

IN THE SENATE

SENATE CONCURRENT RESOLUTION NO. 131

BY JUDICIARY AND RULES COMMITTEE

A CONCURRENT RESOLUTION

1
2 STATING FINDINGS OF THE LEGISLATURE AND REQUESTING THAT THE IDAHO BUILDING
3 CODE BOARD EXPLORE THE ADOPTION OF ELECTRIC VEHICLE-READY MULTIFAMILY
4 AND COMMERCIAL BUILDING CODES.

5 Be It Resolved by the Legislature of the State of Idaho:

6 WHEREAS, the market and associated economic opportunity for electric
7 vehicles is advancing at an accelerating rate; and

8 WHEREAS, Idaho currently imports nearly 100% of our transportation
9 fuel, draining roughly \$3 billion from our economy and exposing Idahoans to
10 supply disruptions and price fluctuations; and

11 WHEREAS, Idaho is one of eight western states that have signed onto
12 the voluntary Regional Vehicle Plan for the West ("REV West Plan"), that
13 includes recommendations to incorporate charging infrastructure into plan-
14 ning efforts; and

15 WHEREAS, electric vehicles can be powered by cleaner energy with much of
16 it produced in Idaho, including from hydropower, biomass, wind, and solar
17 resources; and

18 WHEREAS, Idaho's utility companies are forecasting and planning for
19 more electric vehicles in Idaho over the coming decades; and

20 WHEREAS, Idahoans who own electric vehicles experience lower fuel and
21 maintenance costs; and

22 WHEREAS, low to zero-emission electric vehicles fueled with cleaner en-
23 ergy produced in our state protect public health; and

24 WHEREAS, an increasing number of automakers are marketing and designing
25 a wider range of electric vehicle options; and

26 WHEREAS, nearly every major automaker is planning future fleets that
27 will be largely, if not entirely, powered by electricity; and

28 WHEREAS, residents of multifamily housing do not have the opportunity
29 to install infrastructure to charge their electric vehicles, creating bar-
30 riers to electric vehicle ownership due to the lack of access to charging in-
31 frastructure; and

32 WHEREAS, electric vehicle charging infrastructure sited at workplaces
33 maximizes efficient use of electric utility infrastructure during off-peak
34 hours; and

35 WHEREAS, an electric vehicle-capable parking space is defined as a
36 designated space with an appropriately sized conduit, circuit, breaker,
37 and panelboard designed to accommodate future electrical wiring and final
38 installation; and

39 WHEREAS, the estimated cost of incorporating building designs that in-
40 clude electric vehicle-capable parking spaces ranges from \$280 to \$760 per
41 parking space, compared to \$7,000 to \$8,000 per parking space for a later
42 retrofit; and

1 WHEREAS, Chapter 41, Title 39, Idaho Code, establishes the Idaho Build-
2 ing Code Board to study, adopt, and enforce codes, standards, and rules re-
3 lating to the construction of buildings or facilities and to establish con-
4 sistent standards for the performance and energy efficiency of those struc-
5 tures.

6 NOW, THEREFORE, BE IT RESOLVED by the members of the Second Regular Ses-
7 sion of the Sixty-fifth Idaho Legislature, the Senate and the House of Rep-
8 resentatives concurring therein, that the Legislature declares its support
9 for the Idaho Building Code Board to consider the adoption of electric ve-
10 hicle-capable building codes for multifamily residential dwellings and com-
11 mercial buildings during future revisions to the Idaho state building codes
12 and International Residential Code.