

DOCKETED

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California Cycle 2 ZEV Investments and AB 1236 Permitting Issues

August 28, 2019

Our transformational opportunity: the largest single investment ever made in infrastructure, education and awareness, and access to drive ZEV adoption

Our Mission

Electrify America will be a catalyst for promoting ZEV adoption by offering transformative, customer-centric infrastructure and energy management solutions.

Our Company

Electrify America is a subsidiary of Volkswagen Group of America created to implement the \$2 billion ZEV Investment Commitment. We have recruited talent from across diverse industries.

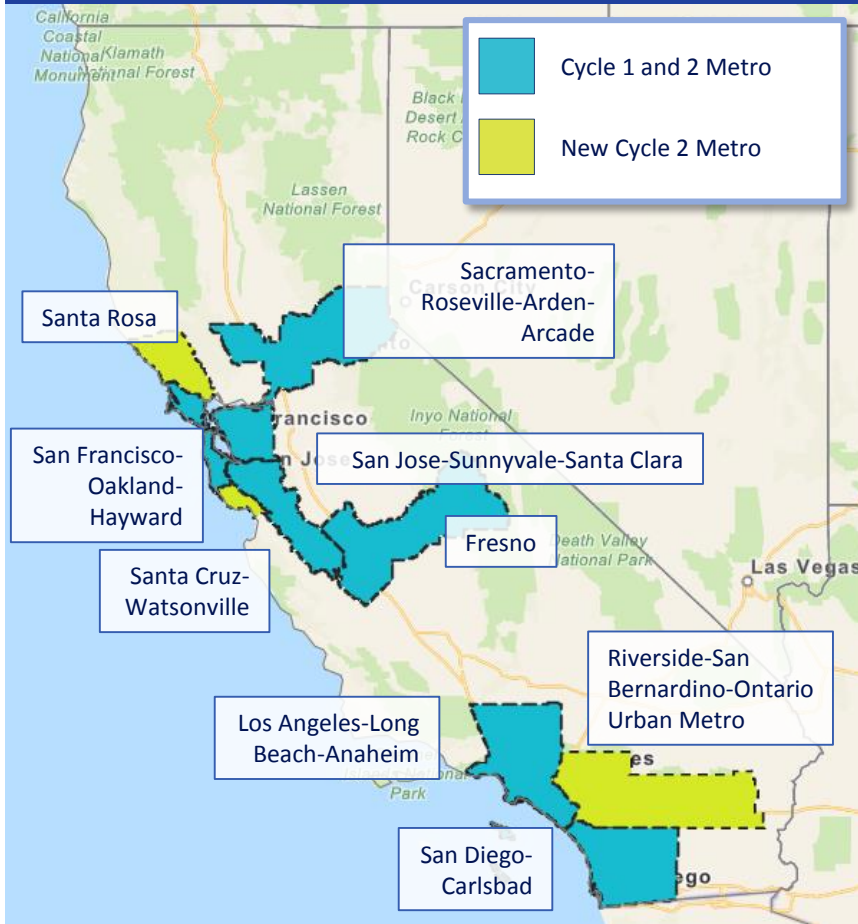
Our Approach

Electrify America is a data-driven company committed to increasing the use of ZEV technology.

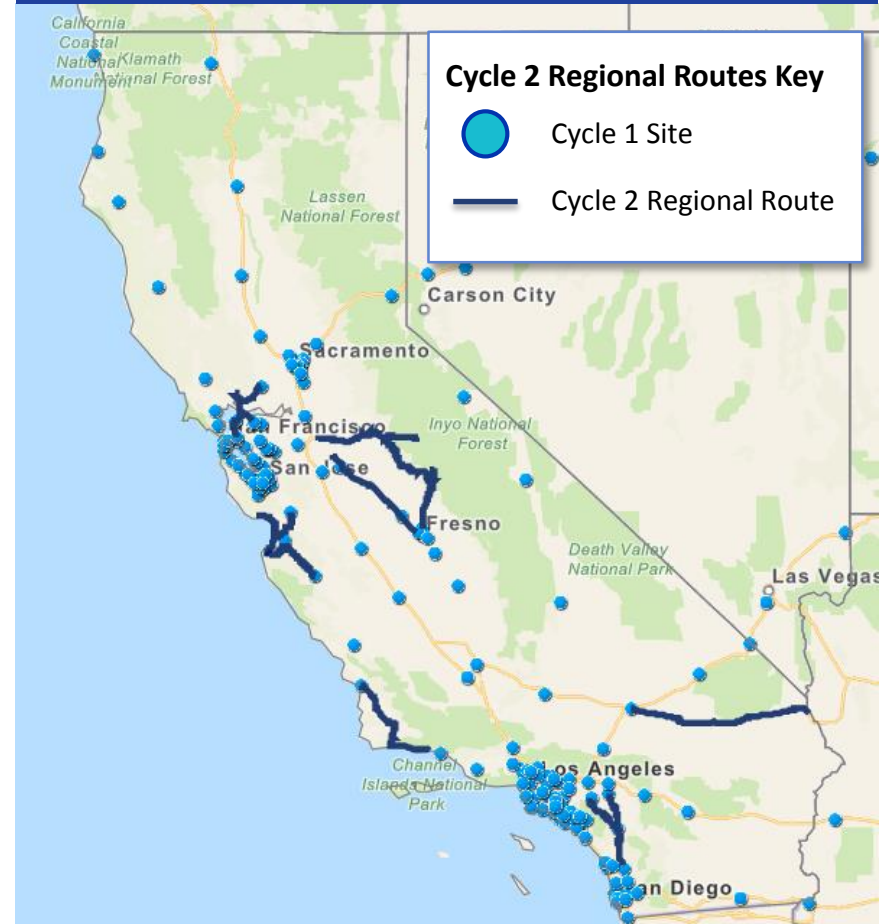


Electrify America is Building Hundreds of Ultra-fast Charging Stations in metro areas and on key regional highway routes

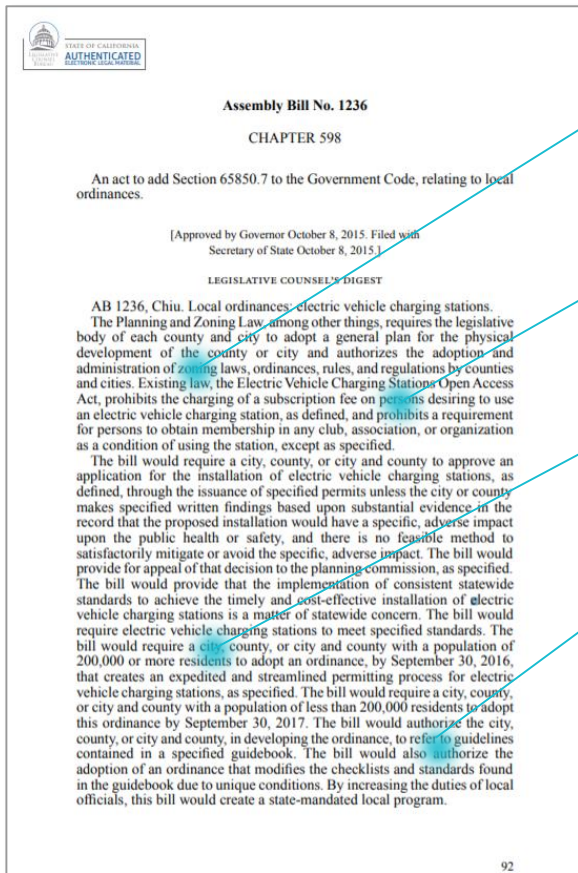
Cycle 2 Metro Investments



Cycle 2 Highway Investments



California's 2015 law (AB1236) calls for "consistent statewide standards to achieve the timely and cost-effective installation of electric vehicle charging stations"



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.

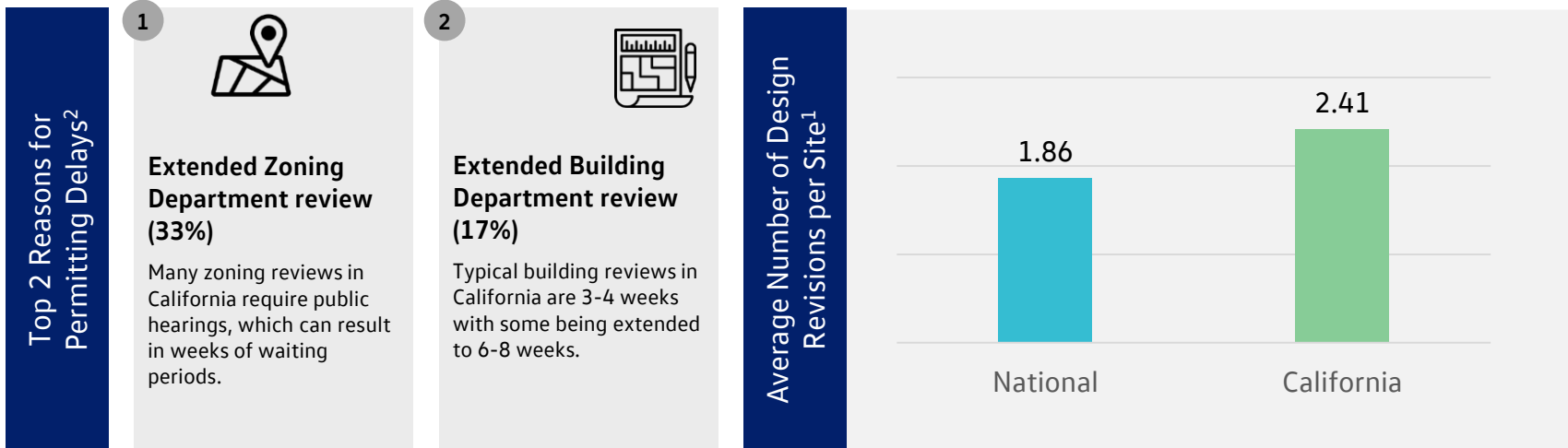
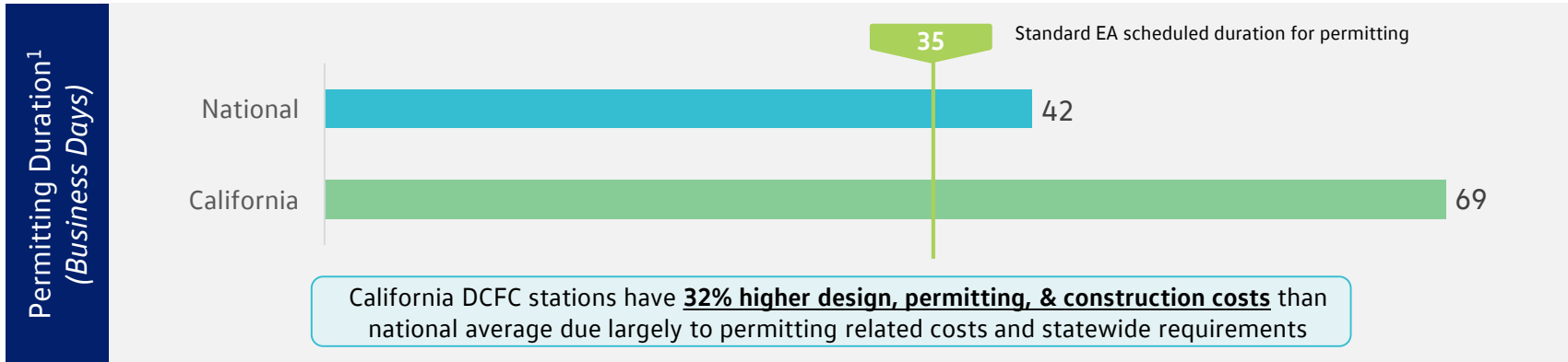
"The requirements of local law shall be limited to those standards and regulations necessary to ensure that the electric vehicle charging station will not have a specific, adverse impact upon the public health or safety."

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."

GoBiz Permitting Guidebook clarifies: 15 business days to review a permit application is a "best practice timeline" that "meets the intent of AB 1236."

In California: Permitting takes 65% longer; Charging Station Design/Construction Costs are 32% higher



Permitting requirements are not “limited” to health & safety

Minimum Parking Requirements:

- Parking minimums do not protect health/safety
- A parking space with a charger is a “parking space”

Aesthetics:

“I think ... the aesthetics of the station ... will remain the City's major concern.”

-Bay Area Planning Director

Limiting Planning Review:

If no “*expedited, streamlined permitting process*” exists, planning review and station redesign is commonplace.

Definitions:

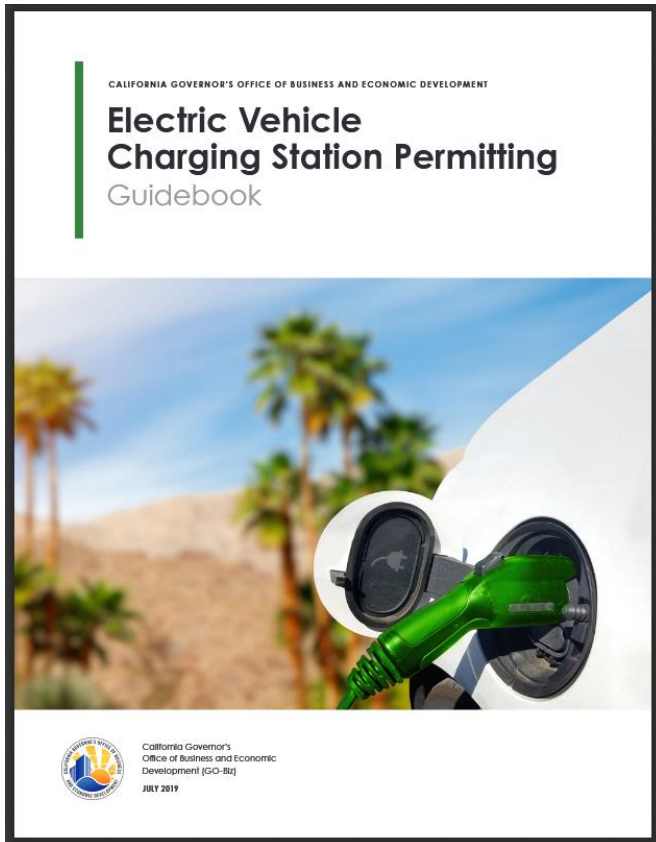
Awareness of AB 1236 and accessibility definitions vary.

Electrify America locates stations to be safe, accessible, and cost-effective



Example: A local permitting official in California directed Electrify America to relocate a Station at a Big Box store to the loading dock area

Permitting improves when Legislators, City Attorneys, and GoBiz build AB 1236 Awareness



Streamlined, Expedited Process: City of Sacramento, San Jose

Parking: Burbank, South Gate, Sacramento County

Zoning: Rocklin, Los Angeles

Aesthetics: San Francisco, San Jose

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BUDGET SUBCOMMITTEE NO. 4 ON
STATE ADMINISTRATION

Dear Friends,

I am writing to clarify the intent of my bill, Assembly Bill (AB) 1236, that was signed by Governor Brown in 2015. AB 1236 requires all local jurisdictions to adopt an expedited, streamlined permitting process for electric vehicle (EV) charging stations.¹

We look forward to continued collaboration



Thank you