systems, which may be treated as separate or discretionary developments subject to additional review. As a result, EV charging deployment is not keeping pace with growing demand, creating infrastructure gaps, increasing costs for developers, and undermining the state’s climate and transportation goals.

“California currently has approximately 201,180 EV charging ports of the 2.11 million chargers the state will need by 2035 to support its zero-emission vehicle goals, per the CEC’s AB 2127 EV Charging Infrastructure Assessment. EVCA members consistently identify local permitting inconsistencies as one of the most significant practical obstacles to rapid deployment, particularly for charging projects involving canopies, battery storage, or multiple EVSE units. SB 1283 provides that certainty.”

- 10) **Arguments in Opposition.** The Shasta County Board of Supervisors writes, “SB 1283 expands existing state mandates by requiring local governments to administratively

approve more complex electric vehicle charging station installations, specifically stations with canopies and onsite energy storage systems, under streamlined, nondiscretionary permitting requirements. These types of installations typically require more extensive engineering review, site evaluation, and inspections. Rural counties like Shasta often have older electrical infrastructure, limited staff capacity, and unique topographical and environmental considerations that make umbrella administrative approval inappropriate for all project types.

“The bill requires local jurisdictions to adopt or amend expedited permitting ordinances and checklists to cover supporting infrastructure such as pads, trenches, canopies, and energy storage systems. Completing these amendments by the end of 2027 places additional burdens on small counties with limited planning and building department staffing. Additionally, the requirement for jurisdictions to provide detailed written notices after automatic approval of applications increases administrative workload without corresponding resources. SB 1283 also introduces new definitions and mandates that trigger state-level review forms, documentation, and standardized templates, creating additional procedural obligations that counties must integrate into existing permitting systems.

“SB 1283 explicitly states that no reimbursement is required, despite creating a state-mandated local program. For smaller, rural counties already facing staffing shortages and budget constraints, these unfunded mandates will divert resources away from critical public safety and infrastructure functions.

“Policies surrounding EV charging stations must balance statewide goals with local capacity and administrative realities. SB 1283 does not adequately account for the unique challenges rural counties face when reviewing increasingly complex electrical and structural installations under severely compressed timelines.”

REGISTERED SUPPORT / OPPOSITION:

Support

Electric Vehicle Charging Association [SPONSOR]
California Electric Transportation Coalition
Chargepoint, INC
Coalition for Clean Air
Electrify America, LLC
Ionna
Scout Motors INC.
Tesla Motors, INC.

Opposition

Shasta County Board of Supervisors
California State Association of Counties (CSAC) (prior version)
League of California Cities (prior version)
Rural County Representatives of California (RCRC) (prior version)

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