

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

**Carrier:** Rep. Wilde

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**Action Date:** 02/13/20

**Action:** Do pass with amendments. (Printed A-Eng.)

**Vote:** 7-2-0-0

**Yeas:** 7 - Helm, Power, Salinas, Schouten, Smith DB, Sollman, Wilde

**Nays:** 2 - Bonham, Reschke

**Fiscal:** Has minimal fiscal impact

**Revenue:** No revenue impact

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

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

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**WHAT THE MEASURE DOES:**

Defines key terms. Requires Director of Department of Consumer and Business Services to adopt amendments to the state building code to require certain newly constructed buildings to provide 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 to provide capacity at more than 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.

**ISSUES DISCUSSED:**

- Cost of installing electric vehicle charging equipment
- Additional expense of retrofitting buildings
- Effect of installation cost on construction cost

**EFFECT OF AMENDMENT:**

Replaces measure.

**BACKGROUND:**

The Department of Consumer and Business Services (DCBS) adopted Electric Vehicle (EV) 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 five 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 cities of Portland, Eugene, Salem, and Gresham.

House Bill 4068-A would require the Director of DCBS to adopt state building codes that require at least 20 percent of parking spaces in certain buildings provide electrical vehicle charging infrastructure, and allows municipalities to adopt building codes that require a higher percentage of parking spaces provide electric vehicle charging.