

Date of Hearing: April 5, 2022

ASSEMBLY COMMITTEE ON HOUSING AND COMMUNITY DEVELOPMENT

Buffy Wicks, Chair

AB 1738 (Boerner Horvath) – As Introduced January 31, 2022

SUBJECT: Building standards: installation of electric vehicle charging stations: existing buildings

SUMMARY: Creates mandatory building standards for certain existing school and residential structures to require electric vehicle (EV) charging stations when retrofits are done. Specifically, **this bill:**

- 1) Requires the California Building Standards Commission (CBSC), by the intervening edition of the California Building Standards Code, effective July 1, 2024, to adopt, approve, codify, and publish mandatory building standards for the installation of specified electric vehicle charging stations at cost-effective trigger points in existing multifamily dwellings, schools, hotels, motels, and nonresidential development during retrofits to existing buildings.
- 2) Directs the Department of Housing and Community Development (HCD) to propose mandatory building standards for installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment in existing multifamily dwellings, hotels, and motels.
- 3) Mandates the Division of the State Architect (DSA) to propose mandatory building standards for installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment in existing schools.
- 4) Specifies that HCD and the DSA must do all of the following when proposing the mandatory building standards specified in the bill:
 - a) Use Sections 4.106.14 and 5.106.5.3 of the California Green Building Standards Code as the baseline;
 - b) Consult with interested parties, including, but not limited to, the State Air Resources Board, the California Energy Commission, investor-owned utilities, municipal utilities, vehicle and electric vehicle supply equipment manufacturers, local building officials, commercial building and apartment owners, and the building industry; and
 - c) Invite the participation of the public at large in the development of those building standards.
- 5) Provides that HCD and the DSA and the commission must review the building standards proposed and adopted pursuant to this section every triennial code cycle, and update those building standards with increasing percentages of parking spaces required to have electric vehicle supply equipment installed, to ensure that the building standards support statewide needs for electric vehicle charging stations that align with the state's zero-emission vehicle targets.

- 6) Defines the following terms:
- a) “Cost-effective trigger points” means criteria for requiring installation of electric vehicle charging stations that take advantage of the reduced cost of that installation in existing residential and nonresidential buildings when other construction, retrofits, or repair action is taking place so that electric vehicle charging stations are made more widely available in a cost-effective manner;
 - b) “Direct current fast charger” means electric vehicle supply equipment capable of supplying direct current electricity to a vehicle fitted with the appropriate connection to support recharging the vehicle’s energy storage battery;
 - c) “Electric vehicle charging station” means one or more electric vehicle charging spaces served by an electric vehicle charger or other charging equipment allowing the charging of electric vehicles. An electric vehicle charging station shall be considered a vehicular parking space;
 - d) “Electric vehicle supply equipment” means the conductors, including the underground, grounded, and equipment grounding conductors, and the electric vehicle connectors, attachment plugs, and other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle; and
 - e) “Level 2 electric vehicle supply equipment” means electric vehicle supply equipment capable of supplying 208 to 240 volt alternating current electricity at a minimum of 30-amp.

EXISTING LAW:

- 1) Authorizes CBSC to approve and adopt building standards. Every three years, CBSC undertakes building standards rulemaking to revise and update the California Building Standards Code. (Title 24 of the California Code of Regulations)
- 2) Requires proposed building standards that are submitted to CBSC for consideration to be accompanied by an analysis completed by the appropriate state agency that justifies approval based on the following criteria:
 - a) The building standard does not conflict with, overlap, or duplicate other building standards;
 - b) The proposed standard is within the parameters of the agency's jurisdiction;
 - c) The public interest requires the adoption of the building standard;
 - d) The standard is not unreasonable, arbitrary, unfair, or capricious;
 - e) The cost to the public is reasonable, based on the overall benefit to be derived from the building standard;

- f) The standard is not unnecessarily ambiguous or vague; and
 - g) The applicable national specifications, published standards, and model codes have been appropriately incorporated into the standard. (Health and Safety Code Section 18930)
- 3) Requires CBSC to receive proposed building standards from a state agency for consideration in an 18-month code adoption cycle. Requires CBSC to adopt regulations governing the procedures for 18-month code adoption cycle, which must include adequate provision of the following:
- a) Public participation in the development of standards;
 - b) Notice in written form to the public of the compiled building standards with justifications;
 - c) Technical review of the proposed building standards and accompanying justification by advisory boards appointed by CBSC; and,
 - d) Time for review of recommendations by the advisory boards prior to CBSC taking action. (Health and Safety Code Section 18929.1)
- 4) Requires HCD to propose the adoption, amendment, or repeal of building standards to CBSC for residential buildings, including hotels, motels, lodging houses, apartment houses, dwellings, buildings, and structures. (Health and Safety Code Section 17921(a))
- 5) Requires the State Fire Marshall to adopt, amend, and repeal other rules and regulations for fire and panic safety in all hotels, motels, lodging houses, apartment houses and dwellings, buildings, and structures accessory thereto. (Health and Safety Code Section 17921(b))
- 6) Provides that only those building standards that are approved by the CBSC and are in effect at the local level at the time an application for a building permit is submitted shall apply to the plans and specifications for construction. (Health and Safety Code Section 18938.5(a))
- 7) Requires CBSC to publish, or cause to be published, editions of the code in its entirety once every three years. In the intervening period the commission shall publish, or cause to be published, supplements as necessary. (Health and Safety Code Section 18942(a))
- 8) Requires CBSC to adopt, approve, codify, and publish mandatory building standards for the installation of future EV charging infrastructure for parking spaces in multifamily dwellings in nonresidential development in the next triennial edition of the California Building Standards Code adopted after January 1, 2014 and specifies that HCD shall do the following:
- a) Propose the mandatory building standards for the installation of future EV charging infrastructure for parking spaces in multifamily dwellings and submit the proposed mandatory building standards to the commission for consideration;
 - b) Use specified sections of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations) as the starting point for the mandatory building standards and amend those standards as necessary; and

- c) Actively consult with interested parties, including, but not limited to, investor-owned utilities, municipal utilities, manufacturers, local building officials, commercial building and apartment owners, and the building industry. (Health and Safety Code Section 18941.10 *et seq.*)
- 9) Establishes building standards for EV charging infrastructure and charger installation in new residential and non-residential development. Pursuant to the CALGreen Code, requires future EV capacity when certain additions and alterations of existing parking facilities (Sections 4.106.4, 4.106.4.2 and 5.106.5.3, Title 24, Part 11, California Code of Regulations)

FISCAL EFFECT: Unknown

COMMENTS: *Author's statement:* According to the author, “Transitioning the transportation sector to zero-emission technology is critical to achieving California’s public health protection goals, minimizing air pollution exposure, and mitigating climate change impacts. As passenger vehicles alone account for more than 28 percent of California’s statewide greenhouse gas emissions, deployment of light-duty ZEVs is essential. To support this transition, more electric vehicle charging stations are needed. Installation of EV charging stations is most cost-effective when it is concurrent with retrofits, additions, or alterations to parking spaces or the electric supply for an existing building. AB 1738 seeks to close the projected EV charging gap of approximately 975,000 Level 2 EV charging stations by 2025.”

Background on Building Standards: The California Building Standards Law establishes the process for adopting state building standards by CBSC. Statewide building standards are intended to provide uniformity in building across the state. CBSC’s duties include the following: receiving proposed building standards from state agencies for consideration in each triennial and intervening building code adoption cycle; reviewing and approving building standards submitted by state agencies; adopting building standards for state buildings where no other state agency is authorized by law; and publishing the approved building standards in the California Building Standards Code (California Code of Regulations, Title 24).

There are approximately twenty state agencies that develop building standards and propose them for adoption to CBSC. The Department of Housing and Community Development (HCD) is responsible for the standards for residential buildings, hotels and motels. The Division of the State Architect (DSA) proposes building standards for schools and community colleges. Updates and changes to building standards are adopted on two timelines: through the triennial code adoption cycle which occurs every three years and through the intervening code adoption cycle which provides an update to codes 18 months after the publication of the triennial codes. Regulatory activities for each cycle begin over two years before the effective date of the codes. The standards adopted in the next intervening code cycle will be effective on July 1, 2024 and the next triennial cycle’s standards will be effective on January 1, 2026.

In 2010, the CBSC adopted CALGreen, which included both mandatory and voluntary building standards. The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in five categories: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.

Cities and counties also have the administrative authority to exceed the CALGreen standards and adopt more protective standards which apply to their jurisdiction.

The CALGreen Code establishes standards for the installation of EV charging infrastructure and EV charging stations in new multifamily buildings and nonresidential structures. In December of 2021, CBSC adopted updated standards which go into effect on January 1, 2023 and will require all new construction of multifamily housing, hotels, and hotels to contain a certain percentage of parking spaces which are EV capable and EV ready. “EV capable” refers to parking spaces with electrical panel capacity, a dedicated branch circuit and a raceway to the EV parking spot to support future installation of charging stations while “EV ready” goes a step further and also requires a receptacle (outlet) to be installed.

For smaller buildings with less than 20 units, at least 25 percent of parking spaces in new multifamily development must be EV ready while 10 percent must be EV capable. Larger buildings with 20 or more units of residential housing (or 20+ rooms for hotels and models) must follow the same building standards as smaller buildings while also including the actual EV charger on 5 percent of parking spaces. The new standards also require EV capable spaces be added when there are additions and alterations to parking facilities that would require a building permit. In cases when an existing multifamily building or hotel or model does an addition or alteration, at least 10 percent of the spaces altered or added must be EV capable.

Climate mitigation efforts and EV charging need: The California Global Warming Solutions Act of 2006 was passed as AB 32 (Núñez, Chapter 488, Statutes 2006) and established targets for reducing climate change and greenhouse gas (GHG) emissions such that GHG emissions in 2020 would be at 1990 levels (a reduction of approximately 30 percent), and then an 80 percent reduction below 1990 levels by 2050. The state has implemented many strategies to help meet these targets, including the requirement for regions to create Sustainable Communities Strategies (SB 375, Steinberg, Chapter 728, Statutes 2008) to help integrate land use, transportation, and housing decisions.

An ongoing challenge of meeting our GHG targets is the transportation sector. This sector accounts for approximately 40 percent of California’s GHG emissions the greatest of which comes from passenger vehicles. Decreasing emissions from the transportation sector is essential to the state meeting its GHG emission reduction targets. However, despite efforts in this area, emissions continue to increase; according to the California Air Resources Board’s *2018 Progress Report – California’s Sustainable Communities and Climate Protection Act*, since the end of the 2008 recession vehicle miles traveled per capita have increased substantially with a commensurate increase in carbon dioxide emissions per capita.

To help address the issue, in 2018 Governor Brown issued Executive Order B-48-18, establishing new GHG reduction goals and a \$2.5 billion investment plan over eight years to reduce carbon emissions from transportation. The plan includes the goals of five million zero-emission vehicles (ZEV) on the road by 2030 (\$1.6 billion over eight years); and 250,000 ZEV chargers, including 10,000 fast charging stations and 200 hydrogen fueling stations by 2025 (\$900 million over eight years).

There are currently about 1,000,000 light-duty EVs on the road in California. According to the California New Car Dealers Association, fully electric vehicles made up 9.5 percent of market share and plug-in electric vehicles made up 3.3 percent of market share during the last quarter of

2021¹. Governor Newsom signed an Executive Order N-79-20 in 2020 to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles.

California is making modest but steady progress towards increasing the number of electric and hydrogen charging stations. According to the 2021 California Energy Commission's AB 2127 Electric Vehicle Charging Infrastructure Assessment, "the state will need nearly 1.2 million public and shared chargers by 2030 to meet the fueling demands of the 7.5 million passenger plug-in electric vehicles (EVs) anticipated to be on California roads."² The costs to install a charger can vary from \$1,500 to \$300,000, depending on the type of charger and access to power.

Additional requirements for retrofits of schools and residential buildings: This bill proposes to expand on the residential, hotel, and motel EV charging building standards for retrofits adopted in December of 2021 that will go into effect January 1, 2023. Specifically, AB 1738 would require the adoption of building standards that involve installation of an EV charger and not simply a requirement for "EV capable" spaces. Additionally, these provisions would apply to retrofits of school buildings, which are not currently covered by the new, forthcoming building standards. CBSC, HCD, and the DSA would be required to adopt the standards specified in this bill as part of the next intervening code adoption cycle. Moreover, the bill would mandate future updates at each triennial code adoption cycle that prescribe increasing percentages of parking spaces each time.

As noted above, the regulatory activities required for the triennial code adoption cycle and the intervening code adoption cycle commence more than two years prior to the effective date of the new codes. Should this bill pass the Legislature and be signed into law, it would be operational on January 1, 2023 and this would fall in the middle of the next intervening code adoption cycle. As such, the committee may wish to consider amending the bill to instead apply at the next triennial code adoption cycle.

Additionally, since the building standards code adoption cycle is a regulatory process that involves stakeholder input and public feedback, committee amendments are recommended to instead require the CBSC and the relevant proposing entities to "research, develop, and propose for adoption" the mandatory standards for EV chargers during retrofits. Putting building standards definitions in statute also presents issues for code adoptions cycle as flexibility is needed to account for the fact that technology and terminology both change over time. As such, the committee may wish to update relevant definitions to cross-reference existing and forthcoming building standards definitions.

This bill also specifies that standards for EV charger installation would be tied to "cost-effective triggers" when buildings are being retrofitted. By relying on the existing code adoption process, cost-effectiveness is already a consideration so this specific provision is unnecessary. Instead of tying the new requirement to alterations to a building, for both residential settings and schools, it would be more appropriate to tie any mandatory building standards to retrofits, additions, and alterations to parking facilities. This would align with the new multifamily residential, hotel, and motel retrofit standards for EV capable spaces that will be effective January 1, 2023. Therefore,

¹ <https://www.cncda.org/wp-content/uploads/Cal-Covering-4Q-21.pdf>

² <https://www.energy.ca.gov/programs-and-topics/programs/electric-vehicle-charging-infrastructure-assessment-ab-2127>

the committee may wish to amend the bill to tie EV charger installation to retrofits, additions, and alterations to “parking facilities” rather than to buildings. The forthcoming standards also allow for the use of an alternating load management system (ALMS) which allows for multiple EV chargers to operate at reduced amperage without overloading the building’s electrical system. As such, the committee may wish to include low power Level 2 chargers which use an ALMS in the definitions section of this bill to better align with current building standards.

As currently in print, this bill would require the proposing entities and the CBSC to continually update the building standards required by this bill at each triennial code adoption cycle. However, at some point the state will achieve its EV charging station goals and further updates beyond this point would needlessly drive up building costs. To avoid this situation, the committee may wish to amend the bill to reflect the fact that updates are only needed until various short-term and long-term EV charging goals are met.

Arguments in Support: This bill is supported by California Environmental Voters who write that, “While California is making modest, but steady progress in installing EV charging stations, the CEC estimates that nearly 975,000 more EV chargers will be needed in addition to the EV chargers installed and projected to be installed by 2030. AB 1738 would direct the BSC to add provisions to the CALGreen Code that require existing multifamily dwellings, hotels and motels, schools, and nonresidential buildings to have an increasing percentage of parking spaces that are ‘EV installed,’ with Level 2 EV charging stations or direct current fast chargers installed.”

Arguments in Opposition: A number of property owner groups including the California Apartment Association, the California Building Industry Association, and the California Hotel and Lodging Association oppose this bill. In a joint letter of opposition, they note, “the Legislature has a longstanding policy of not placing building standards in statute. And, given the actions cited above and already underway, these agencies have clearly shown they can deal with the complex and expensive issue related to EV-charging retrofit standards.”

Committee Amendments:

1. In Section 1 of the bill, update subdivision (d) of the legislative declarations and findings to reflect that the bill’s provisions will affect existing parking facilities rather than buildings directly:

(d) Because new buildings represent a very small percent of total buildings statewide, it is essential that the CALGreen Code requirements for the installation of electric vehicle charging stations be expanded to require the cost-effective installation of Level 2 or direct current fast charger electric vehicle charging stations in existing *parking facilities serving* multifamily dwellings, schools, hotels, motels, and nonresidential buildings. Installation of electric vehicle charging stations is most cost effective when it is concurrent with other construction on the parking spaces or the electric supply of existing buildings.

2. In Section 2 of the bill, amend subdivision (a)(1) as follows to strike the definition of “cost-effective trigger points”, align definitions with those used in the CalGreen standards, and expand the definition of Level 2 charger to also include low power level 2 charging receptacles:

(a) For purposes of this section, the following definitions apply:

~~(1) “Cost effective trigger points” means criteria for requiring installation of electric vehicle charging stations that take advantage of the reduced cost of that installation in existing residential and nonresidential buildings when other construction, retrofits, or repair action is taking place so that electric vehicle charging stations are made more widely available in a cost-effective manner.~~

~~(1) (2) “Level 2 or higher” means any of the following:~~

~~(A) “Direct current fast charger” means electric vehicle supply equipment capable of supplying direct current electricity to a vehicle fitted with the appropriate connection to support recharging the vehicle’s energy storage battery.~~

~~(B) “Level 2 electric vehicle supply equipment” means *the definition of this term provided in the most recent update of Section 202 of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations)*. electric vehicle supply equipment capable of supplying 208 to 240 volt alternating current electricity at a minimum of 30 amperes to a vehicle fitted with an on-board charger that can accept and convert that alternating current electricity into direct current electricity to recharge the vehicle’s energy storage battery.~~

~~(C) “Low power level 2 electric vehicle charging receptacle” means the definition of this term provided in the most recent update of Section 202 of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations).~~

3. In Section 2 of the bill, amend (a)(2) and (a)(3) of the bill’s Health and Safety Code Section 18941.10 to align definitions with those used in the CalGreen standards as follows:

~~(2) (3) “Electric vehicle charging station” means *the definition of this term provided in the most recent update of Section 202 of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations)*. one or more electric vehicle charging spaces served by an electric vehicle charger or other charging equipment allowing the charging of electric vehicles. An electric vehicle charging station shall be considered a vehicular parking space.~~

~~(3) (4) “Electric vehicle supply equipment” means the conductors, including the underground, grounded, and equipment grounding conductors, and the electric vehicle connectors, attachment plugs, and other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle. *definition of this term provided in the most recent update of Section 202 of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations)*.~~

4. In Section 2 of the bill, amend (a)(4) of the bill’s Health and Safety Code Section 18941.10 to create a definition of “proposing entities” for the purposes of the bill which specifies which types of structures HCD and DSA are response for:

~~(4) “Proposing entities” means:~~

(A) For standards relating to parking facilities serving existing multifamily dwellings, hotels and motels, the Department of Housing and Community Development

(B) For standards relating to parking facilities serving existing schools, the Division of the State Architect.

5. In Section 2 of the bill, amend (b) of the bill's Health and Safety Code Section 18941.10 to push the bill's proposed new standards to the next triennial code adoption cycle rather than the net intervening code adoption cycle. Additionally, revise language to require entities to "research, develop, and propose for adoption" the bill's mandatory standards as follows:

(b) (1) *Commencing with the next triennial edition of* ~~By the intervening edition of~~ the California Building Standards Code (Title 24 of the California Code of Regulations) ~~effective July 1, 2024,~~ the *commission and the proposing entities* ~~commission~~ shall **research, develop, and propose for adoption** ~~adopt, approve, codify, and publish~~ mandatory building standards for the installation of electric vehicle charging stations ~~at cost-effective trigger points~~ in existing multifamily dwellings, schools, hotels, motels, and nonresidential development during *certain* retrofits, *additions, and alterations* to existing *parking facilities* ~~buildings~~ that are issued permits on and after the effective date of those building standards.

6. In Section 2 of the bill, amend (b)(2), (b)(3), and (b)(4) of the bill's Health and Safety Code Section 18941.10 to add additional relevant code sections related to building standards and reflect the "research, develop, and propose for adoption" language appropriate for the regulatory process. Additionally, change the relevant installation point to be parking facilities serving specified buildings rather than the buildings themselves. Amendments as follows:

(2) For purposes of paragraph (1), notwithstanding subdivision (d) of Section 17922, *Section 17912, or Section 17958.8*, the Department of Housing and Community Development shall **research, develop, and propose for adoption** ~~propose~~ mandatory building standards for the installation of electric vehicle charging stations with Level 2 or *higher* ~~direct-current-fast-charger~~ electric vehicle supply equipment in existing *parking facilities serving* multifamily dwellings, hotels, and motels. The Department of Housing and Community Development shall submit the proposed mandatory building standards to the commission for consideration.

(3) For purposes of paragraph (1), the Division of the State Architect shall **research, develop, and propose for adoption** ~~propose~~ mandatory building standards for the installation of electric vehicle charging stations with Level 2 or *higher* ~~direct-current-fast-charger~~ electric vehicle supply equipment in *parking facilities serving* existing school buildings and submit the proposed mandatory building standards to the commission for consideration.

(4) For purposes of paragraph (1), the commission shall **research, develop, and propose for adoption** ~~propose~~ mandatory building standards for the installation of electric vehicle charging stations with Level 2 or *higher* ~~direct-current-fast-charger~~ electric vehicle supply equipment in *parking facilities serving* existing nonresidential buildings.

7. In Section 2 of the bill, amend (c) in the bill's Health and Safety Code Section 18941.10, making conforming changes to reflect to "research, develop, and propose for adoption language" used throughout the bill and, in (c)(1), fix a typo referencing CalGreen building standards and change the term "baseline" to "starting point":

(c) In *researching, developing, and proposing for adoption* and ~~adopting~~ mandatory building standards under this section, the *proposing entities* ~~Department of Housing and Community Development, the Division of the State Architect,~~ and the commission shall do all of the following:

(1) Use Sections 4.106.44 and 5.106.5.3 of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations) as the *starting point* ~~baseline~~ for the mandatory building standards.

8. In Section 2 of the bill, amend (c)(4) in the bill's Health and Safety Code Section 18941.10 to require the relevant proposing entities to consider standards for EV charging stations in existing buildings only when significant construction, retrofits, or repair action is taking place:

(4) Propose standards which only apply to retrofits, additions, and alterations of existing parking facilities when a building permit is required and other significant construction, retrofits, or repair action is taking place.

9. In Section 2 of the bill, amend (d) in the bill's Health and Safety Code Section 18941.10 to change the continual updating requirement to only be in effect until adequate charging capacity is met in the short-term and the long-term:

(d) The *proposing entities* ~~Department of Housing and Community Development, the Division of the State Architect,~~ and the commission shall review the building standards proposed and adopted pursuant to this section every triennial code cycle pursuant to Section 18942, and, *if needed*, update those building standards with increasing percentages of parking spaces required to have electric vehicle supply equipment installed, to ensure that the building standards support statewide needs for electric vehicle charging stations that align with the state's zero-emission vehicle targets: *until the following goals are met*:

(1) There is adequate availability of charging given near-term electric vehicle charging needs.

(2) There is sufficient charging capacity to support the long-term goal of achieving 100 percent electric vehicles statewide.

Related legislation:

SB 1482 (Allen, 2022): This bill requires each residential dwelling unit in a multifamily structure to have access to specified electric vehicle (EV) charging infrastructure. *This bill is currently pending the Senate Transportation Committee.*

AB 965 (Levine, 2021): This bill would have required HCD and CBSC to propose for adoption, building standards for EV charging infrastructure for parking spaces in existing non-residential structures. It would have also outlined specific factors for HCD to consider when proposing future EV charging standards. *This bill died on the Senate floor.*

AB 684 (Levine, 2019): Would have required HCD and CBSC to research, develop, and propose for adoption building standards regarding the installation of future EV charging infrastructure for parking spaces in existing multifamily and non-residential buildings on or before July 1, 2022, or in the next interim code cycle, whichever is comes first. The bill was vetoed. Below is the veto message:

I am returning Assembly Bill 684 without my signature.

This bill would require the Building Standards Commission and the Department of Housing and Community Development to propose mandatory building standards for the installation of electric vehicle (EV) charging infrastructure for existing multifamily dwellings and nonresidential developments.

I agree with the intent of this bill to increase inclusive access to EV charging technology for Californians living in multifamily housing, which is necessary to increase the number of zero emission vehicles on the road.

However, I believe this issue is best addressed administratively in order to balance our charging infrastructure objectives with our efforts to expand affordable housing. Therefore, I am directing the Department of Housing and Community Development to develop and propose a building standard that would increase the availability of EV charging infrastructure at existing multifamily properties, while limiting costs for affordable housing.

California can combat climate change while addressing our housing crisis. We must advance strategies to achieve both goals.

AB 1239 (Holden, 2017): Would have required HCD and the CBSC to research and propose for adoption mandatory building standards regarding the installation of EV-capable parking spaces in existing multifamily housing projects and non-residential buildings when those buildings are being reconstructed, as specified. The bill was vetoed.

AB 1236 (Chiu, Chapter 598, Statutes of 2015): Required each city and county to adopt an ordinance to streamline and expedite the permitting process for EV charging stations.

AB 2565 (Muratsuchi, Chapter 529, Statutes of 2014): Required an owner of a commercial or residential property to approve the installation of an EV charging station, as specified, and makes a term in a lease of a commercial property that is executed, renewed, or extended on or after January 1, 2015, void and unenforceable if it prohibits or unreasonably restricts the installation of an EV charging station in a parking space.

AB 1092 (Levine, Chapter 410, Statutes of 2013): Required the CBSC, as part of the next building code adoption cycle, to include mandatory building standards for the installation of EV charging infrastructure in multifamily dwellings and non-residential development.

AB 2644 (Butler, 2012): Would have required CBSC to adopt building standards for the construction, installation, and alteration of EV charging stations for parking spaces in single-family residential real property. Died in this committee.

Double-referred: This bill was also referred to the Assembly Committee on Education where it will be heard should it pass out of this committee.

REGISTERED SUPPORT / OPPOSITION:

Support

350 Sacramento
350 Silicon Valley
California Environmental Voters
Cruise
Elders Climate Action, NorCal and SoCal Chapters

Opposition

Apartment Association of Greater Los Angeles
Building Owners and Managers Association of California
California Apartment Association
California Association of Realtors
California Building Industry Association
California Building Officials
California Business Properties Association
California Hotel & Lodging Association
California Rental Housing Association

Oppose Unless Amended

Affordable Housing Management Association -Pacific Southwest
Affordable Housing Management Association-northern CA Hawaii
Apartment Association of Orange County
East Bay Rental Housing Association

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