WHEREAS, concerns about the impacts of climate change have resulted in policymakers at all levels to look for ways to reduce greenhouse gas emissions (GHGs) across all sectors of the U.S. economy;

WHEREAS, electrification of the transportation sector has been identified as an essential and potentially most impactful step towards meeting the nation’s GHG reduction goals, compelling many at the federal, state, and local levels to take action to encourage or accelerate the transition to electric vehicles (EVs);

WHEREAS, EVs made up 2% of the new car sales in 2020 and the Biden administration has established a goal for 50% of all new passenger cars and light trucks sold in 2030 to be zero-emission vehicles, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles;

WHEREAS, achieving this goal requires addressing consumer concerns, such as safety issues, upfront costs, and mileage range limitations; ensuring the availability of vehicle type choices across different price points; upgrading the electrical grid; creating an equitable and sustainable utility rate structure; and developing and deploying a network of convenient, accessible and affordable charging options;

WHEREAS, there are currently three types of charging stations: 1) Level 1 - provides charging through a 120 volt (V) Alternating Current (AC) plug and charges the battery 2-5 miles of range each hour; 2) Level 2 - provides AC charging through 240 V (residential) or 208 V (commercial) electrical services, and chargers need a dedicated 40-Amp circuit and can charge between 10-20 miles of range each hour; and 3) Level 3 provides Direct Current (DC) fast charging and allows for rapid charging, about 60-80 miles of range for every 20 minutes of charging;

WHEREAS, although the country has tens of thousands of public charging stations (most of which are Level 2), many estimate that number needs to be five to ten times larger and the future focus should be on deploying Level 3 charging stations to meet the president’s goal;
WHEREAS, in an effort to increase access to EV chargers, in addition to supporting publicly available charging stations, many state and local governments have passed or are considering enacting laws or ordinances or adopting building codes that require some level of EV readiness or installation for certain single-family, multi-family, and/or commercial properties;

WHEREAS, many of these new EV infrastructure requirements are based on unrealistic EV take-up rates, as sales of electric cars are not growing fast enough to create the consumer demand needed to justify EV charging mandates in many places and even in the future, the use of EVs is expected to vary significantly by region and it is unlikely that every household will have EV charging needs;

WHEREAS, in addition to the lack of market demand, many of these requirements are infeasible due to lack of physical space for additional parking or adequate utility infrastructure to support increased electric loads, or are in areas where EV charging station installation would price would-be home buyers out of the market;

WHEREAS, most future buyers of EVs live in existing buildings, including multifamily and attached dwellings, for which retrofitting with EV charging capabilities could be impractical or cost-prohibitive;

WHEREAS, high-power Level 3 publicly-owned or commercial charging options can offer a viable and more flexible path that (1) provides access to fast and convenient charging for all car buyers independent of their residence type or vintage; and (2) can be quickly deployed at a rate commensurate with the EV uptake in each market; and

WHEREAS, EV charging technology and innovation is still in its infancy, creating many unknowns associated with its actual performance in reducing GHG emissions, how quickly it may evolve, and how consumers may use EV charging in the future,

NOW, THEREFORE, BE IT RESOLVED that the National Association of Home Builders (NAHB) support the expansion of electric vehicle (EV) use and the voluntary pre-wiring of homes for future EV charger installation;

BE IT FURTHER RESOLVED that NAHB urge Congress and the Administration to take a comprehensive and equitable approach to addressing EV infrastructure needs and issues by considering potential effects of various EV policies on underserved communities and all housing types;

BE IT FURTHER RESOLVED that NAHB urge any entity considering an EV initiative to address the spectrum of issues associated with EV implementation, such as but not limited to:
1) The ability to create sufficient clean energy sources at the utility and commercial levels to meet the increase in demand for electricity needed for EV charging;

2) Any upgrades needed to existing electrical distribution systems to ensure they have the capacity and reliability needed for EV;

3) Ensuring utility rates offer cost savings for EV users;

4) Ensuring there are a sufficient number of publicly available, fast-charging Level 3 stations to serve local and interstate traffic;

5) Differing needs/installation challenges for EV infrastructure in single-family, townhomes, multi-family and commercial structures;

6) Differing needs/installation challenges for EV infrastructure when retrofitting existing buildings;

7) Overcoming the higher initial costs of EVs to consumers;

8) Impacts of EV infrastructure on housing affordability, especially in low income communities;

9) Coordinating timing for deploying EV charging assets vs. acceptance/adoptions of EV usage and unknowns regarding future technology and consumer preferences; and

10) Other relevant issues.

BE IT FURTHER RESOLVED that NAHB urge federal, state and local governments, and the finance, insurance and real estate industries to facilitate the increase in EV use by first:

1) Assisting in establishing market-driven initiatives to facilitate the transition to EV;

2) Creating grant and low interest loan programs, tax credits, rebates or other funding mechanisms or incentives to assist existing homeowners, multifamily operators and existing communities managed by Homeowner Associations or their equivalent to retrofit their homes and communities to support the use of EVs;

3) Creating grants, tax credits, rebates or other incentives for homebuilders and community developers who provide EV infrastructure; and

4) Creating grants, tax credits, rebates insurance discounts, auto loan interest rate reductions or other incentives for consumers and fleet owners to covert to EVs.

BE IT FURTHER RESOLVED that NAHB support a federal framework that recognizes local decision making regarding the installation and maintenance of EV infrastructure, and urge state and local governments to encourage/incentivize the
installation of community-based EV infrastructure by providing offsets, density bonuses and/or other credits to builders and developers for providing EV infrastructure, such as Level 2 or Level 3 community charging stations;

BE IT FURTHER RESOLVED that NAHB urge any entity installing or mandating the installation of EV infrastructure to time that installation with a data-driven estimate of infrastructure need based on when the EV demand is predicted to require more infrastructure in a given area and to ensure it reflects local market conditions, minimizes unnecessary costs and prevents unutilized infrastructure from becoming obsolete or excessively aged before it is needed;

BE IT FURTHER RESOLVED that NAHB urge utilities to:

1) Create pricing structures that result in reduced transportation costs for EV users, facilitate business interest in increasing the availability of high-powered (Level 3) charging stations, and reward off peak charging;
2) Deploy utility networks and private/public partnerships to create the convenient, accessible and affordable fast-charging Level 3 public infrastructure needed to facilitate widespread adoption of EVs; and
3) Continue transition to renewable energy generation sources to meet the increased demand for electrical power that EVs will require.

BE IT FURTHER RESOLVED that, recognizing EV investments and expansion plans are in their early stages, NAHB continue to monitor and evaluate the progress of EV acceptance/adoption and trends in EV infrastructure deployment and update this policy, as needed.

Please note: This resolution was submitted after the 30-day advanced deadline and will require a two-thirds majority for approval by the Leadership Council.
Leadership Council Action:
Resolutions Committee Action:
Land Development Committee:
Construction, Codes & Standards Committee Action:
Custom Builders Committee Action:
Housing Finance Committee Action:
State & Local Government Affairs Committee Action:
NAHB Remodelers Action:
Environmental Issues Committee Action:
Federal Governmental Affairs Committee Action:
Single Family Builders Committee Action:
Multifamily Council Board of Trustees Action:
Sustainability & Green Building Subcommittee of the Environmental Issues Committee Action:
Energy & Green Construction Codes & Standards Subcommittee of the Construction, Codes & Standards Committee Action: