

**From:** [DGS Website@DGS](mailto:DGS_Website@DGS)  
**To:** [CBSC@DGS](mailto:CBSC@DGS)  
**Subject:** PUBLIC COMMENT on PROPOSED BUILDING STANDARDS - CA State Sen. Dave Cortese and 18 additional CA elected officials  
**Date:** Thursday, October 28, 2021 9:52:46 PM

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Commenter Contact Information

Name: CA State Sen. Dave Cortese and 18 additional CA elected officials

Date: 10/28/2021 12:00:00 AM

Representing:

Mailing Address

Number and Street:

City:

State:

Zip Code:

Telephone #:

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Proposed Building Standard

Title 24 Part #: Part 11

Section #: EV Infrastructure

Proposing State Agency: Housing and Community Development This comment is intended for review during: 15-Day Comment Period

Your recommendation based on the criteria of Health and Safety Code Section 18930(a):  
Further Study Required

In support of your recommendation above, provide the rationale based on the criteria of Health and Safety Code Section 18930(a). If you recommend anything other than approve, cite the criteria in your comment. If you oppose a proposed building standard, offer a solution or alternative for the state agency to consider.

(Note: a copy of this letter, signed by 12 California legislators, was submitted via email. This version is also signed by an additional seven California elected officials.)

We the undersigned California elected officials are writing to express our interest in the Building Standards Commission's proposed changes to Title 24, Part 11 of the CALGreen 2022 Building Code, specifically relating to electric vehicle infrastructure in new multifamily buildings.

California is reeling from devastating climate impacts—wildfires, degraded air, extreme heat, and drought—while scientists flash a “code red for humanity.” To preserve a livable climate, we must take bolder climate action, focused through a lens of equity.

Reducing greenhouse gas emissions is already a top state priority. Recognizing that the transportation sector now accounts for close to 50% of all emissions within the state, the legislature and two administrations have made clear their intent to move aggressively to support a transition to

zero emission vehicles (ZEVs), including setting the following targets:

- 1 million ZEVs or near-ZEVs by 2023 (SB 1275, De Leon 2014)
- 5 million ZEVs by 2030 (Exec. Order B-48-18, Brown 2018)
- 100% of sales of new passenger cars and trucks will be zero-emission by 2035 (Exec. Order N-79-20, Newsom 2020)

However, it is clear that we will not reach these targets equitably unless all residents have an affordable, reliable, and convenient place to charge their electric vehicles (EVs), which means the ability to charge at home. While California must also increase its public charging infrastructure to support long-distance trips, public charging costs are unregulated and usually much more expensive, so public charging should be the option of last resort.

We are concerned that your agency is failing to ensure the necessary infrastructure in new multi-family construction for an equitable transition to EVs.

Since 2015, the California Green Building Standards Code (CALGreen) has required 100% of new single-family homes to be EV capable. But the currently-proposed code update requires only 40% of parking in new multi-family housing to be wired for charging. We applaud your mandate that this access be truly-EV ready, but we are concerned that the code still excludes a significant portion of California condominium and apartment residents from convenient and inexpensive charging access. Recognizing that multi-family residents are more likely to be people of color and low-income, this disparity perpetuates systemic race and class inequities and disproportionate air pollution burdens. As EVs become increasingly mainstream, this double standard must go.

We therefore urge you to join cities throughout the state in ensuring that every new Multi-Family Housing (MFH) unit with parking has access to EV-ready charging.

Specifically, all new MFH units with parking must include EV Ready charging access, via a receptacle or EV charging cordset, with prominent signage indicating it is EV Ready. Whenever possible, the EV wiring should be run via the unit's electricity meter.

We are aware that your own code advisory committee recommended that Housing and Community Development (HCD) consider a proposal for equitable access in this code cycle, which HCD declined to study. We are also aware that your agency received an expert analysis showing that it would cost developers a negligible additional amount (0.03%) to ensure that every new apartment and condo with parking has access to charging – and that installing charging up front, rather than retrofitting later, would save California up to \$1.4 billion.

We need to stop being penny wise and pound foolish. Installing EV charging infrastructure at the time of new construction is by far the least expensive way to build EV charging access, as retrofitting can be four to ten times more expensive. Installing EV charging at the time of construction also helps to create good jobs, and to ensure that charging infrastructure is installed with skilled, unionized labor.

If the code isn't strengthened, the majority of new apartment and condo residents will continue to lack access to the financial and health benefits of driving electric vehicles with affordable, at-home

charging. Without this access, they are less likely to get EVs, and California will fall short of its climate goals.

California has shown that we can cut our carbon emissions AND grow our economy. We can electrify our transportation system AND make it accessible to all. It is time to stop paying lip service to equity and time to stop settling for incremental change that will perpetuate the climate crisis.

We urge you to act with courage, and in the interests of climate justice, and stop allowing buildings to be built without the necessary infrastructure to meet our urgent EV targets.

Sincerely,

The following 12 state legislators and additional 7 local elected officials

Ben Allen, Senator, 26th District

Anna Caballero, Senator, 12th District

Senator Dave Cortese, Senator, 15th District

Maria Elena Durazo, Senator, 24th District

John Laird, Senator, 17th District

Monique Limón, Senator, 19th District

Josh Newman, Senator, 29th District

Anthony Portantino, Senator, 25th District Henry Stern, Senator, 27th District Marc Berman,

Assemblymember, 24th District Mia Bonta, Assemblymember, 18th District Mark Stone,

Assemblymember, 29th District

Chance Cutrano, Town Councilmember, Town of Fairfax John Gioia, Supervisor, Contra Costa County

District 1 Sudhanshu Jain, City Councilmember, City of Santa Clara Wei-Tai Kwok, Council Member,

City of Lafayette Karen Mitchoff, Supervisor, Contra Costa County District 4 Sandy Naranjo, Port

Commissioner, Port of San Diego Mike Wilson, Humboldt County Supervisor, District 3

9 Point Criteria Info:

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