To: Members of the RCRC Board of Directors
From: Leigh Kammerich, Regulatory Affairs Specialist  
Paul A. Smith, Senior Vice President Governmental Affairs  
Date: August 4, 2020  
Re: Assembly Bill 1236 Electric Vehicle Charging Compliance Update

Summary
This memo provides an update to the March 11\textsuperscript{th} RCRC Board of Director’s discussion on Zero Emission Vehicles (ZEVs) with the Governor’s Office of Business and Economic Development (GO-Biz).

Background
At the March 11\textsuperscript{th} RCRC Board of Directors meeting, representatives from the Governor’s Office of Business and Economic Development (GO-Biz) gave an overview on the Zero Emission Vehicle (ZEV) Infrastructure Unit’s efforts to implement Assembly Bill 1236 (Chiu; 2015) and ultimately meet California’s goal of having 5 million ZEVs by 2030 and the necessary accompanying infrastructure.

Assembly Bill 1236 (Chiu; 2015) mandated all municipalities to streamline electric vehicle charging station permits in order to expedite the availability of electric vehicle (EV) charging stations. Cities and counties, including those with a population of less than 200,000, were required to adopt such an ordinance by September 30, 2017. In addition to adopting an ordinance, local jurisdictions are required to publish a “Plug-In Electric Vehicle Infrastructure Permitting Checklist.” The intent of AB 1236 was to encourage EV charging station infrastructure and minimize the costs associated with their installation.

Transportation is the largest source of Greenhouse Gas Emissions in California. In an Executive Order issued by Governor Brown in 2018, California has established a goal of having 5 million ZEVs by 2030, necessitating the ambitious targets of having 200 hydrogen fueling stations and 250,000 plug-in electric chargers by 2025 to support 1.5 million ZEVs. The GO-Biz ZEV unit works to achieve California’s climate, air quality, and clean energy goals by addressing barriers in the deployment of the fueling infrastructure needed to power these vehicles. Moreover, the California Air Resources Board is taking action on medium- and heavy-duty Advanced Clean Truck procurement mandates for public and private fleets. Such actions would require a robust specialty fueling and EV charging infrastructure across California to support these vehicles.
Issue
Since AB 1236 went into effect, few cities and counties have taken action to adopt a model ordinance for a streamlined EV charging permitting process, including urbanized areas.

On July 2nd, the GO-Biz ZEV Unit completed their efforts to map AB 1236 compliance and found that only 18 percent of all municipalities — including only 3 RCRC Member Counties — have taken action to adopt a model ordinance and other streamlining requirements for EV charging. Napa, San Luis Obispo, and Sonoma Counties comply with the provisions of AB 1236, while Butte, Calaveras, Humboldt, Monterey, Tuolumne, and Yolo Counties have taken proactive steps and are currently in the process of complying. This leaves 28 member counties with action needed.

In May, RCRC along with its local governments partners led a successful effort to oppose Assembly Bill 2168 (McCarty), a deemed approved permitting scheme for EV charging stations regardless if a municipality has a streamlined process pursuant to current law. While many counties meet the spirit of the law and continue to issue building permits for EV charging, it is incumbent upon local governments to comply with all aspects of the EV charging streamlining law to prevent undesirable enforcement efforts and other law changes that could negatively infringe on local building and planning departments.

Staff Recommendation
Information only. GO-Biz continues to offer assistance to local government agencies (and businesses alike) on ZEV readiness and AB 1236 compliance, including best practices and streamlining templates. For more information, please contact the GO-Biz ZEV unit at zev@gobiz.ca.gov.

Attachment
- GO-Biz Map, Plug-in Electric Vehicle Charging Station Readiness