

# EV Readiness Ordinance Tracker

December 2022, courtesy of Electrification Coalition, with appended rows by City of Saint Paul

Municipality	State	Year	Location	Single-family	Multi-family	Commercial	Notes
<a href="#">Aspen</a>	CO	2017	IBC / IRC	1 EV-Capable Space per dwelling Unit	3% EV-Capable (240V individual circuit branch with EV CAPABLE label)		
<a href="#">Atlanta</a>	GA	2017	Code of Ordinances	1 EV-Capable space per dwelling unit	20% EV-Capable		For each dwelling unit, a 208/240-volt individual branch circuit or a listed raceway to accommodate a future individual branch circuit shall be installed. The raceway shall not be less than trade size 1 (nominal 1-inch inside diameter). The raceway shall originate at the main service or subpanel and
<a href="#">Avon</a>	CO	2021	Ordinance	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 15% EV-Capable (7+ spaces)	5% EV-Installed, 10% EV-Ready, 15% EV-Capable (10+ spaces)	All dwellings regulated by this section shall provide sufficient electrical capacity for a 40-ampere, 240-volt branch circuit for the future installation of Electric Vehicle Supply Equipment.
<a href="#">Boulder County</a>	CO	2015	IBC / IRC	1 EV-Ready space per dwelling unit	2% EV-Ready (for new construction and 50% or 5,000 SF additions)		
<a href="#">Breckenridge</a>	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	Provide at least one Level 2 (240-volt) electric vehicle charging receptacle outlet
<a href="#">California (CalGreen)</a>	CA	2010	IBC / IRC	1 EV-Capable space per dwelling unit	10% EV-Capable		
<a href="#">Charlotte</a>	NC	2021	Pending, apart of broader Municipal Code				
<a href="#">Chicago</a>	IL	2020	Ordinance		20% EV-Ready (5+ spaces)	20% EV-Ready (30+ spaces)	Raceway capable of accommodating a 208/240-volt dedicated branch circuit. Raceway shall not be less than trade size 1. Raceway shall originate at the main service or subpanel and terminate in listed cabinet, box or enclosure close to the proposed location of the EV spaces. Panel capacity to
<a href="#">City of Boulder</a>	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 15% EV-Ready, 40% EV-Capable (25+ spaces)	5% EV-Installed, 10% EV-Ready, 10% EV-Capable	
<a href="#">Columbus</a>	OH	2021	In progress, stakeholder engagements				
<a href="#">Denver</a>	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 15% EV-Ready, 80% EV-Capable	5% EV-Installed, 10% EV-Ready, 10% EV-Capable	
<a href="#">Dillon</a>	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	
<a href="#">Durango</a>	CO	2020	P&Z Ordinance	[Future building code amendment]	15% EV-ready, 1/15 EV-installed (15+ spaces)	10% EV-ready or 5% EV-installed (15,000+ sq ft, all hotels and motels)	
<a href="#">Flagstaff</a>	AZ	2019	IBC / IRC	1 EV-Ready space per dwelling unit	3% EV-Ready	3% EV-Ready	
<a href="#">Fort Collins</a>	CO	2019	IBC / IRC	1 EV-Capable space per dwelling unit	10% EV-Capable		
<a href="#">Frisco</a>	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	
<a href="#">Golden</a>	CO	2019	Ordinance		1 EV-Installed Space per 15 parking space, 15% EV-Capable		
<a href="#">Honolulu</a>	HI	2020	Ordinance	1 EV-Capable space per dwelling unit	25% EV-Ready (8+ spaces)	25% EV-Ready (12+ spaces)	
<a href="#">Indianapolis</a>	IN	2022	In progress, under analysis/assessment				
<a href="#">Lafayette</a>	CO	2021		1 EV-Ready space per dwelling unit	2 spaces of 10% whichever is greater EV-Ready, 20% total spaces EV-Capable(1+ spaces)	2% EV-Installed, 5% EV-Ready, 10% EV-Capable (1+ spaces)	
<a href="#">Lakewood</a>	CO	2019	Zoning Ordinance	1 EV-Capable space per dwelling unit	2% EV-Installed, 18% EV-Capable (10+ spaces)	2% EV-Installed, 13% - 18% EV-Capable (10+ spaces)	
<a href="#">Louisville</a>	CO	2021	Zoning Ordinance	1 EV-Ready and 1 EV-Capable space per dwelling unit	10% of spaces 10% EV-Installed, 10% EV-Ready, 15% EV-Capable	5-10% EV-Installed, 10% EV-Ready, 10-15% EV-Capable (depending on sector)	
<a href="#">Madison</a>	WI	2021	Ordinance		2% EV-Installed, 10% EV-Ready (increases by 10% every 5 years)	1% EV-Installed (increases by 1% every 5 years), 10% EV-Ready (increases by 10% every 5 years)	
<a href="#">Massachusetts</a>	MA	2019				1 EV-Ready space (15+ spaces)	
<a href="#">New York City</a>	NY	2013	IBC / IRC		20% EV-Capable		The conduit system must be capable of supporting the installation of electrical wiring for the future installation of electric vehicle charging stations rated at a minimum of "Level 2" (40 amp/3 - 6.6 kW).
<a href="#">Oakland</a>	CA	2018	IBC / IRC		10% EV-Ready, 90% "Raceway Installed", 20% total panel capacity	10% EV-Ready, 10% "Raceway Installed", 20% total panel capacity	
<a href="#">Oregon</a>	OR	2017	IBC / IRC		5% EV-Ready		(a) Level 2 EVSE. "Level 2 EVSE" shall mean an EVSE capable of charging at 30 amperes or higher at 208 or 240 VAC. An EVSE capable of simultaneously charging at 30 amperes for each of two vehicles shall be counted as two Level 2 EVSE. (b) Conduit Only. "Conduit Only" shall mean,
<a href="#">Orlando</a>	Florida	2021	Ordinance (Building)		Multifamily, hotel, all parking structures: 20% EV-Capable, 2% EV-Installed (requirement begins at 50	Commercial (Offices, Retail, Public, Recreational, and Institutional Use) 10% EV-Capable, 2% EV-Installed (requirement begins at 250 Spaces) Industrial (Employee parking only) - 10% EV-Capable, 2% EV-Installed (requirement begins at 250 spaces)	
<a href="#">Palo Alto</a>	CA	2017	IBC / IRC	1 EV-Capable space per dwelling unit	1 EV-Ready Space per Unit, 20% EV-Capable for Guest Parking with 5% EV-Installed	20% EV-Capable, 5% EV-Installed	

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<a href="#">Pittsburgh</a>	PA	2021	Ordinance (Net Zero Building Requirements)			Public Building Structure: 1-5 Spaces - At Discretion of Intradepartmental EV Task Force; 6-19 Spaces - 40% EV-Capable, 20% EV-Ready; 20+ spaces - 25% EV-Capable, 10% EV-Ready	For each parking space, install a 40-Amp 208 or 240-volt branch circuit, including raceway, 15 electrical panel capacity, overprotection devices, wire, and termination point such as a receptacle. The 16 termination point shall be in close proximity to the proposed EV charger location. Raceways
<a href="#">Salt Lake City (pending)</a>	UT	2020	Ordinance	20% EV-Capable			
<a href="#">San Francisco</a>	CA	2017	IBC / IRC	1 EV-Ready space per dwelling unit	10% EV-Ready, Panel Capacity for 20%, Raceway for 100%		
<a href="#">San Jose</a>	CA	2019	Ordinance	1 EV-Ready space per dwelling unit	10% EV-Installed, 20% EV-Ready, 70% EV-Capable	10% EV-Installed, 40% EV-Capable	
<a href="#">Seattle</a>	WA	2019	Ordinance	1 EV-Ready space per dwelling unit	100% EV-Ready up to 6 space, 20% for parking lots with 7+ spaces	10% EV-Ready	
<a href="#">Sedona</a>	AZ	2019	Appendix	1 EV-Capable space per dwelling unit		5% EV-Capable	A parking space that is provided with one 40-amp, 208/240-Volt dedicated branch circuit for electric vehicle supply equipment that is terminated at a receptacle, junction box or electric vehicle supply equipment within the parking space.
<a href="#">St. Louis</a>	MO	2021	Ordinance	1 EV-Ready space per dwelling unit	2% EV-Installed, 5% EV-Ready (increases to 10% in 2025)	2% EV-Installed, 5% EV-Ready	an electrical outlet box wired with a separate branch circuit capable of supplying 40A at 240 V and labeled to identify its intended use.
<a href="#">St. Petersburg</a>	Florida	2022	In progress, under analysis/assessment				Additional service capacity, space for future meters, panel capacity or space for additional panels, and raceways for future installation of electric vehicle charging stations. The service capacity and raceway size shall be designed to accommodate the future installation of the number of 208/240 V
<a href="#">Summit County</a>	CO	2020	IBC / IRC	1 EV-Ready space per dwelling unit	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (10+ spaces)	5% EV-Installed, 10% EV-Ready, 40% EV-Capable (25+ spaces)	
<a href="#">Vancouver</a>	BC	2019	IBC / IRC	1 EV-Ready space per dwelling unit	100% EV-Ready	10% EV-Ready	
<a href="#">Washington</a>	WA	2015	State Building Code		For Group B, Group R-1 hotel and motel only, Group R-2 occupancies: 5% of parking spaces shall be EV Capable. Size electrical room to serve 20% of spaces.		
<a href="#">Washington DC</a>	DC	2021	Legislation	-	20% EV-Ready (3+ spaces)	20% EV-Ready (3+ spaces)	
<a href="#">Westminster</a>	CO		In progress	In progress	In progress	In progress	
Below entries by City of Saint Paul							
<a href="#">Bloomington</a>	MN	2019	Ordinance		2% EV-Installed		
<a href="#">Minneapolis</a>	MN	2021	Ordinance		5% EV-Installed, 10% EV-Ready for surface parking only (10+ spaces)	5% EV-Installed, 10% EV-Ready for surface parking only (10+ spaces)	A 2022 ordinance update: 1. Made requirements apply only to surface parking, while structured parking EVSE provision became an FAR bonus option. 2. Simplified requirements so they are the same for all land use types that provide parking.
<a href="#">St. Louis Park</a>	MN	2021	Ordinance		15-49 spaces: 5% Level 1 EV-Installed; 50+ spaces: 10% Level 1-EV-Installed and one Level 2 EV-Installed space	15-49 spaces: One Level 1 EV-Installed space; 50+ spaces: Two spaces or 1% (whichever is greater) as Level 2 EV-Installed spaces	At least one handicapped accessible parking space must have access to an EV charger. Allows for reductions if EVSE installation costs exceed 5% of total project costs.
<a href="#">Los Angeles</a>	CA	2019	Ordinance		10% EV-Installed, 30% EV-Capable	10% EV-Installed, 30% EV-Capable	Allows administrative variance if there is insufficient electricity supply to the site