

**HB 4068 -2 STAFF MEASURE SUMMARY**  
**House Committee On Energy and Environment**

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**Prepared By:** Beth Reiley, LPRO Analyst

**Meeting Dates:** 2/11, 2/13

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**WHAT THE MEASURE DOES:**

Requires Department of Consumer and Business Services (DCBS) to modify state building code to include infrastructure requirements for electric vehicle charging, applicable to new construction permitted initially on or after July 1, 2021, of commercial buildings under private ownership; multifamily residential buildings with five or more residential units; and mixed use buildings consisting of privately-owned commercial space and five or more residential dwellings. Directs the code to require, at a minimum, charging capacity sufficient to accommodate the simultaneous use of level 2 electric vehicle charging stations at full charging speed for at least 20 percent of available parking spaces. Directs that the code may not prohibit providing infrastructure for more than 20 percent of parking spaces. Establishes goal of having 25 percent of vehicles which have a weight of 8,000 pounds or less and are for nonemergency purposes and are owned or leased by Oregon Department of Administrative Services be zero-emissions by July 1, 2023.

*Fiscal Impact: No statement yet issued.*

*Revenue Impact: No statement yet issued.*

**ISSUES DISCUSSED:**

**EFFECT OF AMENDMENT:**

-2 Replaces measure. Defines key terms. Requires Director of Department of Consumer and Business Services (Director) to adopt amendments to the state building code to require certain newly constructed buildings to provide provisions for electric service capacity (Capacity) for charging electric vehicles. Requires that the code provide Capacity at no less than 20 percent of the vehicle parking spaces in the parking area or garage. Stipulates that fractional numbers be rounded up. Limits code requirements to commercial buildings under private ownership; multifamily residential buildings with five or more residential units; and mixed use buildings consisting of privately-owned commercial space and five or more residential dwellings. Authorizes a municipality to require newly constructed buildings in Act to provide capacity at more than capacity 20 percent of parking spaces through an ordinance, rule, or land use process. Requires initial amendments to the state building codes to take effect July 1, 2021 and apply to new construction for which a person applied for a permit on or after July 1, 2021.

**BACKGROUND:**

In 2017 the Department of Consumer and Business Services (DCBS) adopted Electric Vehicle Ready Parking standards (Standards) in 2017. The Standards require newly-constructed parking facilities in certain occupancies with 50 or more open parking spaces to have conduit run from the service to at least 5 percent of the open parking spaces. The conduit has to be sized to fit wiring for at least a Level 2 charger (40 amp). The EV Ready Parking standards are required in the following cities: Portland, Eugene, Salem, and Gresham.

House Bill 4068 would require the Director to adopt state building code requiring that at least 20 percent of parking spaces in some privately owned buildings provide electrical vehicle charging infrastructure, allows municipalities to adopt building codes that require a higher percentage of parking spaces provide electric vehicle

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*This summary has not been adopted or officially endorsed by action of the committee.*

charging, and sets a goal that 25 percent of certain vehicles owned or leased by DAS be zero-emissions by July 1, 2023.

PRELIMINARY