
SENATE COMMITTEE ON HOUSING
Senator Jesse Arreguín, Chair
2025 - 2026 Regular

Bill No: AB 2748 **Hearing Date:** 6/30/2026
Author: Quirk-Silva
Version: 5/18/2026 Amended
Urgency: No **Fiscal:** Yes
Consultant: Hank Brady

SUBJECT: Building standards: affordable housing developments: electric vehicle charging

DIGEST: This bill exempts new or existing affordable housing projects for which a permit application is submitted between January 1, 2025, and December 31, 2030, from specified electric vehicle (EV) charging receptacle installation requirements in the 2025 California Green Building Standards Code, including any subsequent editions, 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.

ANALYSIS:

Existing law:

- 1) Authorizes the California Building Standards Commission (BSC) to approve and adopt building standards. Every three years, BSC, in coordination with relevant state agencies, undertakes rulemaking to revise and update the California Building Standards Code (Title 24 of the California Code of Regulations). These building codes serve as the basis for the design and construction of buildings in California.
 - a) Establishes, under the California Building Code, accessible parking standards and minimum levels of parking spaces accessible to persons with disabilities that must be included in new developments.
 - b) Establishes building standards for EV charging infrastructure and charger installation in new residential and non-residential development.
- 2) Prohibits the BSC and any other adopting agency, from October 1, 2025, until June 1, 2031, from considering, approving, or adopting any proposed building standards affecting residential units, with limited exceptions. Prohibits a city or county from making changes or modifications to building standards affecting

residential units, including to green building standards, from October 1, 2025 until June 1, 2031, with limited exceptions. Requires BSC to reject a modification or change to any building standard affecting a residential unit filed by the governing body of a city or county, from October 1, 2025, until June 1, 2031, with limited exceptions.

- 3) Requires each city and county to adopt an ordinance that specifies how it will implement state Density Bonus Law (DBL). Requires cities and counties to grant a density bonus when an applicant for a housing development of five or more units seeks and agrees to construct a project that will contain at least one of the following:
 - a) 10% of the total units of a housing development for lower income households;
 - b) 5% of the total units of a housing development for very low-income (VLI) households;
 - c) A senior citizen housing development or mobile home park;
 - d) 10% of the units in a common interest development (CID) for moderate-income households;
 - e) 10% of the total units for transitional foster youth, veterans, or people experiencing homelessness; or
 - f) 20% of the total units for lower-income students in a student housing development.
 - g) 100% of the units of a housing development for lower-income households, except that 20% of units may be for moderate-income households.
- 4) Provides that upon the request of a developer, a city or county shall not require a vehicular parking ratio, inclusive of disabled and guest parking, that exceeds the following ratios:
 - a) Zero to one bedroom — one onsite parking space.
 - b) Two to three bedrooms — one and one-half onsite parking spaces.
 - c) Four and more bedrooms — two and one-half parking spaces.
- 5) Notwithstanding (4) above, provides that a city or county shall not impose a parking ratio higher than 0.5 spaces per unit, nor any parking standards, for a project that is:
 - a) Located within one-half mile of a major transit stop and the residents have unobstructed access to the transit stop; or

- b) A for-rent housing development for individuals who are 62 years or older and the residents have either access to paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.
- 6) Notwithstanding (4) and (5) above, provides that a city or county shall not impose any minimum parking requirement on a housing development that consists solely of rental units for lower-income families and the is either a special needs or a supportive housing development.

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, 2030, from the requirements for installation of low power Level 2 or higher EV charging receptacles, as specified, in the 2025 California Green Building Standards Code.
- 2) Requires a new or existing affordable housing development for which a permit is submitted between January 1, 2025, and December 31, 2030, to comply with the applicable requirements for installation of low power Level 2 or higher EV charging receptacles in the 2022 edition of the California Green Building Standards Code.
- 3) Defines "affordable housing development" as a housing development project in which 100% of the units, excluding managers' units, are restricted by deed, regulatory restriction contained in an agreement with a governmental agency, or other recorded document, as affordable housing for persons and families of low- or moderate-income, as specified, or subject to an agreement that provides housing subsidies for affordable housing for persons and families of low- or moderate-income, as specified.

Background

EV Targets. In recent years, California aggressively accelerated its push to transition to EVs. In September of 2020, Governor Newsom signed Executive Order N-79-20. The order established a state policy goal that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. To achieve this target, the order, among other policies, directed the California Energy Commission (CEC), in consultation with the California Air Resource Board (CARB) and the California Public Utilities Commission (CPUC), to update its statewide assessment of zero-emission vehicle infrastructure required to support the new levels of EV adoption.

Building Standards. The California Building Standards Law establishes the process for adopting state building standards by the BSC. Statewide building standards are intended to provide uniformity in buildings across the state. The BSC'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.

Most building standards currently in use in California are developed and vetted at the national level every three years by technical organizations, academics, and trade associations that develop consensus standards, which are then incorporated into the international and the national model code used by most U.S. jurisdictions. At the state level, agencies with authority over specified occupancies then review the model code and amend as necessary for California's specific needs. There are approximately 20 state agencies that develop building standards and propose them for adoption to the BSC.

After the proposal of building standards by state agencies, the proposals undergo a public vetting process. A code advisory committee composed of experts in a particular scope of code reviews the proposed standards, followed by public review. The proposing agency considers feedback and may then amend the standards and re-submit them to the BSC for consideration. BSC reviews and adopts the standards and files them with the Secretary of State for codification and publishing, and there is a 180-day period during which local agencies file modifications and changes to the state codes (though they are not limited to this window). The new codes then take effect January 1 of the subsequent year following publication.

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 Department of Housing and Community Development (HCD) is responsible for the standards for residential buildings, hotels, and motels. The California Building Code and California Residential Code govern general standards for multifamily and single-family residential construction. The Office of the State Fire Marshal is responsible for adopting building standards focused on fire and panic

safety for residential occupancies. Within the codes, there are certain requirements that are mandatory for all newly constructed dwellings or buildings, and certain provisions that are optional or voluntary – meaning the requirements must be followed only if an entity chooses to construct certain items or systems.

As a matter of practice, the Legislature typically offers guidelines or directs agencies to consider certain standards, rather than requires the adoption of specific standards, in order to provide flexibility and allow for subject matter experts to determine appropriateness and weigh the many considerations that must be evaluated when recommending new or modified building standards.

Comments

- 1) *Author's Statement.* “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. AB 2748 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) *Local Parking Standards.* Cities and counties generally establish parking standards that capture various types of facilities and uses. Parking standards are commonly indexed to conditions related to the building or facility they are associated with. For example, shopping centers may have parking requirements linked to total floor space, restaurants may be linked to the total number of seats, and hotels may have parking spaces linked to the number of beds or rooms present at the facility. In 2019, CARB staff reviewed over 200 municipal codes and found that for nonresidential construction, an average of at least one parking space is installed for every 275 square feet of nonresidential building floor space. Accounting for the fact that approximately 60% of reviewed municipal codes already allow developers to reduce parking by an average of 30%, CARB staff estimated that between 1.4 million and 1.7 million new nonresidential parking spaces would be constructed from 2021-2024.
- 3) *State and Federal Parking Requirements.* The state does not establish minimum requirements related to the number of vehicle parking spaces that must be provided for new developments; however, state regulations include requirements relative to the type of vehicle parking that must be provided as a percentage of the total parking required per development. For example,

California Green Building Code requires a portion of the parking spaces built for new residential and nonresidential developments to include EV charging equipment. State and federal law additionally require cities and counties to ensure that a specified percentage of vehicle parking spaces at new developments are accessible to persons with disabilities.

- 4) *EV charging infrastructure.* In a recent assessment of EV charging infrastructure, the CEC estimated the anticipated rate of EV adoption and the corresponding charging infrastructure needed in California to support and foster the increased number of EVs. The report states that to meet the projected need of 15.2 million light duty EVs on California's roads in 2035, the state will need 2.11 million public and shared private chargers "shared private chargers" includes chargers in private parking garages and lots *e.g.*, multifamily parking lots or office/work parking lots. Of the 2.11 million public and shared private spaces 577,000 are needed in multifamily housing parking lots. As a point of comparison this report anticipates that 978,000 "while at work" chargers, and 474,000 public chargers will be needed to meet the projected need. An additional 72,000 direct current (DC) fast chargers are also anticipated for longer trips.¹ The CEC estimates that as of September 2025, California has 216,000 public and shared private chargers.² Retrofitting existing parking structures can be cost-prohibitive; as a result the state has long recognized that requiring a certain number of newly built parking spaces to include EV charging infrastructure is necessary to achieve the states EV goals.
- 5) *California Green Building Standards (CalGreen):* In 2010, the BSC adopted CalGreen, which included both mandatory and voluntary building standards. CalGreen is updated on a regular three-year cycle as part of California's broader building standards update process. The BSC oversees the adoption of each new edition, while multiple state agencies develop and propose updates within their areas of authority. Each iteration of CalGreen continues to refine and expand requirements, including more stringent water efficiency measures, EV charging infrastructure readiness, and construction waste diversion thresholds, reflecting California's evolving environmental and climate policy goals. Additionally, cities and counties generally have the administrative authority to exceed the CalGreen standards and adopt more protective standards which apply to their jurisdiction. AB 130 (Committee on Budget, Chapter 22, Statutes of 2025) placed a five-year moratorium (from October 1, 2025- June 1,

¹ Adam Davis, Tiffany Hoang, Thanh Lopez, Jeffrey Lu, Taylor Nguyen, Bob Nolty, Larry Rillera, Dustin Schell, and Micah Wofford, *Assembly Bill 2127 Second Electric Vehicle Charging Infrastructure Assessment: Assessing Charging Needs to Support Zero-Emission Vehicles in 2030 and 2035* (Sacramento: California Energy Commission, February 2024), 51–53, CEC-600-2024-003-CMR.

² California Energy Commission, "Electric Vehicle Chargers in California," data last updated September 24, 2025, accessed June 14, 2026, <https://www.energy.ca.gov/zevstats>.

2031), on state updates to CalGreen and prohibited cities and counties from adopting additional standards that exceed CalGreen and other state building code standards. In effect AB 130 locks the EV parking standards that apply to new residential construction that were in effect on October 1, 2025 in place until 2031.

In new residential construction, the regulations require that parking spaces include infrastructure to support EV charging, but the requirements vary by housing type. For single-family homes, at least one parking space must be EV capable, meaning it includes a dedicated circuit and panel capacity for a future charger. For multifamily housing, the requirements scale based on the number of units and parking spaces and include a mix of EV capable spaces (basic electrical capacity), EV ready spaces (with conduit and wiring installed), and a smaller percentage of spaces with installed charging equipment. These standards apply to apartments, condominiums, and mixed-use residential developments and are intended to reduce future retrofit costs as EV adoption increases.

- 6) *2022 CalGreen vs. 2025 CalGreen.* The 2025 CalGreen EV parking standard currently applies to residential developments in California. This bill seeks to allow 100% affordable housing developments use lower EV parking standards adopted in the 2024 supplement to the 2022 CalGreen standard. Under the July 2024 Supplement, 40% of the total number of parking spaces must be 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 (functionally 50% of all parking spaces must be capable of charging an EV).

The 2025 CalGreen edition revises EV parking requirements for multifamily housing and restructures how those requirements are applied. Under the 2025 code, EV charging receptacle requirements are tied more directly to dwelling units and parking configuration, including assigned, unassigned, and mixed parking. The updated provisions require installation of low-power Level 2 charging receptacles in an amount determined by the number of dwelling units and available parking spaces, rather than relying solely on fixed percentages of total 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. In the case where the total number of dwelling units exceeds the number of assigned parking spaces, all assigned parking spaces must be provided with one low power Level 2 charging receptacle. For developments with unassigned parking, 25% of all unassigned spaces that are not already provided with low power level 2 EV charging receptacles must include level 2 EV chargers.

7) *Density Bonus Law and parking.* While there are limited sources of state dollars to subsidize affordable developments, the state provides other incentives for affordable housing developments through the relaxation of local standards. One tool the state provides is Density Bonus Law (DBL). Under DBL, the state requires local agencies to allow affordable housing developers to increase the density of affordable housing projects and provide development incentives or concessions that will lower the cost of the housing development. The ability to relax development standards functions as a “regulatory subsidy” that reduces the overall cost of the development in order to offset the cost of including deed restricted affordable units in a development. The amount of increased density and the number of incentives and concessions that a local jurisdiction must approve for a density bonus project depends on the project’s depth of affordability (*i.e.*, more affordable projects are entitled to greater density increases and greater numbers of incentives and concessions).

In addition to density and development incentives and concessions, DBL establishes a default DBL parking (DBL(p)) ratio that density bonus projects can use as an alternative to the local jurisdiction’s parking standards. Affordable developers can achieve substantial cost savings by providing parking at DBL(p) ratios rather than the level established by the local government. Outlined below are DBL(p) ratios:

Single bedroom/studio units	1 parking space per unit
2-3 bedrooms	1.5 parking spaces per unit
4+ bedrooms	2.5 parking spaces per unit.
Single bedspace in a student housing development	zero parking spaces

Affordable developers can also reduce the cost of their project by using concessions to reduce the number of parking spaces the project provides below the DBL(p) ratio. Additionally, AB 2097 (Friedman, Chapter 459, Statutes of 2022), prohibits local jurisdictions from imposing minimum parking requirements on residential and nonresidential developments that are located within 0.5 miles of a major transit station unless the local jurisdictions make specified findings. If a local agency makes the necessary findings allowing it to impose parking requirements on a housing development located within 0.5 miles of a major transit station, DBL provides that density bonus projects located within 0.5 miles of a major transit station are entitled to only provide half of the DBL(p) level of parking required. 100% affordable projects located within 0.5 miles of a major transit station are not required to provide any parking.

- 8) *Reducing EV parking.* This bill allows 100% affordable housing developments to apply the 2024, rather than the 2025 CalGreen EV parking standard, to the number of parking spaces provided in the development. The sponsors note that this will help lower the cost of developing affordable housing. Effectively this measure reduces the amount of EV parking spaces that must be provided in affordable housing projects from one EV parking space per unit of housing with assigned parking to 50% of all parking spaces. DBL already allows affordable housing developers to avoid EV parking obligations entirely by reducing the number of parking spaces that are included in the development. This bill will multiply the impact of parking reductions by reducing the standards that apply to any remaining parking spaces provided in the development.

The CalGreen EV parking standards are developed in consultation with state agencies responsible for achieving the state's transportation and emission reductions goals. The new 2025 standards reflect the fact that the state needs a tenfold increase in the number of EV parking spaces available in public and shared private parking spaces by 2035.

To contextualize how this bill will affect projects that are eligible for DBL(p) parking ratios and additional concessions, the chart below demonstrates how existing requirements, and the alternative requirements allowed in this bill will apply to a 100-unit project comprised entirely of two and three bedroom units.

<i>Existing Law (CalGreen 2025 Standard)</i>			
100-unit project (2-3 bedrooms)	Total parking	EV Ready parking requirement (one space per unit)	<i>EV spaces provided compared to CalGreen EV parking requirement</i>
100% affordable project using DBL(p) ratio	150 total parking spaces	100 EV ready spaces	100/100
100% affordable project using DBL(p) ratio and concessions to eliminate 50 spaces	100 total parking spaces	100 EV ready spaces	100/100
Project using DBL (p) and concessions to eliminate 100 parking spaces	50 total parking spaces	50 EV ready spaces	50/100
<i>AB 2748 (CalGreen 2024 Standard)</i>			
100-unit project (2-3 bedrooms)	Parking provided	EV Ready parking requirement (≈ 50% of parking provided)	<i>EV spaces provided compared to CalGreen EV parking requirement</i>
100% affordable project using DBL(p) ratio	150 total parking spaces	75 EV ready spaces	75/100
100% affordable project using DBL(p) ratio and concessions to eliminate 50 spaces	100 total parking spaces	50 EV ready spaces	50/100
Project using DBL (p) and concessions to eliminate 100 parking spaces	50 total parking spaces	25 EV ready spaces	25/100

The Committee may wish to consider the cumulative impact of watering down the minimum ratio of EV parking spaces that apply to projects that are already able to reduce or eliminate the total number of parking spaces they are required to provide.

- 9) *Amendments.* The Committee may wish to consider the following amendments.
 - a) *Author’s amendments.* The author would like the committee to incorporate the following clarifying amendments.

- i) *2024 CalGreen Supplement.* The language currently in the bill could be read to allow a developer to use 2022 EV parking standard rather than the 2024 Supplement which is higher than the 2022 standard. The author would like to clarify that the option available to developers is to use the higher 2024 supplemental standard.
 - ii) *2024 Supplement or 2025 Standard.* The bill currently could be read to require a developer to use the July 2024 Supplemental standard even if the 2025 standard — which does not require as many spaces to be equipped with high power charging infrastructure — is more cost effective. The author would like to clarify that a developer can use either standard. ***The Committee may wish to adopt this author’s amendment.***
 - b) *Committee amendments.* To ensure that this measure does not lead to a prolonged reduction in EV parking spaces available to residents of affordable housing developments, ***The Committee may wish to reduce the effective period of the bill to a total of three years.***
- 10) *Support.* This bill is sponsored and supported by a coalition of affordable housing developers. The supporters argue that the state has taken meaningful measures to control the cost of construction. They argue that the 2025 standards for EV parking spaces conflict with the state’s interest in reducing costs that hinder the development of affordable housing. They further note that affordable housing developers anticipate significant increased per unit costs to comply with the 2025 requirement and that this bill will help avoid those costs.
- 11) *Opposition.* A coalition of environmental groups and labor organizations oppose this bill. The opponents argue that the 2025 EV parking standard was adopted through an extensive public rulemaking process and that the proper venue to revise a building standard is through the public rulemaking process, not legislation. They further note that residents of new publicly funded housing development should enjoy the same access to EV charging as residents of newly developed market rate housing.

Related/Prior Legislation

AB 130 (Committee on Budget, Chapter 22, Statutes of 2025) — prohibits the BSC and any other adopting agency, from October 1, 2025, until June 1, 2031, from considering, approving, or adopting any proposed building standards affecting residential units, with limited exceptions. Prohibits a city or county from making changes or modifications to building standards affecting residential units, including green building standards, from October 1, 2025, until June 1, 2031, with limited exceptions. Requires BSC to reject a modification or change to any

building standard affecting a residential unit filed by the governing body of a city or county, from October 1, 2025, until June 1, 2031, with limited exceptions.

AB 2097 (Friedman, Chapter 459, Statutes of 2022) — prohibited public agencies from imposing minimum automobile parking requirements on specified residential, commercial and other developments located within one-half mile of public transit.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

POSITIONS: (Communicated to the committee before noon on Wednesday, June 24th, 2026)

SUPPORT:

California Council for Affordable Housing (CCAH) (Sponsor)
California Housing Consortium (Co-Sponsor)
American Planning Association, California Chapter
Bay Area Council
California Coalition for Rural Housing
California Council for Affordable Housing
California Housing Partnership
Eden Housing
Habitat for Humanity California
Housing California
Leadingage California
Midpen Housing
Non-profit Housing Association of Northern California (NPH)
People's Self-help Housing
Resources for Community Development
San Diego Housing Federation
Self-help Enterprises
The Two Hundred for Homeownership

OPPOSITION:

350 Bay Area Action
Acterra: Action for a Healthy Planet
Active San Gabriel Valley
Advanced Energy United
Advanced Energy United
American Ev Jobs Alliance; the

American Resilience Project
California Electric Transportation Coalition
California Environmental Voters
California State Association of Electrical Workers
California State Pipe Trades Council
Carbon Free Palo Alto
Center for Environmental Health
Center for Sustainable Energy
Charge Across Town
Clean Earth 4 Kids
Climate Action California
Climate Health Now Action Fund
Coalition for Clean Air
Community Corporation of Santa Monica
Community Environmental Council
Earthjustice
Electric Vehicle Association
Environmental Protection Information Center (EPIC)
EV Nirvana
EV Plugbox LLC
Green Sanctuary Committee of the Unitarian Universalist Church of Palo Alto
Green Technical Education & Employment
GreenLatinos
Mothers Out Front California
Mothers Out Front Marin
Mothers Out Front Silicon Valley
National Charging Access Coalition
Natural Resources Defense Council
Peninsula Interfaith Climate Action
Plug in America
Project Green Home
Redwood Energy
Sacramento Electric Vehicle Association
San Francisco Bay Physicians for Social Responsibility
Santa Cruz Climate Action Network
Sierra Club California
The Climate Center
U.S. Green Building Council, California
Union of Concerned Scientists
United Latinos
Urban Environmentalists, Los Angeles
US Green Building Council California

USGBC California
Western States Council Sheet Metal, Air, Rail and Transportation

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