REACH CODE NEWS BRIEF: MAY 2026

NEW INDUSTRY EDUCATION OPPORTUNITIES

MENTORSHIP PROGRAM OPPORTUNITIES FROM CABEC

Two new mentorship program opportunities are available from the California Association of Building Energy Consultants (CABEC).

Energy Code Specialist (ECS) Academy

The CABEC Energy Code Specialist (ECS) Academy is an 11-month mentorship program designed for building department professionals, such as plans examiners, building inspectors, and qualified third-party plan reviewers who work with California's Building Energy Efficiency Standards (Title 24, Part 6).

The program offers two concurrent cohorts, one for nonresidential/multifamily buildings and another for single-family residential buildings. The curriculum includes monthly virtual meetings during the work week to explore key code topics and discuss real-world plan checks and inspections, live online training led by industry experts, regular "Study Halls" and practical exercises integrated into daily workflow. In addition, participants receive a free one-year CABEC membership as well as a no-cost seat for the CABEC multiple-choice ECS exam at the conclusion of the program.

Find out more about the ECS Academy here.

Associate Energy Analyst and Certified Energy Analyst (AEA/CEA) Mentorship Program

Also an 11-month program, the CABEC AEA/CEA Mentorship Program focuses on building industry practitioners who work with the state's Energy Code. The curriculum combines structured training, hands-on practice, and one-on-one mentoring with an approach similar to the ECS Academy program. The program cost of $475 includes the mentorship program, the AEA/CEA exam, and a one year CABEC membership.

Information on the AEA/CEA Mentorship Program is available here.

Both mentorship programs begin in June 2026. Both programs are cosponsored by Energy Code Ace and the California Energy Commission.

THIRD ELECTRIFICATION SUMMIT COMING IN JUNE!

The California Energy Commission (CEC) and the Electric Power Research Institute (EPRI), in conjunction with the Energy Transition Coordinating Council (ETCC), will host the 2026 CEC/EPRI Electrification Summit on June 10, 2026. This free, full-day in-person event will be hosted at the California Natural Resources Agency (CNRA) Headquarters in Sacramento. This is the third Summit, following similar events in 2023 and 2025.

This event will convene government, industry, academia, non-profit organizations, and other interested parties to discuss strategies and impacts related to building electrification in California. In addition to celebrating major initiatives, the Summit will focus on continued progress towards California's nation-leading building decarbonization goals.

The day will open with a roundtable on California's vision for a decarbonized future, featuring CEC Commissioner J. Andrew McAllister, CPUC Commissioner Darcie Houck, and CARB Board Member Cliff Rechtschaffen. Panel sessions and technology showcases will round out the day, with topics including:

- Programs Supporting Affordable Decarbonization
- From Barriers to Breakthroughs: Research and Development Innovations Accelerating an All-Electric, Climate-Ready Future
- Continuing Leadership in Building Electrification
- Preparing the Utility Sector for the Future

While the event is in-person only, recordings for some panels will be available online after the Summit concludes.

The event is free and open to the public; registration is required and can be done here.

JUNE EVENTS CALENDAR

June 3: 3C-REN Training: 2025 Energy Code in Practice: Nonresidential

June 9: BayREN Forum: Code Conversations: Collaborative Solutions for Energy Code Compliance. San Francisco

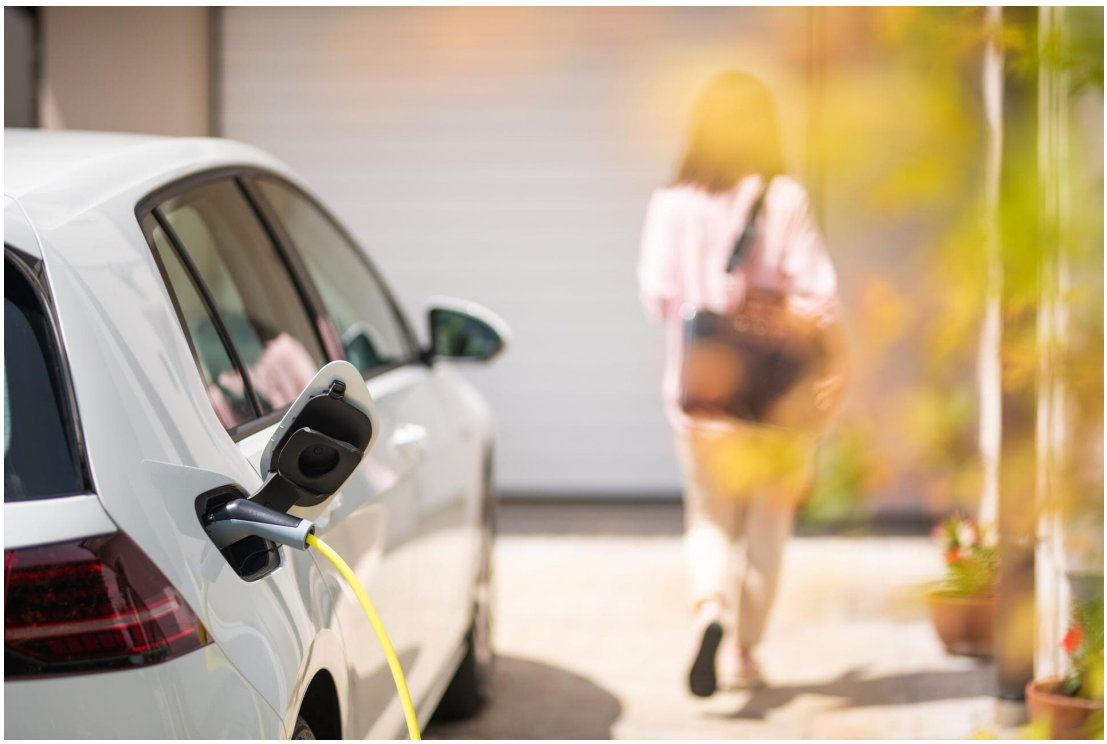
June 9 & 11: I-REN C&S Training: Stay Compliant - What's New in Nonresidential Buildings. 2-part series with Energy Code Ace.

June 10: 2026 CEC/EPRI Electrification Summit. Sacramento

June 22: California Energy Commission: Business Meeting

June 24-25: 17th Annual California Climate and Energy Forum. Universal City

EXPLORING PROGRESS FROM POLICY TO PAVEMENT: IS EV INFRASTRUCTURE CODE ADOPTION KEEPING PACE?



EV infrastructure codes have been in place across California for over 10 years, but expansive new EV infrastructure requirements were implemented in CALGreen during the 2024 Triennial Code Adoption Cycle, particularly for multifamily and hotel/motel occupancies, but also in requirements for existing buildings. What do local jurisdiction experiences look like from the adoption, implementation, and compliance viewpoints?

As AB 2127 requires, the state undertakes a biennial assessment of the electric vehicle charging infrastructure needed to meet the state's goals of putting at least five million zero-emission vehicles on California roads by 2030 and reducing greenhouse gas emissions to 40% below 1990 levels by 2030. The 2018 Executive Order B-48-18 had set a goal of having 250,000 chargers (including 10,000 direct current fast chargers) by 2025. The

projected 2025 numbers in the 2020 EVI-PRO 2 study included 417,000 Level 2 units and 10,700 DC Fast Charging (DCFC) units. As of September 2025, actual installed units statewide comprise 195,162 Level 2 units (approximately 47% of the EVI-PRO 2 study's target) and 21,283 DCFC units (approximately 199% of the target). [1]

A new project is examining this progress with specific attention to two areas: uptake and triggers. As Kathleen Bryan, Senior Manager, Energy and Utilities at West Monroe (formerly 2050 Partners), explains, "We're seeking to identify specific barriers in these two areas. For instance, what might be the barriers reducing uptake of codes focused on EV charging infrastructure? And for triggers, how do we more effectively require new EV infrastructure in existing buildings? With this information, it would be easier to identify specific resources or follow-on actions to overcome these challenges."

Local jurisdictions have a unique opportunity to contribute to this research at the upcoming CCEC Forum in late June. Kathleen will be presenting at the Forum's poster session on Wednesday, June 24.

"We welcome input based on local government experience in supporting compliance with EVCI base and/or reach code requirements, and seek suggestions for potential improvements in language clarity, in order to improve uptake in communities across the state."

Specific areas of interest include:

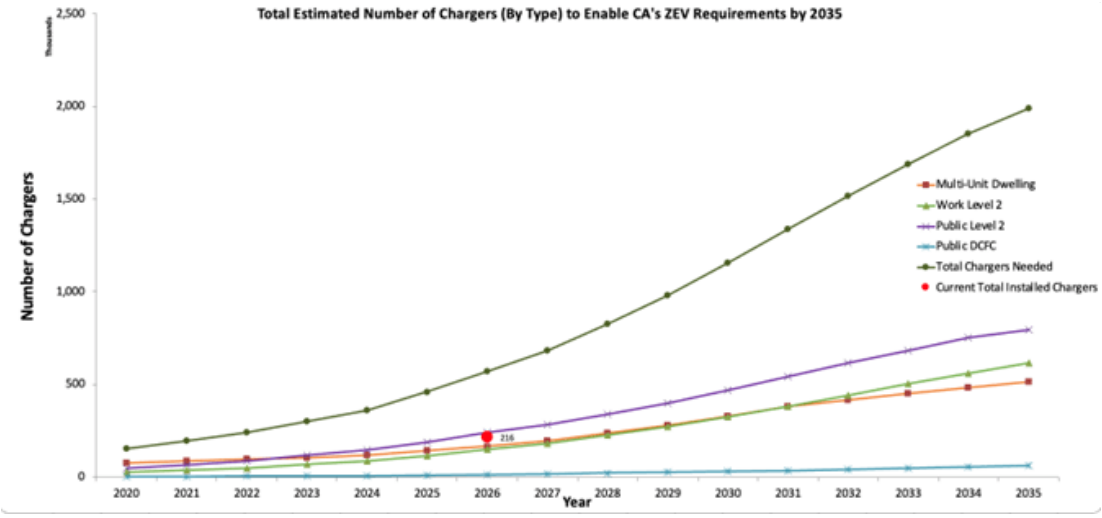
- **Clarity of code language:** Where are definitions and thresholds (e.g., EV-capable vs. EV-ready vs. EV-installed) unclear or interpreted differently across jurisdictions?
- **Equity and access:** Which communities see delayed or deferred charging infrastructure deployment, and what practices contribute to inequitable outcomes?

- **Developer decision-making:** When and why do developers and property owners choose to install fewer chargers than the infrastructure allows, or postpone activation?
- **Real-world uptake:** In completed projects, how does required infrastructure compare with installed and activated charging, and what are the most frequent and severe barriers along that path?
- **EVCI Data:** Do stakeholders collect data on charger counts, exceptions, or other important quantitative metrics? If so, where does it go?
- **Current triggers:** How well are alteration/addition triggers working today to increase levels of EV infrastructure in the 98% of buildings which are already built?
- **Trigger exceptions:** Of the exceptions in 5.106.5.4, does one stand out as frequently requested? Is data collected on frequency of exception?

Local government staff are encouraged to share their experiences, either at the Forum poster session on June 24th or directly with Kathleen at kbryan@westmonroe.com.

[1] California Energy Commission (2025). Electric Vehicle Chargers in California. Data last updated 9/8/2025. Retrieved 5/21/2026 from https://www.energy.ca.gov/zevstats

Data Source description for graph: AB 2127 Commission Report, "Assembly Bill 2127 Electric Vehicle Charging Infrastructure Assessment - Analyzing Charging Needs to Support Zero-Emission Vehicles in 2030". https://www.energy.ca.gov/data-reports/reports/electric-vehicle-charging-infrastructure-assessment-ab-2127



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