

SENATE THIRD READING

SB 1283 (Ashby)

As Amended May 14, 2026

Majority vote

SUMMARY

Expands existing law requirements for cities and counties to streamline the permitting of electric vehicle (EV) charging stations.

Major Provisions

- 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 specified information about the proposed project to the building official of the city or county. This requirement also applies in cases where the ordinance or checklist have not been amended to implement the changes made by this bill.

- 7) 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.
- 8) 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.
- 9) 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 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.

COMMENTS

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.

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."

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."

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."

FISCAL COMMENTS

According to the Assembly Appropriations Committee:

- 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.

VOTES

SENATE FLOOR: 31-4-5

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

NO: Alvarado-Gil, Grove, Seyarto, Strickland

ABS, ABST OR NV: Dahle, Gonzalez, Jones, Niello, Ochoa Bogh

ASM LOCAL GOVERNMENT: 9-0-1

YES: Carrillo, Johnson, Pacheco, Ramos, Ransom, Blanca Rubio, Stefani, Ward, Wilson

ABS, ABST OR NV: Ta

ASM APPROPRIATIONS: 12-1-2

YES: Wicks, Hoover, Arambula, Calderon, Caloza, Fong, Mark González, Krell, Pacheco, Pellerin, Sharp-Collins, Solache

NO: Dixon

ABS, ABST OR NV: Ta, Tangipa

UPDATED

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CONSULTANT: Angela Mapp / L. GOV. / (916) 319-3958

FN: 0003339