

## HB 2961 -2, -4, -7 STAFF MEASURE SUMMARY

### House Committee On Climate, Energy, and Environment

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**Meeting Dates:** 1/30, 2/4, 3/27, 4/8

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#### WHAT THE MEASURE DOES:

The measure modifies the state building code requirements for electrical service capacity for charging electric vehicles (EV) and EV charging station in each newly constructed multifamily residential building or mixed-use building with five or more residential dwelling units.

#### Detailed summary:

Modifies the state building code requirements each newly constructed multifamily residential building or mixed-use building with five or more residential dwelling units must meet, including:

1. Increasing the electrical service capacity from no less than 20 percent to **no less than 50 percent** of the vehicle parking spaces in the garage or parking area for the building; or
2. Requiring electrical service capacity for charging electric vehicles (EVs) in 20 percent of the vehicle parking spaces in the garage or parking area for the building, one quarter of which percentage, but not less than one parking space, to consist of vehicle parking spaces with level 2 or level 3 EV charging stations installed and ready for use.

Requires the Director of the Oregon Department of Consumer and Business Services to ensure that the initial amendments to the state building code required take effect on July 1, 2026, and apply to new construction for which a person first applies for a building permit on or after July 1, 2026.

#### ISSUES DISCUSSED:

- Cost of adding electric vehicle charging stations and conduits in certain new buildings
- Relevant past legislation
- Electric vehicle ownership rates of low-income renters

#### EFFECT OF AMENDMENT:

-2 The amendment replaces language that applies to new construction for which a person first applies for a building permit on or after July 1, 2026.

#### Detailed summary:

Prohibits the director of the Oregon Department of Consumer and Business Services (DCBS) and a municipality from applying or enforcing the amendments to the state building code with respect to construction of a multifamily residential building until all of the following conditions have occurred:

- Construction of at least 36,000 units of new housing has occurred in this state during each of four consecutive years.
- The average annual cost of housing for residents of this state is at or below 33 percent of median income in the state during each of four consecutive years.
- Residential electricity rates have not increased by more than 2.5 percent over a span of four consecutive years.
- The population of homeless residents of this state has decreased by more than 80 percent from the population counted in 2024.

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Prohibits the director of DCBS and a municipality from amending the state building code or otherwise impose any additional requirements for electrical service capacity for charging electric vehicles (EVs) or for EV charging stations until the following conditions occur:

- Manufacturing within this state has grown at an average rate of 2.5 percent in each of four consecutive years.
- Total manufacturing employment and construction employment in this state during each of four consecutive years exceeds the total of manufacturing employment and of construction employment during 2019.

-4 The -4 amendment contains the same language as the -7 amendment, except that it applies to municipalities rather than metropolitan jurisdictions.

-7 The amendment modifies the state building code requirements for each newly constructed buildings that must include provisions for electrical service capacity for charging electric vehicles (EVs) to only apply **within a metropolitan jurisdiction**. It changes the percentage, from 50 to **20**, of vehicle parking spaces with electrical service capacity for charging EVs and EV charging stations installed and it changes the percentage, from 20 to **at least five percent**, of parking spaces required to have level 2 or level 3 EV charging stations.

### Detailed summary:

Adds and removes definitions. Modifies the state building code requirements for each newly constructed buildings that must include provisions for electrical service capacity for charging electric vehicles (EVs) to only apply **within a metropolitan jurisdiction**. Changes percentage, from 50 to **20**, of vehicle parking spaces with electrical service capacity for charging electric vehicles (EV) and EV charging stations installed. Changes percentage, from 20 to **at least five percent**, of parking spaces required to have level 2 or level 3 EV charging stations. Allows a metropolitan jurisdiction, rather than a municipality, to require that certain newly constructed buildings include provisions for electrical service capacity to accommodate more than the percentages specified in this Act for vehicle parking spaces in the garage or parking area for the building. Specifies that amendments to the state building code apply within a **metropolitan jurisdiction**.

- *FISCAL: Minimal fiscal impact*
- *REVENUE: Minimal revenue impact*

### **BACKGROUND:**

The Oregon Department of Consumer and Business Services (DCBS) adopted Electric Vehicle (EV) Ready Parking standards (standards) in 2017. The standards required 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 must be sized to fit wiring for at least a level 2 charger (40 amp).

Current statute requires the Director of DCBS to amend state building code to require that new construction of certain commercial, residential, and mixed-use buildings include provisions for electrical service capacity for at least 20 percent of parking spaces (Oregon Revised Statute 455.417). The statute allows municipalities to adopt a local percentage of parking space requirements higher than state building code requirements.