SENATE COMMITTEE ON APPROPRIATIONS
Senator Sabrina Cervantes, Chair
2025 - 2026 Regular Session

AB 2748 (Quirk-Silva) - Building standards: affordable housing developments: electric vehicle charging

Version: July 2, 2026
Urgency: No
Hearing Date: August 3, 2026

Policy Vote: HOUSING 8 - 0
Mandate: Yes
Consultant: Mark McKenzie

Bill Summary: AB 2748 would provide the option for a developer of a new or existing affordable housing development for which a permit application is submitted between January 1, 2025 and December 31, 2028 to comply with the requirements specified in either the 2025 California Green Building Standards (CalGreen) or the 2024 supplement to the 2022 edition of CalGreen for the installation of low power Level 2 or higher electric vehicle (EV) charging receptacles, as specified.

Fiscal Impact:

- The Department of Housing and Community Development (HCD) estimates costs of $199,000 annually until 2030 for 1.0 limited-term PY of staff to develop and publish information bulletins, guidance, and other memoranda to enumerate the technical distinctions between the CalGreen requirements, and to respond to significant technical assistance inquiries from local jurisdictions, developers, and other stakeholders. (General Fund)

- Unknown local costs to update permitting and inspection processes and procedures to account for the option for developers to use either the current or previous CalGreen standards for EV charging infrastructure for certain affordable housing developments for which a permit is issued between January 1, 2025 and the end of 2028. These costs should not be reimbursable by the state because local agencies have the authority to charge and adjust planning and permitting fees to cover any costs related to new planning mandates. (local funds)

Background: Existing law requires the California Building Standards Commission (CBSC) to publish the CalGreen Code, which includes both mandatory and voluntary building standards, every three years. Since 2010, each published version has included updates and additions to the previous edition, including more stringent water conservation and recycling measures, electric vehicle infrastructure and charging readiness, and changes intended to eliminate conflicts with the California Energy Code, all reflecting evolving environmental and climate policy goals. Cities and counties generally have the administrative authority to exceed the CalGreen Code and adopt more protective standards which apply to their jurisdiction.

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 are scaled, 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. For multifamily developments, the 2024 supplement to the 2022 edition of CalGreen requires 40% of the total number of parking spaces to 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 edition of CalGreen 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 or common-use parking, 25% of all unassigned spaces that are not already provided with low power Level 2 EV charging receptacles must be equipped with Level 2 EV chargers.

Proposed Law: AB 2748 would require a new or existing affordable housing development for which a permit application is submitted between January 1, 2025 and December 31, 2028 to comply with either of the following requirements for installation of low power Level 2 or higher EV charging receptacles:

- The requirements in a specified section of the 2025 edition of CalGreen, including any subsequent editions and any other state or local building standards requiring the equivalent.
- The applicable requirements in the 2024 supplement to the 2022 edition of CalGreen.

The bill 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.

Related Legislation: AB 1738 (Boerner-Horvath), Chap. 687/2022, authorized HCD to propose mandatory building standards for adoption for the installation of EV charging stations in existing multifamily dwellings and nonresidential development when existing parking facilities are being retrofitted, added, or altered.

Staff Comments: This bill would provide flexibility to developers of affordable housing in which 100% of the units are affordable to low- and moderate-income households by allowing them to choose which of the two most recent versions of the CalGreen Code to follow regarding the requirements for installing low power Level 2 or higher EV charging receptacles. Proponents of this bill assert that the 2025 CalGreen standards require most parking spaces in new apartment buildings to include EV-ready infrastructure, adding substantial costs to construction. Opponents, however, point out that the 2025 standards were developed with overwhelming stakeholder support to change metrics from a percentage of parking spaces to dwelling units, and removing the requirement for more expensive full EV chargers when parking is assigned, which incentivizes developers to provide increased access to the most affordable way to charge, with capability for wired, individually metered charging. Opponents further assert that, if parking is assigned, development costs under the 2025 Code are approximately the same as they would be under the 2024 supplement to the 2022 Code when there are fewer parking spaces than units, and costs under the 2025 CalGreen Code are lower than the previous version when parking spaces exceed dwelling units.

HCD expects that some of the complications related to conducting aa comparative analysis necessary to determine which version of the CalGreen standards to use is likely to drive a substantial increase in technical assistance inquiries.

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