

Assembly Bill 2427: EVCS Permitting for Curbside Charging

Overview

It is the policy of the State of California to promote, encourage, and remove obstacles to the construction and use of electric vehicle charging stations (EVCS).

AB 1236 (Chiu, 2015), codified in Government Code Section 65850.7, mandates that all California cities and counties, including charter cities, adopt an expedited permitting process for EVCS.

AB 2427 (McCarty, 2024), codified in Government Code Section 65850.72, builds on AB 1236 and California's EVCS permit streamlining efforts to address the unique considerations of permitting EVCS in the public right-of-way (PROW), also known as curbside charging.



Photo credit: it's electric

Curbside Charging

As used in AB 2427, PROW means the area along or upon any public road or highway under the control of a local jurisdiction (city or county). Curbside chargers are typically installed along the street-facing edge of a sidewalk or adjacent to the curb.

Curbside charging configurations in California to date have included installations on dedicated pedestals and, where technical and ownership structures have allowed, on existing streetlight or utility poles. While curbside charging may not be feasible in every location, where conditions allow, it can help expand access to EV charging.

Cross-pavement charging, in which a cable runs across the sidewalk from a building to a car parked on the street, is also a form of curbside charging. However, this fact sheet focuses on charging that uses equipment installed at the curb.

Some cities have safety guidelines for cross-pavement charging, while others prohibit it to avoid accessibility impediments and trip hazards. See an example of Oakland's guidelines [here](#).

Electric Vehicle Charging Station Permit Streamlining

AB 2427 Goals and Requirements

EVCS installations in the PROW not only need the usual building and/or electrical permits, but also local jurisdiction permission to use public space.

These projects therefore require close coordination with local jurisdictions—often across multiple departments. AB 2427 aims to streamline communication between jurisdictions and project developers about whether and how EVCS may be permitted in a jurisdiction's PROW.



Photo credit: VoltPost

The law requires all California cities and counties, including charter cities, to publish information about charging in the PROW.

There are two options for complying:

A: If curbside charging may be possible in your jurisdiction:

- Identify any criteria adopted by the governing body of your jurisdiction (city or county) to determine appropriate locations within the PROW for EVCS installation.
- Develop a checklist that includes all information required for a complete application for a permit or other authorization to install EVCS within the PROW.
- Identify all applicable fees and charges as part of the permitting or authorization process.
- Publish the above information on a publicly accessible internet website if the jurisdiction has a website.

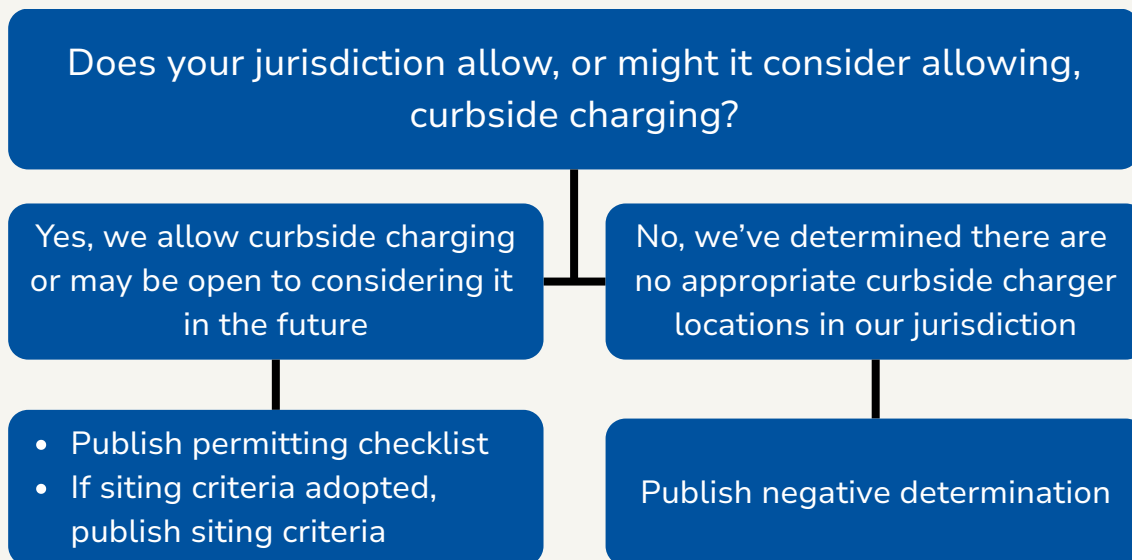
B: If curbside charging is not possible in your jurisdiction:

- A city or county that determines there are no appropriate locations in the PROW for EVCS installation shall publish that information on a publicly accessible internet website if the jurisdiction has a website.

Electric Vehicle Charging Station Permit Streamlining

Compliance Timeline

- **January 1, 2027** - Jurisdictions with populations of 250,000 or more
- **January 1, 2029** - Jurisdictions with populations of fewer than 250,000



Guidance for Jurisdictions Opting to Develop Curbside Charger Siting Criteria & Checklist

Siting Criteria:

Siting criteria for curbside EVCS help cities and counties clarify the extent to which curbside charging is viable and guide project developers about where charging may be an appropriate use of the PROW. Establishing these criteria can reduce non-viable permit applications and streamline review and approval. Especially when paired with community outreach and input, siting criteria can guide local jurisdictions' decision making and manage stakeholder expectations about curbside charger deployment.

Siting criteria apply only to decisions about PROW use. Location-based limits on EVCS installations are otherwise not allowed under AB 1236.

Effective siting criteria incorporate careful consideration of, but are not limited to:

- Community needs (EV charging demand and availability, parking needs and constraints, etc.)
- Competing curb uses (curb use policies, planned bicycle or transit lanes, upcoming capital improvements, city trees, etc.)
- Accessibility and safety standards (sidewalk width, street grade, curb cuts, safety clearance, maintenance access, any other applicable accessibility requirements, etc.)

Electric Vehicle Charging Station Permit Streamlining

Permitting Checklist:

Under AB 1236, all California jurisdictions are already required to have a published checklist for a complete EVCS permit application. Although some existing permitting checklists indicate whether a proposed charger location is in the PROW, these checklists might not cover all materials required for permission to install and operate a curbside charger (e.g., encroachment permits, licensing fees, city or county agreements with the EVCS developer, or similar).

To meet AB 2427 requirements, a city or county that determines there are potential PROW spaces that could be feasible for curbside charging development may either incorporate the necessary PROW elements into existing permitting checklists or use a supplemental checklist with the additional steps needed for EVCS locations in the PROW.

GO-Biz is developing updated model checklists that meet AB 2427 requirements. When published, these resources will be available on the [GO-Biz Charging Station Readiness webpage](#).



Photo credit: it's electric

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