

Summary of Staff Recommendations for New Construction & Existing Building Reach Codes

Key:

Building Type: SFR = Single-family residential, ADU = Accessory Dwelling Unit, MF = Multifamily residential, NR = Nonresidential

Stakeholder and Community Support rankings (2024):

1

2

3

4

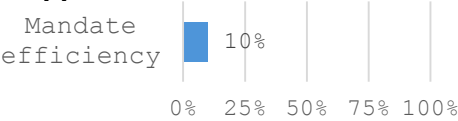
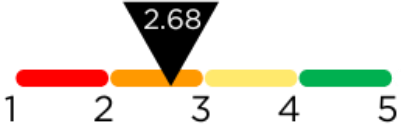
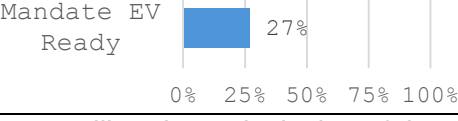
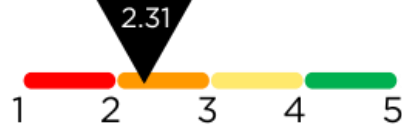
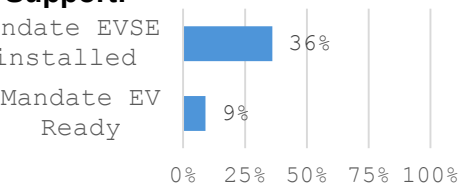
5

1 = Do not investigate further

3 = Maybe, but I have reservations

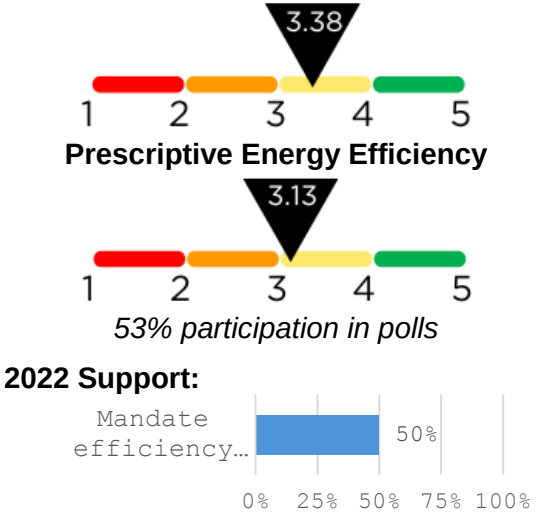
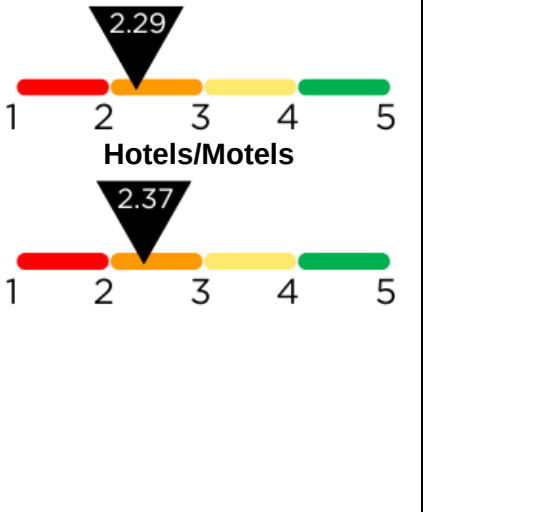
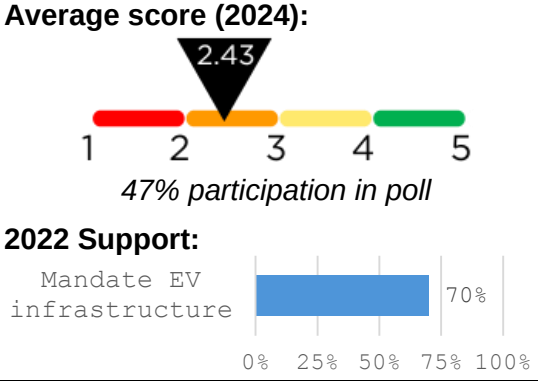
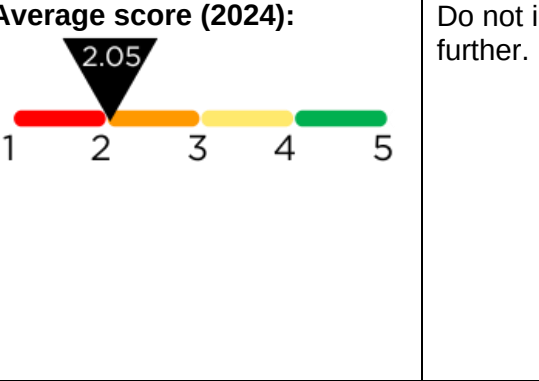
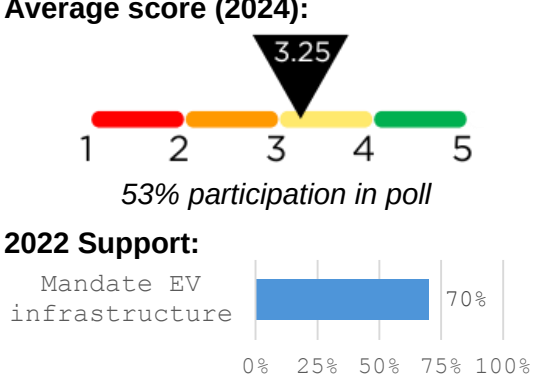
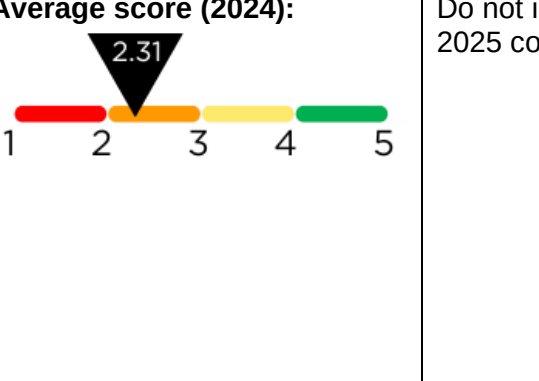
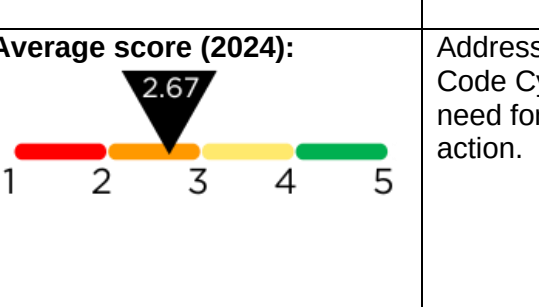
5 = Recommend consideration

New Construction Measures						
Buildin g Type	Reach Code Type	Cost-Effectiveness Results (2022 Energy Code)	Stakeholder Committee Support	Community Support	Staff Recommendation	Explanation
SFR	High-performance energy efficiency reach code	Cost-effective options for above-code building-level energy performance requirements based on 2022 code. Reasonable maximum EDR1 compliance margin of 13.	Average score (2024): 3.25 1 2 3 4 5 53% participation in poll 2022 Support: Mandate efficiency 18% 0% 25% 50% 75% 100%	Average score (2024): 2.25 1 2 3 4 5	Addressed by 2025 Energy Code – no need for additional Town action.	Staff supports the 2022 Stakeholder Committee recommendation to incentivize rather than mandate energy efficiency measures in new SFR. While there was moderate support from the stakeholder committee for this policy in 2024, staff believes it will be sufficiently addressed by the 2025 Energy Code. The 2025 Energy Code increases building-level energy efficiency requirements for SFR to a high level based on use of heat pumps for both space and water heating, and prescriptively requires heat pumps for space and water heating in all climate zones. It also updates the minimum system size for solar PV based on HVAC system efficiency.
ADU	High-performance energy efficiency reach code	Cost-effective options for above-code building-level energy performance requirements based on 2022 code. Reasonable maximum EDR1 compliance margin of 15.	Average score (2024): 2.38 1 2 3 4 5 53% participation in poll	Average score (2024): 2.34 1 2 3 4 5	Do not investigate further.	Due to low support from both the stakeholder committee and the community for policies impacting new ADU construction, staff does not recommend further investigation of this type of policy for ADUs due to concerns about increasing housing costs.
MF	High-performance energy efficiency reach code	Cost-effective options for above-code building-level energy performance requirements based on 2022 code. Reasonable maximum compliance margin of 6% for low-rise and 3% for high-rise.	Average score 2024 (low-rise): 2.65 1 2 3 4 5 53% participation in poll Average score 2024 (high-rise): 3.14 1 2 3 4 5 47% participation in poll 2022 Support: Mandate efficiency 18% 0% 25% 50% 75% 100%	Average score: 2.64 1 2 3 4 5	Do not investigate further.	Staff supports the 2022 Stakeholder Committee recommendation to incentivize rather than mandate above-code energy efficiency measures for new multifamily residential buildings and to focus on incentive-based strategies. While there was moderate support for a mandate for high-rise MF in 2024, a majority of Committee members did not participate in this poll. Many Stakeholder Committee members also expressed concerns about the impacts of any above-code requirements on the cost of housing. The 2025 Energy Code updates include expanded requirements for heat pump space and water heating for low-rise MF, as well as increased energy efficiency standards and updated PV and battery storage requirements for high-rise MF.

NR	High-performance energy efficiency reach code	Cost-effective options for above-code building-level energy performance requirements for Medium Retail (24,500 square feet) based on 2022 code with a compliance margin of 2%. No other NR prototypes studied had cost-effective options for both mixed-fuel and all-electric buildings using an on-bill methodology.	Average score (2024):  33% participation in poll 2022 Support: 	Average score (2024): Retail/office:  Hotels/motels (2024): 	Do not investigate further. (Partially addressed by 2025 Energy Code)	Staff supports the 2022 Stakeholder Committee recommendation to incentivize rather than mandate energy efficiency measures for new NR buildings. While support was higher for this type of policy in 2024, only a third of Committee members participated in the poll. Staff does not recommend further research for the following reasons: • <u>Insufficient cost-effective options</u>: The custom cost-effectiveness studies included 4 NR prototypes; only Medium Retail (24,500 sf) had cost-effective pathways for both mixed-fuel and all-electric buildings, but only allowed for energy efficiency standards 2% above code minimum. Staff does not recommend pursuing a higher compliance margin for mixed-fuel buildings only (“electric-preferred”) as this is legally uncertain following the 2023 9th Circuit Court ruling. • <u>Low impact</u>: There were no permits issued from 2021-2023 for a medium-sized retail building (the only type that had cost-effective pathways). Given the high cost and staff time impacts of further research of this policy, it is not recommended to research further as there would be extremely few impacted buildings. • <u>2025 Code Updates</u>: Small-to-medium Retail is already subject to energy code requirements that strongly encourage heat pumps. The 2025 code includes prescriptive heat pump space heating requirements for offices and schools, as well as updated solar PV requirements for all uses.
SFR	EV Charging Infrastructure	N/A	Average score (2024):  53% participation in poll 2022 Support: 	Average score (2024): 	Do not investigate further.	Staff supports direction from the Stakeholder Committee in 2022 not to pursue this policy option. CALGreen mandatory measures already include installation of raceway and service panel capacity for EV charging.
MF	EV Charging Infrastructure	N/A	(No 2024 polling due to inclusion of these measures in the Intervening Code Cycle effective July 1, 2024) 2022 Support: 	N/A	Addressed by Intervening Code Cycle in 2024 – no need for additional Town action.	The CALGreen updates adopted as part of the Intervening Code Cycle effective July 1, 2024, significantly increased EV charging requirements for new multifamily housing.
NR	EV Charging Infrastructure	N/A	(No 2024 polling due to inclusion of these measures in the Intervening Code Cycle effective July 1, 2024)	N/A	Addressed by Intervening Code Cycle in 2024 – no need for additional Town action.	The CALGreen updates adopted as part of the Intervening Code Cycle effective July 1, 2024,

			2022 Support: Mandate EVSE installed Mandate EV Capable 44% 11% 0%25%50%75%100% <td></td> <td></td> <td>significantly increased EV charging requirements for new Nonresidential buildings.</td>			significantly increased EV charging requirements for new Nonresidential buildings.
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Existing Building Measures						
Building Type	Reach Code Type	Cost-Effectiveness Results (2022 Energy Code)	Stakeholder Committee Support	Community Support	Staff Recommendation	Explanation
SFR	Energy upgrades for existing buildings	Cost-effective pathways for efficiency measures including air sealing, ducts, and insulation for buildings built before 1992.	Average score (2024): Electric Readiness 3.38 12345 Prescriptive Energy Efficiency 3.13 12345 53% participation in polls 2022 Support: Mandate efficiency... 46% 0%25%50%75%100%	Average score (2024): 1.99 12345	Further investigate options for a heat pump air conditioning reach code for existing SFR.	While the Stakeholder Committee did not provide direction to move forward with this type of policy in 2022, there was moderate support in 2024. Staff believes that a heat pump A/C requirement would address community and Stakeholder Committee concerns about both cost and resilience to power outages and recommends further research. While the most popular option for SFR was a Flexible Path reach code, staff believes that given the cost-effectiveness results and low community interest in electrification, a heat pump A/C policy would be a more impactful option and better address community concerns. Staff does not recommend additional electric readiness measures due to concerns over cost impacts and low community interest in electrification, as these would add cost to renovations without reducing GHG emissions. While there was some Stakeholder Committee support for electric readiness in 2024, only 4 out of 15 Committee members supported this for existing SFR.
MF	Energy upgrades for existing buildings	Custom C/E not conducted. Statewide cost-effectiveness results demonstrate some cost-effective air sealing, duct, and insulation measures available for MF buildings built before 1992 in Truckee’s climate zone.	Average score (2024): Electric Readiness 3.38 12345 Prescriptive Energy Efficiency 3.13 12345 53% participation in polls 2022 Support: Mandate efficiency... 46% 0%25%50%75%100%	Average score (2024): 2.1 12345	Do not investigate further.	Staff supports 2022 Stakeholder Committee direction to incentivize rather than mandate energy efficiency retrofits for existing multifamily residential buildings, particularly given potential cost impacts on renters. While there was moderate support in 2024 for pursuing prescriptive energy efficiency measures for existing buildings, only 5 out of 15 Committee members supported applying this policy to MF residential. Only 4 out of 15 supported electric readiness measures for existing MF residential. Incentive options will be explored as part of the Existing Building Decarbonization Roadmap.
NR	Energy upgrades for existing buildings	Custom C/E not conducted. Statewide cost-effectiveness studies did not reveal any cost-effective options aside	Average score (2024): Electric Readiness	Average score (2024): Restaurants/Office/Retail	Do not investigate further.	There are currently no available reach code options for prescriptive energy upgrades in Truckee’s climate zone that are recommended given the 9 th Circuit Court ruling in CRA v. City of Berkeley. Staff does not anticipate this will change with the 2025 code updates, so does not

		from ones no longer recommended due to the 9 th Circuit Court ruling in CRA v. City of Berkeley.	 Prescriptive Energy Efficiency 3.38 3.13 53% participation in polls 2022 Support: Mandate efficiency... 50% 0% 25% 50% 75% 100%	 Hotels/Motels 2.29 2.37		recommend investigating further. While there was higher support in 2024 for electric readiness measures in nonresidential buildings, it did not receive support from a majority of Stakeholder Committee members. The 2025 code updates do include some increased energy performance requirements and electric readiness requirements for nonresidential retrofits. Incentive options will be explored as part of the Existing Building Decarbonization Roadmap.
SFR	EV Charging Infrastructure	N/A	 Average score (2024): 2.43 47% participation in poll 2022 Support: Mandate EV infrastructure 70% 0% 25% 50% 75% 100%	 Average score (2024): 2.05	Do not investigate further.	While there was direction from the 2022 Stakeholder Committee to pursue further investigation of this option, support was significantly lower in 2024. Community members expressed very low support for this option, and staff do not recommend further research. This approach would also be most consistent with the concerns expressed over cost impacts, as EV charging infrastructure for existing single-family homes would increase costs without achieving GHG emissions reduction.
MF	EV Charging Infrastructure	N/A	 Average score (2024): 3.25 53% participation in poll 2022 Support: Mandate EV infrastructure 70% 0% 25% 50% 75% 100%	 Average score (2024): 2.31	Do not investigate for the 2025 code cycle.	While direction from the Stakeholder Committee in 2022 was to further research this policy option, it received only moderate support from the Committee in 2024 and low community support. Staff recommend focusing on other, higher-impact policy options for GHG emissions reduction in the near term, though this could still be explored in future years.
NR	EV Charging Infrastructure	N/A	(No 2024 polling due to inclusion of these measures in the Intervening Code Cycle effective July 1, 2024) 2022 Support: Mandate EV infrastructure 45% 0% 25% 50% 75% 100%	 Average score (2024): 2.67	Addressed by Intervening Code Cycle in 2024 – no need for additional Town action.	The CALGreen updates adopted as part of the Intervening Code Cycle effective July 1, 2024, increased EV charging requirements for existing nonresidential buildings when parking is added or altered. The Stakeholder Committee direction in 2022 was not to proceed with this policy option.