



EVgo must work with the local permitting authority to acquire permits for fast charger construction. The entities that approve EVgo's building plans are the Authority Having Jurisdictions (AHJs)—organizations, offices, or individuals responsible for enforcing codes or approving equipment, materials, or installation. The permitting requirements vary between AHJs, as can their familiarity with Electric Vehicle Charging Station (EVCS) equipment and projects. EVgo has been required to obtain Electrical Permits and/or Building Permits (depending on project and AHJ), appear before review boards, and ensure ADA compliance that can be interpreted differently by different AHJs. Planning and Zoning reviews are not required by every AHJ, but when they are, it is the primary source of significant delays.

The **Connect the Watts™** team has identified 7 best practices for an efficient EVCS permitting process: 1) Adopt an Online Permitting Process, 2) Offer Expedited Processing that Shortens Permitting Timelines for EV Charger Projects, 3) Waive the Requirement for Pre-Appointment or Pre-Approvals for EV Charger Projects, 4) Standardize EVCS Permitting Reviews, 5) Streamline the Administrative Process to Avoid Document Processing Delays, 6) Require Only an Electrical Permit for these Primarily Electrical-Oriented Projects, and 7) Bring Policy Level Support for Equipment Placements.



Adopt an Online Permitting Process

✓ Best Practices:

- ▶ Use an **online portal** that guides EVSPs through forms and requirements for permit submission, accepts electronic signatures and payments for plan check reviews, and results in approvals around 2 weeks after submission. (Ex. City of San Diego)
- ▶ More than **90%** of AHJs now have online submittals.
- ▶ Many AHJs went online during COVID and are **encouraged to not return to paper processes**.
- ▶ The AB1236 streamlined permitting ordinance **requires AHJs to establish an online submittal process** in CA (though not all AHJs have done this).

✗ Practices to Improve:

- ▶ **Vague or unintuitive online submittal forms** and processes that do not provide real-time status updates or human contact when questions arise.
- ▶ **Hard copy and/or in-person requirements**; paper documentation for one or more steps; and/or onsite appointments for submittal and reviews which can extend the permitting process to 4.5 months.



Offer Expedited Processing that Shortens Permitting Timelines

✓ Best Practices:

- ▶ Offer an **EVCS-specific or generalized process** for expedited review, and establish dedicated staff.
- ▶ EVgo is **willing to pay 2-3x in permit fees** to reduce permitting timelines to 2-4 weeks.
- ▶ **Adapt and enforce state guidelines** (AB1236 in CA, S.3223 in NJ) for streamlined and expedited permitting by creating templates for staff.
- ▶ **Maintain an ongoing training program** for staff to become familiar with continuous EVCS equipment and market developments.
- ▶ **Process payments** and administrative items needed to issue permits within 1-3 business days (current average is 1-2 weeks to several months).

✗ Practices to Improve:

- ▶ AHJ offers an expediting fee but **still puts applications through the same level of reviews** with the same staff as assigned to other types of projects (i.e. not dedicated to EVCS).



Remove Requirement for Pre-Appointment or Pre-Approvals

✓ Best Practices:

- ▶ **Eliminate the need for a pre-appointment** or pre-approvals as part of the plan check review intake process. EVgo stations are relatively simple and standardized, and don't need the same screening as larger and more complex development projects.

✗ Practices to Improve:

- ▶ **Retaining pre-approvals** adds 4-6 weeks for appointment scheduling to then submit plans, followed by 3-4 weeks to process the application.
- ▶ After pre-approval/pre-screening, the **project application still goes through the same level of review** as the standard submittal/review process, causing delays.



Standardize EVCS Permitting Reviews

✓ Best Practices:

- ▶ **Establish and publish EVCS-specific** detailed permitting guidelines on the AHJ's website outlining expectations for permit design sets and the application and review process (City of San Diego).
- ▶ Standardize the **EVCS expedited permitting process** (in compliance with AB1236 in CA, and S.3223 in NJ), and establish a quicker review timeline.
- ▶ **Learn about EVCS design**, and work with EVCS related inspector firms to define standards.
- ▶ **Limit the number of review cycles** and communicate comments as one batch rather than piecemeal.

✗ Practices to Improve:

- ▶ It typically takes **3-4+** weeks for initial review, **1-2+** weeks for revision request and redesign, and **2-3+** weeks for plan check final, which can be shortened.



Require Only an Electrical Permit

✓ Best Practices:

- ▶ **Keep permit applications within one department** (e.g. electrical only in Biddeford and San Diego). Simple modification of parking stalls need not require a building permit; the electrical inspector checks striping, signage, and ADA compliance.
- ▶ **Clearly define EVCS permit requirements** so permitting staff does not expand scope of review.
- ▶ **Require only an electrical inspection.** In Pittsburgh, a Zoning Dept. submittal was not necessary after reviewing the preliminary site plan.
- ▶ **Avoid sending reviews to other departments** (e.g. planning, zoning), and perform reviews for health and safety only as mandated by ordinance and not prohibited by laws like CA AB1236.

✗ Practices to Improve:

- ▶ **Lack of clarity on the reviewing departments** that need to be engaged (and involving multiple departments rather than concurrent review).



Policy Support for Equipment Placement

✓ Best Practices:

- ▶ **Allow EVCS and supporting equipment** (including transformer, switchboards, and power cabinets) within building/ property/ landscaping setbacks. In San Francisco and Goleta, CA, chargers and equipment are exempt from setbacks.
- ▶ Expand the CA AB1100 guideline to **count EVCS spaces as regular parking stalls** in the parking count study to include supporting equipment.
- ▶ Include EVCS and supporting equipment in the **landscape impact study**.

✗ Practices to Improve:

- ▶ The Planning Department requesting an alternate location for EVCS equipment because of **aesthetic considerations** or requesting equipment be **painted in a way that is outside of EVSP's scope** (when a transformer is owned by the utility).
- ▶ The Planning Department requiring **landscape screening designs**.