

Date of Hearing: May 13, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Buffy Wicks, Chair
AB 2748 (Quirk-Silva) – As Introduced February 20, 2026

Policy Committee: Housing and Community Development Vote: 8 - 0

Urgency: No State Mandated Local Program: Yes Reimbursable: Yes

SUMMARY:

This bill exempts new or existing affordable housing projects for which a permit application is submitted between January 1, 2025, and December 31, 2035, from specified electric vehicle (EV) charging receptacle installation requirements in the 2025 California Green Building Standards Code (CALGreen Code), and instead requires the affordable housing project to comply with the EV charging receptacle installation requirements in the 2022 edition of the California Green Building Standards Code

Specifically, this bill:

- 1) Exempts a new or existing affordable housing development, as defined, for which a permit application is submitted between January 1, 2025, and December 31, 2035, from the requirements for installation of low-power Level 2 or higher EV charging receptacles, as specified, in the 2025 CALGreen Code.
- 2) Specifies the exemption above includes any subsequent editions and any other state or local building standards requiring the equivalent.
- 3) Requires a new or existing affordable housing development for which a permit is submitted between January 1, 2025, and December 31, 2035, to instead comply with the applicable requirements for installation of low power Level 2 or higher EV charging receptacles in the 2022 edition of the CALGreen Code.

FISCAL EFFECT:

- 1) The Department of Housing and Community Development (HCD) estimates ongoing General Fund costs of \$199,000 in fiscal year 2027-28 and annually thereafter for one position. To address the exemption in this bill, HCD indicates it would need to consider and propose amendments to CalGreen. This includes preparing the appropriate code change packages for submission to the California Building Standards Commission (CBSC); communicating these changes to the public; developing and publishing an Information Bulletin and Frequently Asked Questions documents; responding to ongoing questions from local jurisdictions, developers, and other stakeholders; and participating in building standards meetings and hearings.
- 2) Minor and absorbable costs to the CBSC.

- 3) Local costs to cities and counties of an unknown amount to accommodate the modified requirements. These costs are potentially reimbursable by the state, subject to a determination by the Commission on State Mandates.

The Legislative Analyst's Office recently warned of General Fund structural deficits of around \$35 billion per year in the 2027-28 fiscal year and ongoing.

COMMENTS:

- 1) **Purpose.** According to the author:

California's housing crisis requires us to make hard choices about what comes first. We are committed to our climate goals, but we cannot keep adding costs that stall affordable housing before it even breaks ground. For the families we serve, the question is not about charging infrastructure, it is about whether they can find a safe, stable place to call home.

[This bill] keeps us focused on building now. It gives affordable housing the breathing room to move forward without abandoning our long-term climate goals. When we talk about equity, it starts with whether we build housing people can actually live in. This bill helps us do that, and it helps us do it now.

- 2) **Background.** Existing law requires CBCS to publish the CALGreen Code once every three years. Initially, the 2022 CALGreen edition required newly constructed multifamily buildings with 20 or more dwelling units to have 10% of parking spaces EV capable, 25% EV ready with low-power Level 2 receptacles, and 5% installed with Level 2 EV supply equipment (EVSE), with at least one charger located in common-use parking. For existing buildings, the 2022 code applies when parking facilities are added or altered, in which case 10% of those added or altered spaces must be made EV capable. Under the July 2024 Supplement, 40% of the total number of parking spaces must be EV ready equipped with low-power Level 2 EV charging receptacles, as specified, and 10% of the total number of parking spaces must be equipped with Level 2 EV chargers.

Effective January 1, 2026, the 2025 CALGreen edition ties EV charging receptacle requirements for multifamily housing directly to dwelling units and parking configurations, including assigned, unassigned, and mixed parking. Specifically, where dwelling units are provided with assigned parking spaces equal to or greater than the number of dwelling units, at least one low-power Level 2 EV charging receptacle must be provided at an assigned parking space for each dwelling unit. The 2025 code also increases the minimum number of installed EV chargers by requiring 25% of unassigned or common-use parking spaces, not already provided with lower power Level 2 EV charging receptacles, include Level 2 EV chargers.

Proponents assert EV ready infrastructure costs approximately \$2,000 per unit today, rising to between \$2,500 and \$3,000 per unit under the 2025 proposed code changes, while fully installed Level 2 chargers can cost between \$5,000 and \$15,000 per parking space. According to the author, without a sustained funding source for affordable housing, any

additional costs like those associated with the 2025 EV charging requirements can threaten the viability of an affordable housing project.

This bill exempts new or existing 100% affordable housing developments from the 2025 CALGreen EV charging requirements, including any subsequent editions or any other state or local building standards requiring the equivalent, until December 31, 2035, and instead requires those developments to comply with the 2022 CALGreen EV charging requirements.

- 3) **Arguments in Support.** According to the California Housing Consortium and the California Council for Affordable Housing, the co-sponsors of this bill:

Affordable housing operates under uniquely constrained financial conditions. Rents are capped by state and federal affordability requirements and cannot be increased to absorb new mandates. Affordable housing projects lack flexibility to offset rising costs. As a result, added requirements, including the expanded EV charger readiness requirement, often force developers to reduce project scope, eliminate units, or delay or abandon projects entirely. Every dollar added to development costs directly undermines the ability to maximize unit production and serve more low-income Californians.

- 4) **Arguments in Opposition.** According to the National Charging Access Coalition and the California Electric Transportation Coalition:

As gas prices surge and the cost of EVs drop, low-income and disadvantaged communities are precisely those who most need and deserve access to the most affordable, reliable, and safe place to charge: at home. In California, the cost to charge at a public charging station is often much more expensive than home charging. The number one barrier to owning an EV is not the purchase price – it's the lack of at-home charging. Denying affordable housing residents access to home charging because they don't (currently) drive EVs is a self-fulfilling prophecy, perpetuating barriers to full participation in the EV revolution.

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