

Date of Hearing: August 5, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

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

Policy Committee: Local Government

Vote: 9 - 0

Urgency: No

State Mandated Local Program: Yes

Reimbursable: No

SUMMARY:

This bill expands existing law to require cities and counties to also provide streamlined permitting for EV charging station supporting infrastructure, such as canopies and onsite energy storage systems, and requires each local agency to amend its local streamlined permitting ordinances to implement this requirement.

This bill also 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 if a local agency has not adopted a streamlining ordinance.

Specifically, this bill:

- 1) Expands the existing requirement for cities and counties to administratively approve a permit application to install an EV charging station to include related infrastructure, including, but not limited to, paving, concrete pads, utility trenches, canopies, or an onsite energy storage system sized to support EV charging.
- 2) Requires a city or county to adopt amendments to its EV charging station streamlining ordinances and checklists to implement the changes in this bill by December 31, 2027.
- 3) Specifies that nothing in these provisions is construed to limit a local agency’s ability to conduct inspections or require an EV charging station and supporting infrastructure, as built, to comply with all health and safety requirements, as specified.
- 4) Requires an application to install an EV charging station to contain specified information about the proposed project, if a city or county has not adopted or amended an ordinance or checklist, as specified.
- 5) Requires GO-Biz to adopt a standardized form that applicants for EV charging stations may use and submit to a local government to satisfy the streamlined permitting requirements, if the city or county has not adopted a streamlining ordinance.
- 6) Requires GO-Biz to develop and publicly post a template that applicants may use to document their application’s compliance with specified requirements to be deemed complete.

- 7) 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.

FISCAL EFFECT:

- 1) GO-Biz anticipates minor and absorbable costs to develop and publicly post a standardized form and template that permit applicants may use if a local agency has not adopted a streamlining ordinance.
- 2) Costs to cities and counties of an unknown, but potentially significant amount to comply with expanded permit streamlining requirements and to adopt amended ordinances and checklists related to the streamlined permitting of EV charging stations related infrastructure by December 31, 2027. Local costs are not state-reimbursable because local agencies have general authority to charge and adjust planning and permitting fees to cover administrative costs for permitting mandates.

COMMENTS:

- 1) **Purpose.** 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. 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.** Existing law requires cities and counties to administratively approve an application to install an EV charging station and limits building officials' review to whether the station meets all health and safety requirements of local, state, and federal law. A local agency may deny a permit application only if it makes a written finding based upon substantial evidence that the proposed installation would have a specific, adverse impact on public health or safety, and there is no feasible method to mitigate or avoid that impact.

Existing law requires each local agency, by a specified date, to adopt an ordinance that creates an expedited, streamlined permitting process for EV charging stations, and to adopt a checklist of all requirements that EV charging stations must meet to qualify for expedited review. An application that satisfies all the checklist requirements is deemed complete.

Existing law requires an application for installation of EV charging stations to be deemed complete if local officials do not identify deficiencies after five business days, for proposals to construct 1 to 25 stations at a single site, or 10 business days for proposals to construct more than 25 stations at a single site. An application is deemed approved either 20 business days or 40 business days after an application was deemed complete, as applicable, if local officials have not acted on the application.

Not all cities and counties have adopted the expedited EV charging station permitting requirements. According to GO-Biz, 358 cities and counties in the state are fully streamlined, 77 are partially streamlined, and the remaining 105 cities and counties are not streamlined. According to the Electric Vehicle Charging Association, sponsor of the bill, local permitting inconsistencies are one of the most significant practical obstacles to rapid deployment, particularly for charging projects involving canopies, battery storage, or multiple EVSE units.

This bill requires cities and counties to additionally streamline permitting for EV charging station supporting infrastructure and requires Go-Biz to adopt standardized forms applicants for EV charging stations may use if a local agency has not adopted a streamlined process.

- 3) **Support and Opposition.** The bill is supported by the EV charging industry, the Coalition for Clean Air, and the City and County of San Francisco, who assert this bill will reduce barriers to EV charging infrastructure deployment, accelerate project timelines, and help the state meet its zero-emission goals.

This bill is opposed by Shasta County, who asserts:

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

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