Electrify America is building a national network of ultra-fast DC fast chargers
States and cities can create policy environments to encourage ZEV adoption and investment

- Sending Long-Term Signal to Market
- Reducing PEV Operational Costs
- Improving Economic Viability of EVSE
- Improving PEV and EVSE Planning
- Increasing Awareness and Education
- Reducing Upfront Costs

Analysis by NASEO and Cadmus found sending a long-term signal to the market and reducing upfront costs were the most powerful policy tools to drive ZEV adoption.

PEV Policy Evaluation Rubric: https://naseo.org/Data/Sites/1/pev_policyrubricmethodology_naseo.pdf
Some jurisdictions have taken steps to reduce permitting challenges, such as California’s A.B. 1236 legislation

A jurisdiction’s permit review “shall be limited to the building official’s review of whether it meets all health and safety requirements” and may not include a zoning review.

“The requirements of local law shall be limited to those standards and regulations necessary to ensure that the electric vehicle charging station will not have a specific, adverse impact upon the public health or safety.”

All AHJs must have “an expedited, streamlined permitting process for electric vehicle charging stations.”

A use permit may not be required unless a jurisdiction “makes a finding, based on substantial evidence, that the electric vehicle charging station could have a specific, adverse impact upon the public health or safety.”

The Governor’s Office has established that, based on a collection of real-world charging station permitting experiences in California, 15 day timelines for permitting ultra-fast charging stations “meet the intent of AB 1236.”
In many jurisdictions, long permitting durations lead to costly delays

Permitting Duration\(^1\) (Business Days)

<table>
<thead>
<tr>
<th></th>
<th>National (actual)</th>
<th>California (actual)</th>
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<tbody>
<tr>
<td>Standard EA scheduled duration for</td>
<td>35</td>
<td>41</td>
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<td>66</td>
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California DCFC stations have **32% higher design, permitting, & construction costs** than national average due largely to permitting related costs and statewide requirements

Top 2 Reasons for Permitting Delays\(^2\)

1. **Extended Zoning Department review (33%)**
   Many zoning reviews in California require public hearings, which can result in weeks of waiting periods.

2. **Extended Building Department review (17%)**
   Typical building reviews in California are 3-4 weeks with some being extended to 6-8 weeks.

Average Number of Design Revisions per Site

<table>
<thead>
<tr>
<th></th>
<th>National</th>
<th>California</th>
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<td></td>
<td>1.83</td>
<td>2.26</td>
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</table>

\(^1\)Duration measured in business days

\(^2\)Sample size of 46 projects in California with permitting durations of over 35 days
Some cities are requiring EV charging stations to meet onerous design standards

- Parking Count Minimums
- Station Location
- Aesthetics
- Use Permits
Thank you