REACH CODE NEWS BRIEF: MARCH 2025

THREE NEW REACH CODES FOR CONTRA COSTA COUNTY, BURLINGAME, CUPERTINO APPROVED BY CALIFORNIA ENERGY COMMISSION THIS MONTH

The California Energy Commission approved reach codes from the County of Contra Costa, City of Cupertino, and City of Burlingame at its Business Meeting on March 17, 2025. Each jurisdiction's ordinance provides an Energy Performance Approach providing a compliance pathway for all-electric and mixed-fuel buildings.

County of Contra Costa:

- Single-family new construction: the ordinance requires an EDR1 margin of at least nine (CZ3) or 11 (CZ12). For detached ADUs, the requirement is an EDR1 margin of zero (CZ3) or 6.6 (CZ12).

- Multifamily low rise: the required Source Energy compliance margin is 10% (CZ3) or 11% (CZ12), while for multifamily high rise, the compliance margins are four percent for both climate zones.
- Nonresidential new construction: a Source Energy compliance margin of four or five percent is required, depending on the climate zone (five percent for CZ3, four percent for CZ12,).
- Additional electric readiness provisions

City of Cupertino:

- Single-family new construction: achieve an EDR1 margin of at least nine. Buildings between 625 ft^2 and 1500 ft^2 must achieve a margin of at least four, and there is no requirement for those under 625 ft^2.
- Multifamily construction: low rise multifamily must exceed the Source Energy metric by at least nine percent while high rise construction must exceed by at least one percent.
- Nonresidential construction: exceed the Source Energy metric by at least 10%.
- The ordinance also adds to current 2022 California Energy Code requirements for “electric ready” components in buildings, including electric outlets near natural gas appliances, appropriate ventilation for future heat pump appliances, and reserved and labelled breakers in the electrical panel for future electric appliances.

City of Burlingame:

- Single-family new construction: exceed the standard EDR1 requirement by at least nine points. Buildings between 625 ft^2 and 1500 ft^2 must achieve a margin of at least four, and there is no requirement for those under 625 ft^2.
- Multifamily construction: low rise projects must exceed the Source Energy metric by 10%, while multifamily high rise must exceed the Source Energy metric by four percent
- Nonresidential new construction: must exceed the Source Energy metric by seven percent.
- The ordinance also adds to the current 2022 California Energy Code requirements for “electric ready” components in buildings by aligning with requirements in the 2025 state Energy Code.

For more details about these reach codes, visit localenergycodes.com for a continuously updated interactive map as well as a comprehensive list of reach code adoptions, including ordinances and staff reports.

UPCOMING EVENTS

April 6-13: LA Climate Week

April 9: 3C-REN training: Single Family: Energy Code Implementation Series, with 2025 Code Updates

April 10: California Energy Commission: Business Meeting

April 19-27: SF Climate Week

April 22: Earth Day

April 22: The Climate Center: California Climate Policy Summit 2025. Sacramento

April 22: New Buildings Institute, Southern California Edison, National Association of Energy Service Companies webinar: A-B-C-Decarb for Schools: Plan, Fund, and Succeed

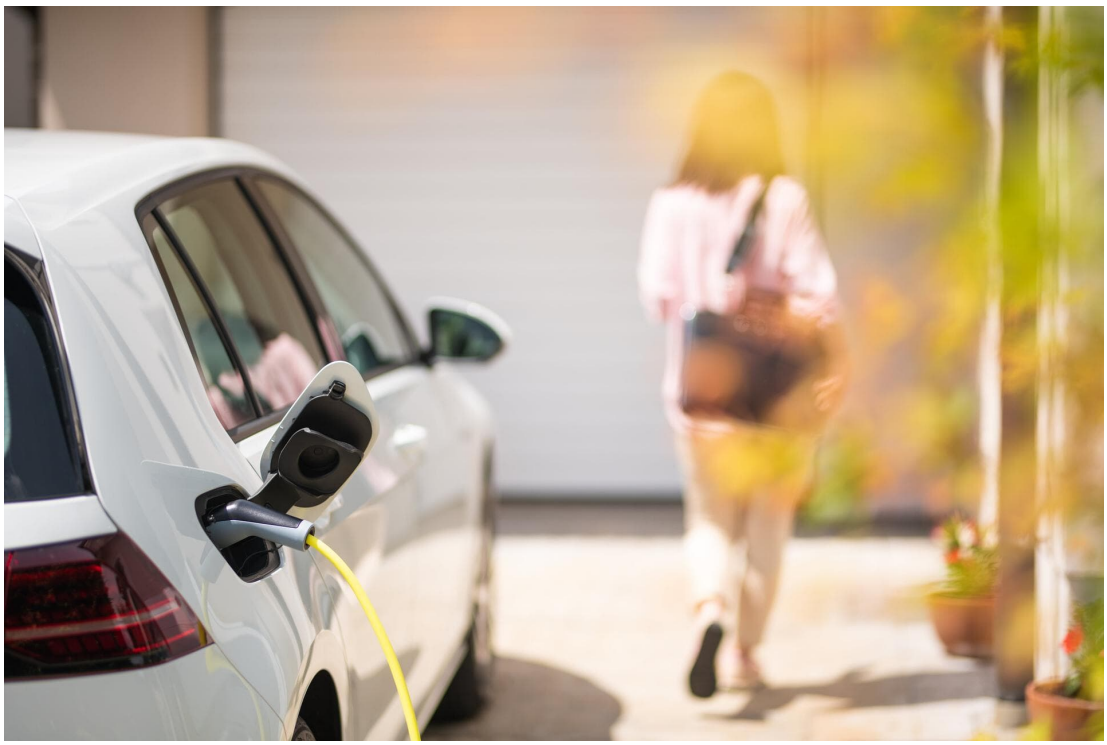
April 22-24: Getting to Zero Forum. Los Angeles

April 24: I-REN training: Heat Pump Water Heaters Intermediate Course: Design, Installation, and Review

April 30: 3C-REN Regional Forum: Building for the Future: Preparing for the 2025 Energy Code



NEW THIS MONTH!



2025 EV REACH CODE OPPORTUNITIES

The upcoming 2025 code cycle will bring with it substantial changes to electric vehicle (EV) requirements in CALGreen. As we near implementation of the next code cycle, now is the perfect time for jurisdictions to consider reach code development for decarbonizing the transportation sector.

With local EV reach codes currently adopted in 47 jurisdictions across the state, the momentum is strong for continued adoption for the 2025 code cycle. The most common approach is to adopt CALGreen voluntary measures for EV charging, as this minimizes the development resources required by local staff.

EV Reach Code Options

The wide range of measures outlined in the CALGreen voluntary tiers provide jurisdictions with an existing framework that they can customize according to the specific needs of their community and stakeholders. Let’s consider these voluntary options and a few customization options.

Single Family Homes

For single family homes, a jurisdiction could adopt the CALGreen Tier 1 voluntary measures to require EV Ready over the baseline EV Capable requirement. This would mean that new single-family homes must install circuitry with either a receptacle or charger as opposed to simply installing the electric capacity and raceway for future charging infrastructure. By extending beyond the voluntary measure, this requirement could also be applied to existing buildings with a “time of renovation” trigger to target buildings undergoing a panel upgrade or other alteration. Another option would be to extend the existing EV Capable or upgraded EV Ready requirement to additional parking spaces, rather than only one in an attached private garage.

Multifamily Buildings

Of the defined building types, multifamily occupancies will see the most significant changes in the 2025 code cycle, with requirements outlined for both new construction and additions and alterations. For new construction, the updated code requires EV charging equipment for 100% of spaces or at least one space per dwelling unit. Furthermore, assigned spaces must have Low Power Level 2 receptacles and at least 25% of common spaces must have EVSE. For multifamily reach codes, a jurisdiction could adopt the CALGreen Tier 1 measures to require full power receptacles (208/240 volt, 40 amp circuits) rather than Low Power Level 2, change the required percentage of common spaces with EVSE from 25% to 40%, and eliminate the exception for receptacles in spaces served by lifts.

The CALGreen voluntary measures, as written, only impact new construction, so jurisdictions might consider customizing the voluntary measures to apply unique requirements to existing buildings as well. Alternatively, a jurisdiction could create custom requirements for existing buildings only.

Hotels and Motels

For hotels and motels, a jurisdiction could adopt CALGreen Tier 1, which would require that 60% of spaces (up from the baseline 40%) have Low Power Level 2 Receptacles and 40% (up from 25%) have EVSE. Adopting Tier 1 would also mean removing the exception of receptacles for spaces served by lifts. Since the CALGreen voluntary measures for hotels and motels only impact new construction, jurisdictions might consider customizing requirements for existing buildings.

Nonresidential Construction

The CALGreen framework also provides flexibility for jurisdictions to set nonresidential requirements by occupancy, as separate thresholds are outlined for some common building types (see the table below, Table 10 from the Statewide Team's Options and Opportunities document). Depending on a jurisdiction's priorities, they could adopt either Tier 1 or Tier 2 measures to increase the required amount of EV Capable spaces and EVSE. Since the CALGreen voluntary measures only apply to new construction, the jurisdictions might consider extending these requirements to existing buildings or otherwise customizing requirements to prioritize their community's greatest needs and impact.

2025	Mandatory (Total = 20%)	5% Office/retail 10% All Other	15% Office/retail 10% All Other	Adds and Alts – Same as new but first convert preexisting EV Capable to EVSE before adding new EV Capable Trucks EV Capable, expanded occ. types
2025	Tier 1 (Total = 30%)	7% Office/retail 15% All Other	23% Office/retail 15% All Other	
2025	Tier 2 (Total = 45%)	11% Office/retail 22% All Other	34% Office/retail 23% All Other	
2025	Other possibilities			No lift exception Extend Adds & Alts

* Note: The percentages shown in this table are mathematically equal to the values shown in the code but are structured differently. In the code, the requirements list the number of EVSE spaces as a percentage of the total EV Capable spaces. The table above shows the net result of that equation.

For jurisdictions pursuing EV reach codes, there are a number of options – both for more progressive ordinances that limit exceptions and have widespread applicability, and for more conservative approaches that continue pushing the market forward with incremental improvements to encourage future development.

With the wide reach of the statewide policies and code requirements continuing to push the EV market forward, there are many strategies for California jurisdictions to achieve meaningful impact in decarbonizing the state's transportation sector. For more information on EV reach code opportunities, see the Statewide Team's publication, 2022 and 2025 Local Energy Codes: A Selection of Options and Opportunities, and other EV charging resources available on CALGreenInfo.com.

This program is funded by California utility customers and administered by Pacific Gas and Electric Company, San Diego Gas & Electric Company (SDG&E®) and Southern California Edison Company under the auspices of the California Public Utilities Commission and in support of the California Energy Commission.

© 2025 Pacific Gas and Electric Company, San Diego Gas and Electric Company and Southern California Edison.

All rights reserved, except that this document may be used, copied, and distributed without modification.

OTHER REACH CODE NEWS BRIEFS

October 2026 September 2026 August 2026
Archives