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Comment Received From: The Bill Lane Center for the American West at Stanford University

Submitted On: 8/8/2023

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Stanford Bill Lane Center Comments

Additional submitted attachment is included below.

To Whom it May Concern at the California Energy Commission,

I am a student researcher with Stanford's [Bill Lane Center for the American West](#). I am working on a project led by Professor Bruce Cain focused on identifying and addressing barriers to speeding up the build-out of a statewide network of publicly accessible EV charging stations. In particular, we are analyzing barriers that jurisdictions may be facing in permitting publicly accessible EV charging stations.

We have reviewed the plans for the EV Infrastructure Project Tracker, and we believe that the development of this tool will be extremely useful in better understanding the delays in the process of permitting EV charging stations. The gaps between key dates such as permit application date, permit issuance date, and energization date paint an important picture that informs our knowledge on where the bottlenecks are on EV charging station projects. We do have a few questions/suggestions in order to support this project's implementation.

Firstly, we were curious whether or not the tracker would incorporate historical data on EV charging stations built before the tracker's development, and if so, how this will be accomplished. One element of our research is focused on analyzing the implementation of AB 1236 and AB 970, which aimed to expedite the permitting process for EV charging stations. If the tracker contains historical data from before these bills were passed, we will be able to more easily analyze the trends that follow the passing of the bills.

Secondly, we were wondering if you were aware of approximately what percentage of EV charging station projects receive funding from the California Energy Commission, and for those that don't, whether or not you would make an attempt to track their progress. We understand that the CEC is only able to mandate projects that receive funding to provide you with this kind of data, yet we hope that this tool will be representative of all California jurisdictions.

We would encourage you to consider strategizing ways to incorporate both historical data and data from projects not funded by the CEC in building out your EV Infrastructure Project Tracker. There are a number of ways to accomplish this, such as getting in touch with developers with whom you have existing relationships, gathering permitting data from jurisdictions' online databases, and other creative methods. This will ensure that the tracker reflects all EV infrastructure projects in California in the past, present, and future.

Thank you in advance for your time, and we hope that you will consider these recommendations to enhance the efficiency and transparency of the EV Infrastructure Project Tracker. By implementing these changes, we believe it will not only facilitate our research but also contribute to the overall goal of expediting the build-out of a statewide network of publicly accessible EV charging stations, fostering sustainable transportation options for the community.

Sincerely,

Lee Rosenthal
Research Assistant, The Bill Lane Center for the American West at Stanford University