

## 9 Workbook on Zero Emission Vehicle Infrastructure Unit

### **Statutory References:**

Government Code Sections 12096.3 and 12996.3

Health and Safety Code Sections 1894.5 and 18941.10

**Program Purpose:** Serves as a permit facilitator and charging station development problem-solver for the purpose of helping California meet its goal of having at least 1.5 million zero emission vehicles (ZEVs) on the road by 2025.

**Program Narrative:** Mobile sources account for well over half of the emissions that contribute to ozone and particulate matter and nearly 40% of the greenhouse gas emissions (GHG) in California. In order to help meet the state's health-based air quality standards and GHG reduction goals, significant changes are being required of the fuels and technologies used in the transportation sector. In March 2012, Governor Brown issued Executive Order B-16-2012 directing state government entities to help accelerate the market for ZEVs in California. The Executive Order set time-specific benchmarks toward having 1.5 million ZEVs being fully operational and integrated into California's transportation system by 2025.

The first ZEV Action Plan was released in 2013, which called for, among other things, that a permitting ombudsman position be established in order to actively support local governments as they review, approve and permit hydrogen stations. The ombudsman, as proposed, would also act as a subject matter expert and provide technical support about building codes, development and operating standards, and safety matters. The ombudsman position was initially placed within the Permit Assistance Unit at GO-Biz and has more recently become its own unit. Funding for the ombudsman position is provided by the California Energy Commission's Alternative and Renewable Fuels and Vehicle Technology Program.

After gaining these new responsibilities, GO-Biz staff reports that they quickly learned that permitting was only one of several key issues that were delaying California's commercialization of ZEVs. Among other important challenges is achieving the level of trust necessary for multiple public and private stakeholders to collaboratively develop, open, and operate the charging stations. Since its inception, the ZEV Infrastructure unit has focused on doing whatever is necessary to identify and address a range of deployment challenges including, but not limited to, working with state and local agencies to streamline permitting, increase the transparency of planning efforts related to the development of new charging stations, supporting the commercialization of new technologies, and strengthening the coordination of public and private stakeholder activities.

### **Key Statutory Requirements:**

- 1) Requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth.
- 2) Requires each member of the Governor's cabinet to identify a senior manager within his or her agency who shall coordinate business support activities with GO-Biz.

## **Governor's 2012 ZEV Executive Order:**

The March 2012 Executive Order set an ambitious state goal of having over 1.5 million ZEVs operating within a fully developed and integrated transportation network by 2025. To achieve this goal, the Executive Order set intermediary steps that included both qualitative and quantitative milestones. Initially, the lead entities included the California Air Resources Board, the California Energy Commission, and the Public Utilities Commission, who were directed to work with other relevant agencies and the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership. While GO-Biz was not individually called out in the 2012 Executive Order or the 2013 Action Plan, by the 2015 Action Plan and the 2016 ZEV Annual Report, GO-Biz's role is identified as being a specific contributor to the state goal.

By **2015**, Executive Order set the following benchmarks:

1. The State's major metropolitan areas will be able to accommodate ZEVs, each with infrastructure plans, and streamlined permitting;
2. The State's manufacturing sector will be expanding ZEV and component manufacturing;
3. At least 10% of fleet purchases of light-duty vehicles be zero-emission (excluding vehicles that have special performance requirements);
4. The private sector's investment in ZEV infrastructure will be growing; and
5. The State's academic and research institutions will be contributing to ZEV research, innovation and education.

By **2020** the Executive Order set the following benchmarks:

1. The State's ZEV infrastructure will be able to support up to one million vehicles;
2. The cost of ZEVs will be competitive with conventional combustion vehicles;
3. ZEVs will be accessible to mainstream consumers;
4. There will be widespread use of ZEVs for public transportation and freight transport;
5. Transportation sector GHG emissions will be falling as a result of the switch to ZEVs;
6. At least 25% of fleet purchases of light-duty vehicles will be zero-emission by 2020 (excluding vehicles that have special performance requirements);
7. Electric vehicle charging will be integrated into the electric grid; and
8. The private sector's role in the supply chain for ZEV component development and manufacturing will be expanding in the state.

By **2025**, the Executive Order set the following benchmarks:

1. Over 1.5 million ZEVs will be on California roads and their market share will be expanding;
2. Californians will have easy access to ZEV infrastructure;
3. The ZEV industry will be a strong and sustainable part of California's economy; and
4. California's clean, efficient vehicles will annually displace at least 1.5 billion gallons of petroleum fuels.

Since the issuance of the Executive Order, progress on these items has advanced. Below is an excerpt from the *Zero Emission Vehicle 2016 Annual Report*, by the Air Resources Board.

"With 20 retail hydrogen fueling stations operating as of June 17, 2016, California has successfully launched a nascent retail station network enabling market introduction of fuel cell electric vehicles (FCEVs). In fall 2015, Toyota began selling and leasing the Mirai in Southern California while Hyundai continues leasing the Tucson Fuel Cell. Mercedes and Honda customers also continue to enjoy driving their pre-commercial FCEVs. Others look forward to the expected release of a new Honda Clarity by the end of 2016. In late 2015 and early 2016, these customers gained access to a small but growing network of stations providing a retail fueling experience. The State of California remains committed to its strategy of establishing a base fueling network across the state leading vehicle launches. As the initial network is deployed and establishes fueling coverage for FCEV drivers, auto manufacturers can similarly expand their FCEV deployments."

**Program Priorities in Statute:** None

**Small Business Focus in Statute:** None

**Program Authorities in Statute:**

- 1) Authorizes GO-Biz to market the business and investment opportunities available in California by working in partnership with local, regional, federal, and other state public and private institutions to encourage business development and investment in the state.
- 2) Authorizes GO-Biz to provide, including, but not limited to, all of the following:
  - a) Economic and demographic data;
  - b) Financial information to help link businesses with state and local public and private programs;
  - c) Workforce information, including, but not limited to, labor availability, training, and education programs;
  - d) Transportation and infrastructure information;
  - e) Assistance in obtaining state and local permits;
  - f) Information on tax credits and other incentives; and
  - g) Permitting, siting, and other regulatory information pertinent to business operations in the state.
- 3) Authorizes GO-Biz to work cooperatively with local, regional, federal, and other state public and private marketing institutions and trade organizations in attracting, retaining, and helping businesses grow and be successful in California.

**Reporting Requirements in Statute:** None. The unit does not appear in statute.

**Number of Businesses Served:** Not relevant to the current operations of the unit.

**Number of Out of State Businesses Served:** Not relevant to the current operation of the unit.

**Tracking Program Activity:** The role of the unit is to support the implementation of a ZEV utilization state goal, which is generally guided by a 2013 Action Plan and a 2015 Draft Plan.

**Current Regulatory Activities:** The unit does not operate pursuant to regulations.

**Program Highlights:** As of January 2015, Californians drive 40% of all ZEVs in the nation and U.S. companies comprise about half of the global market. Two kinds of technologies dominate the California market: Battery operated electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs).

Current BEV models can be driven up to 300 miles on a single charge, although there are still models that can only go 80 miles. PHEVs generally operate on electricity before shifting to gasoline storage for extended range. The all-electric range of PHEVs varies, but most current models have a range of between 10 and 40 all-electric miles and up to 400 gasoline hybrid miles. With a range of about 300 miles per full tank, FCEVs are expected to become a growing portion of California's ZEV portfolio, particularly in larger vehicle applications.

According to the Draft 2015 ZEV Action Plan, California is the world's single largest ZEV market. Ownership of plug-in electric vehicles includes over 120,000 vehicles. There are also hundreds of fuel cell electric vehicles on the road and auto companies are continuing to announce new fuel cell electric vehicles. In support of the state's goal, GO-Biz reports the following key activities.

- **Field Work:** As part of meeting its program mandates, GO-Biz has visited nearly every jurisdiction that has or will likely approve the construction of a hydrogen station. Local meetings have included planning directors, fire marshals, city managers, and zoning administrators. The Unit has also made presentations to city councils, planning commissions, and architectural review boards. The Unit has also worked closely with public and private stakeholders to host high level workshops and staff level trainings, as well as "ride and drives" to expose decision makers to fuel cell electric vehicle technology. Many of the lessons GO-Biz learned were captured in a Hydrogen Station Permitting Guidebook. <https://www.business.ca.gov/Programs/Permits/HydrogenStationPermitting.aspx>
- **Transparency for Stakeholders:** A high priority for GO-Biz's involvement is to address the uncertainty around fueling station development. As a first step, GO-Biz recognized the importance of creating a trusting relationship with the station development community. Among other actions, GO-Biz created an online spreadsheet program to transparently share relevant information. At any given time, stakeholders now have access to a sheet that summarizes the current position and status of each station in the development process.
- **Stakeholder Coordination:** GO-Biz plays a central role in coordinating a variety of stakeholders, including:
  - Automakers who have a need to understand and implement charging protocols so drivers can safely fill their vehicles;
  - State agencies, including the California Energy Commission and the California Air Resources Board, who play critical roles in deployment of ZEVs;

- Local governments, who sometimes needs resource recommendations from GO-Biz or referrals to other local government that have addressed similar challenges;
  - U.S. Department of Energy, who provides funding for ZEV research and development;
  - California Fuel Cell Partnership and Plug-In Electric Vehicle Collaborative who share information, collaborate on events, and help to build confidence in California's buildout and commitment to ZEVs; and
  - Station developers, who rely on GO-Biz' involvement in all levels of project development; from facilitating station permitting, to helping business partners find common ground, to helping property owners understand the significance of their support.
- **Network Development:** Prior to the summer of 2015, there were no operating retail hydrogen stations in the world. Today, according to GO-Biz, California is home to 20 fully functional retail stations. To get to this point, GO-Biz says the agency had to actively lead the process to create a system of shared responsibility among the stakeholders. Collaboratively, GO-Biz was able to bring the stakeholders together to establish five key parameters that must be met before a station can be declared as officially open.
  - **Supply Chain Assessment:** GO-Biz conducted a supply chain assessment designed to provide a better understanding of the hydrogen station supply chain in California. The assessment, according to GO-Biz, underscores the importance of building the market, which in turn creates new supply opportunities for related businesses. This assessment was undertaken by an Executive Fellow, whose time with GO-Biz is now complete. If new resources were to become available, GO-Biz says an assessment of California's electric vehicle supply chain could be prepared. As with other materials developed by GO-Biz, these assessments will be shared with stakeholders to help them work to expand the supplier base in our state and increase California's network resilience.
  - **Jump- Start Projects:** In September 2015, GO-Biz signed two MOUs with the New Energy and Industrial Technology Development Organization of Japan (NEDO) which enabled two projects: a direct current fast charger corridor project and redox flow battery project. The direct current fast charger project will facilitate BEV travel from Monterey to Lake Tahoe, with substantial coverage in the Bay Area. The redox flow battery project will demonstrate a potentially fundamental energy storage technology in San Diego. Both projects are fully funded by NEDO and have the potential to move California's markets forward.
  - **State Summit:** The May 2015 ZEV Summit provided an opportunity for the Administration to present its strategic assessment of the overall ZEV market in California and collect feedback on areas of improvement and opportunity. The program also highlighted the accomplishments and progress made on the actions outlined in the 2013 ZEV Action Plan. The program featured a panel with representatives from Nissan, Toyota, Daimler, Hyundai, and Tesla, who discussed current and future strategic actions that can be taken to continue to accelerate the market.

## Summary of Related Reports:

- **2013 ZEV Action Plan (February 2013):** This Action Plan was collaboratively prepared by over a dozen state entities, pursuant to a 2012 Executive Order by Governor Brown, EO B-16-2012. A full list of the Executive Order benchmarks is available in other subsections of the ZEV Infrastructure Unit Workbook. The Action Plan lays the foundation for meeting the 2025 goal of having at least 1.5 million ZEVs on California roadways. As a baseline: California's share of the U.S. plug-in electric vehicles is nearly 40%; there are eight public hydrogen stations and 19 are being planned; and a number of automakers are on track to release new ZEVs in 2015. Key challenges include the further development of infrastructure; consumer awareness of ZEVs; the high upfront costs of owning ZEVs as compared to other vehicles; current operational limitation in ZEV technologies; and the lack of design choices of existing ZEVs. The 2013 Action Plan calls for four broad goals:
  - *Completion of needed infrastructure and planning* - Examples of actions related to this goal include: advocating for reauthorization of PEV and FCEV infrastructure; Ensuring development of interoperability standards of electric vehicle charging stations; developing permit standards for hydrogen stations; and ensuring adequate funding to build 68 hydrogen stations between 2015 and 2017.
  - *Grow jobs and investment in the private sector* - Examples of actions related to this goal include: conduct a supply chain assessment of ZEVs; provide workforce training funds to employers and trade associations; and encouraging education programs at state colleges and universities.
  - *Expansion of consumer awareness and demand* - Examples of actions related to this goal include: considering the integration of ZEV infrastructure into PACE loans; encouraging existing public-private ZEV-focused partnerships to include leaders from the auto dealership sector; and promoting nonmonetary incentives, such as preferential parking and access to loaner vehicles.
  - *Transform public and private vehicle fleets* - Examples of actions related to this goal include: advance a statewide ZEV Fleet Users Forum; develop multi-agency strategy to accelerate commercialization of medium and heavy-duty ZEVs; and explore the establishment of a state policy coordinator to coordinate state and local policies.

<http://www.dgs.ca.gov/ofam/Programs/FARS/ZEV.aspx>
- **2015 ZEV Action Plan (February 2013):** This Action Plan was collaboratively prepared by over a dozen state entities, pursuant to a 2012 Executive Order by Governor Brown, EO B-16-2012. It is a follow-up to the 2013 ZEV Action Plan. A full list of the Executive Order benchmarks is available in other subsections of the ZEV Infrastructure Unit Workbook. The Action Plan reports that California is well underway to meet its 2025 goals. The establishment of the project manager position at GO-Biz is considered one of the state's significant supporting actions. Strategies in the 2015 Action Plan are organized around seven broad goals: (1) Build consumer awareness and demand; (2) Enable necessary infrastructure; (3) Promote broad access to ZEVs; (4) Transform vehicle fleets; (5) Expand the use of zero emission rail, freight, and other medium and heavy-duty technologies; (6) Capture economic Development opportunities; and (7) Support national and international ZEV deployment. Key economic development strategies include, but are not limited to:
  - Utilizing California's Innovation Hub networks as a foundation for coordination and to help ZEV-related companies leverage regional expertise;
  - Promoting development of maintenance programs at state universities and colleges;

- Continuing funding support for California manufacturers producing ZEVs and components through the California Energy Commission and the State Treasurer's Office;
- Establishing strategies to improve the ability of small businesses to deploy ZEV's in their fleets; and
- Hosting a forum to discuss the status of the ZEV market, including supply chains, technology development, and the role of regional and local economic development organizations.

[https://www.gov.ca.gov/s\\_zevsummitagenda.php](https://www.gov.ca.gov/s_zevsummitagenda.php)

### **Selected Program Accomplishments:**

- California leads the nation in ZEV ownership, accounting for 40% of all ZEVs on the road in the U.S.
- Published a Hydrogen Station Permitting Guidebook.
- Completed a survey and assessment of the state's hydrogen station supply chain.
- Signed two MOUs with the NEDO to facilitate the completion of two key technology demonstration projects. Prior to GO-Biz' involvement, the projects were effectively as a standstill.
- *GO-Biz may wish to identify additional accomplishments at the hearing.*

### **Related Legislation:**

- *AB 8 (Perea) ZEV Funding:* This bill extends, until January 1, 2024, extra fees on vehicle registrations, boat registrations, and tire sales in order to fund programs aimed at reducing auto emissions in California, including the Alternative and Renewable Fuel and Vehicle Technology Program, the Air Quality Improvement Program, the Enhanced Fleet Modernization Program and the Carl Moyer Memorial Air Quality Standards Attainment Program. The bill also suspends until 2024, the Air Resources Board's (ARB's) authority to require through regulation any fuel supplier provide hydrogen fueling stations and instead allocates up to \$220 million of these fee funds to construct and operate retail hydrogen fueling stations Status: Governor signed the bill, Chapter 401, statutes of 2013.
- *AB 266 (Blumenfeld) White Sticker Program:* This bill extends the white sticker program allowing for certain low-emission vehicles to drive in high-occupancy or "diamond" lanes until 2019 or until federal authorization expires. Status: Governor signed the bill, Chapter 405, statutes of 2013.
- *AB 1092 (Levine) Charging Stations Building Standards:* This bill requires the California Building Standards Commission and the Department of Housing and Community Development to develop standards for electric vehicle charging infrastructure in multi-family housing and non-residential developments. Status: Governor signed the bill, Chapter 410, statutes of 2013.
- *AB 1327 (Cannella) Internet Website:* This bill requires GO-Biz to maintain an Internet website that contains information on the licensing, permitting, and registration requirements of state agencies. Status: Signed by the Governor, Chapter 763, Statutes of 2012.

- *AB 1721 (Linder) High Occupancy Toll Lanes*: This bill grants free or reduced-rates in high-occupancy toll (HOT) lanes to clean air vehicles. Status: Governor signed the bill, Chapter 526, statutes of 2014.
- *AB 2013 (Muratsuchi) Accessing High Occupancy Toll Lanes*: The bill increases to 70,000 the number of advanced technology partial zero-emission vehicles that may be allowed in high-occupancy vehicle lanes, regardless of occupancy level. Status: Governor signed the bill, Chapter 527, statutes of 2014.
- *AB 2090 (Fong) San Diego and Santa Clara HOV Lanes*: This bill repeals the level of service requirements on HOV lanes for the San Diego Association of Governments and the Santa Clara Valley Transportation Authority, and directs them to work with the California Department of Transportation to develop appropriate performance measures. Status: Governor signed the bill, Chapter 529, statutes of 2014.
- *AB 2565 (Muratsuchi) Installation of Charging Stations*: This bill requires commercial and residential property owners to approve installation of an electric vehicle charging station by renters, so long as the station meets requirements. Status: Governor signed the bill, Chapter 414, statutes of 2014.
- *SB 286 (Yee) Green Sticker Program for HOV Lanes*: This bill extends the green sticker program allowing for certain low-emission vehicles to drive in high-occupancy or “diamond” lanes until 2019 or until federal authorization expires. Status: Governor signed the bill, Chapter 415, statutes of 2013.
- *SB 359 (Corbett) ZEV Funding*: This bill provides \$30 million to fund the Clean Vehicle Rebate Project and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project; \$10 million to fund the Heavy-Duty Vehicle Air Quality Loan Program; and appropriates \$8 million for the enhanced fleet modernization program. Status: Governor signed the bill, Chapter 419, statutes of 2013.
- *SB 454 (Corbett) Removing Impediments to Develop Stations* : This bill establishes the Electric Vehicle Charging Stations Open Access Act, which removes obstacles to using electric vehicles by making electric vehicle charging stations accessible to all electric vehicle drivers, easier to locate and more convenient to use. Status: Governor signed the bill, Chapter 418, statutes of 2013.
- *SB 1275 (de León) Charge Ahead California Initiative*: This bill creates the Charge Ahead California Initiative, which provides incentives to increase the availability of zero emission vehicles in low-income communities. Status: Governor signed the bill, Chapter 530, statutes of 2014.
- *SB 1298 (Hernández) Permanent HOT Lanes for Los Angeles*: This bill makes the pilot projects for the Los Angeles County Metropolitan Transportation Authority's operation of HOT lanes on State Highway Routes 10 and 110 permanent. Status: Governor signed the bill, Chapter 531, statutes of 2014.

#### **Areas of Possible Further Review:**

- **Lessons Learned**: The establishment of the ZEV Infrastructure Unit is a proactive move on the part of GO-Biz to address permitting and other development barriers to the adoption of zero emission



technologies. According to the materials provided by GO-BIZ, the scope of the Unit's work has expanded and been guided by the practical implementation issues raised by local governments, station developers, and auto manufacturers. Members may wish to engage with GO-Biz on what lessons they have learned about supporting emerging technologies and whether some of these lessons be applied to the commercialization of other technologies.

- **Implementing 2015 Action Plan:** The ZEV 2015 Action Plan has a set of goals and actions related to capturing economic development opportunities. Members may wish to engage with GO-Biz about how they plan to strengthen regional industry partnerships, support commercialization of ZEV technologies, and provide transparency on the impact of ZEV companies and their technologies in California.
- **Measuring Progress:** Given resource limitations, understanding where state resources are deployed is central to achieving an integrated and comprehensive economic development program. This is especially true when the state is serving as a facilitator and utilizing a network approach to business and economic development. Members may wish to engage with GO-Biz about how it sets its goals and work priorities for the week, month, and year.
- **Improving the Business Climate:** The ZEV Infrastructure Unit is responsible for advancing the use of ZEV in California. Members may wish to inquire about new projects or additions that are planned for 2016-17 and how they see these projects and activities as contributing to more Californians purchasing ZEVs.

**Related Statute:**

**CHAPTER 1.6. of the Government Code  
ARTICLE 3. Powers and Duties**

12096.3. The office shall serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. In this capacity, the office may:

- (a) Recommend to the Governor and the Legislature new state policies, programs, and actions, or amendments to existing programs, advance statewide economic goals and respond to emerging economic problems and opportunities, and ensure that all state policies and programs conform to the adopted state economic and business development goals.
- (b) Coordinate the development of policies and criteria to ensure that federal grants administered or directly expended by state government advance statewide economic goals and objectives.
- (c) Market the business and investment opportunities available in California by working in partnership with local, regional, federal, and other state public and private institutions to encourage business development and investment in the state.
- (d) Provide, including, but not limited to, all of the following:
  - (1) Economic and demographic data.
  - (2) Financial information to help link businesses with state and local public and private programs.
  - (3) Workforce information, including, but not limited to, labor availability, training, and education programs.
  - (4) Transportation and infrastructure information.
  - (5) Assistance in obtaining state and local permits.
  - (6) Information on tax credits and other incentives.

- (7) Permitting, siting, and other regulatory information pertinent to business operations in the state.
- (e) Establish a well-advertised telephone number, an interactive Internet Web site, and an administrative structure that effectively supports the facilitation of business development and investment in the state.
- (f) Encourage collaboration among research institutions, startup companies, local governments, venture capitalists, and economic development agencies to promote innovation.
- (g) In cooperation with the federal government, foster relationships with overseas entities to improve the state's image as a destination for business investment and expansion.
- (h) Conduct research on the state's business climate, including, but not limited to, research on how the state can remain on the leading edge of innovation and emerging sectors.
- (i) Support small businesses by providing information about accessing capital, complying with regulations, and supporting state initiatives that support small business.

12096.4. (a) Each member of the Governor's cabinet shall identify a senior manager within his or her agency who shall coordinate business support activities with the office.

(b) For the 2012–13 fiscal year and subsequent fiscal years, the office shall develop a budget in coordination with the Department of Finance pursuant to the state budgeting process, including the permanent transfer of associated positions.

#### **Chapter 4. Building Standards Code Health and Safety Code**

18941.5 (a) (1) Amendments, additions, and deletions to the California Building Standards Code, including, but not limited to, green building standards, adopted by a city, county, or city and county pursuant to Section 18941.5 or pursuant to Section 17958.7, together with all applicable portions of the California Building Standards Code, shall become effective 180 days after publication of the California Building Standards Code by the commission, or at a later date after publication established by the commission.

(2) The publication date established by the commission shall be no earlier than the date the California Building Standards Code is available for purchase by the public.

(b) Neither the State Building Standards Law contained in this part, nor the application of building standards contained in this section, shall limit the authority of a city, county, or city and county to establish more restrictive building standards, including, but not limited to, green building standards, reasonably necessary because of local climatic, geological, or topographical conditions. The governing body shall make the finding required by Section 17958.7 and the other requirements imposed by Section 17958.7 shall apply to that finding. Nothing in this section shall limit the authority of fire protection districts pursuant to subdivision (a) of Section 13869.7. Further, nothing in this section shall require findings required by Section 17958.7 beyond those currently required for more restrictive building standards related to housing.

18941.10. (a) (1) The commission shall, commencing with the next triennial edition of the California Building Standards Code (Title 24 of the California Code of Regulations) adopted after January 1, 2014, adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development.

(2) For purposes of paragraph (1), the Department of Housing and Community Development shall propose mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and submit the proposed mandatory building standards to the commission for consideration.

(b) (1) In proposing and adopting mandatory building standards under this section, the Department of Housing and Community Development and the commission shall use Sections A4.106.6, A4.106.6.1, A4.106.6.2, A5.106.5.1, and A5.106.5.3 of the California Green Building Standards Code (Part 11 of Title 24 of the California Code of Regulations) as the starting point for the mandatory building standards and amend those standards as necessary.

(2) In proposing and adopting mandatory building standards under this section, the Department of Housing and Community Development and the commission shall actively consult with interested parties, including, but not limited to, investor-owned utilities, municipal utilities, manufacturers, local building officials, commercial building and apartment owners, and the building industry.