Date of Hearing: April 30, 2025

## ASSEMBLY COMMITTEE ON UTILITIES AND ENERGY Cottie Petrie-Norris, Chair AB 39 (Zbur) – As Amended April 24, 2025

### SUBJECT: General plans: Local Electrification Planning Act

**SUMMARY**: Requires counties and cities, including charter cities, to adopt a plan, or amend their general plan, to identify various goals, objectives, policies, and implementation measures regarding electrification of transportation and buildings.

#### Specifically, this bill:

- 1) Requires counties and cities to prepare and adopt, or incorporate into their general plan, an electrification plan, decarbonization plan, community plan, or other similar plan that includes locally based goals, objectives, policies, and implementation measures related to electrification of transportation and buildings. A county or city would have to comply with these provisions on or after January 1, 2027, but no later than January 1, 2030.
- Enacts the Local Electrification Planning Act and requires cities and counties with a population of 75,000 or greater to, on or after January 1, 2027, but no later than January 1, 2030, prepare and adopt one of the following, or integrate a similar plan into the next adoption of their general plan:
  - a) Electrification plan;
  - b) Decarbonization plan;
  - c) Community energy plan; or
  - d) Other similar plan.
- 3) Requires the plan to include all of the following:
  - a) Locally based goals, objectives, policies, and feasible implementation measures that include, but are not limited to, the following components:
    - i) Identification of opportunities to expand electric vehicle charging and other zeroemission vehicle fueling infrastructure to meet the needs of a county's or city's current and future visitors, residents, and businesses, including, but not limited to, removal of any barriers to expanding charging electric vehicle charging and other zero-emission vehicle refueling.
    - ii) Identification of opportunities to expand electric vehicle charging in residential, retail, and commercial parking lots and structures, and on public streets, including, but not limited to, consideration of the creation of public electric charging corridors on public streets, to the extent necessary to meet the needs of the county's or city's current and future visitors, residents, businesses, disadvantaged communities, and low-income households.

- iii) Identification of strategies for the public electrification and decarbonization of new and existing buildings, including incentivizing and subsidizing property owners and removing any barriers to support this transition.
- iv) Identification of opportunities to expand zero-emission and renewable distributed energy resources to increase clean energy generation and local energy reliability, including, but not limited to, rooftop solar, community solar, microgrid, and battery storage technologies.
- v) Identification of areas where infrastructure may be needed and strategies to meet the existing and projected needs of public and private medium- and heavy-duty zero-emission vehicle fleets operating within the county or city.
- vi) In coordination with the load-serving entities, identification of areas where grid infrastructure upgrades are needed to meet the transportation, decarbonization, and building electrification needs of visitors, residents, businesses, and governmental entities within the county or city.
- b) Policies or implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.
- 4) Affirms that, if a city or county has already adopted a similar plan, apart from the general plan, that meets the requirements of this bill, the city or county may incorporate the plan by reference into the general plan to comply with this bill. If the general plan has provisions in existing elements that meet the requirements of this bill, the city or county may use those provisions to comply with this bill.
- 5) Requires that a plan adopted pursuant to this bill shall be deemed a regional plan for purposes of the California Environmental Quality Act (CEQA), as defined by Section 15125 of Title 14 of the California Code of Regulations.

## **EXISTING LAW:**

- 1) Requires the CEC to adopt and update Building Energy Efficiency Standards (Energy Code) for most residential and non-residential buildings in the state of California every three years. (Public Resources Code § 25402)
- 2) Requires the CEC to assess the potential for the state to reduce GHG emissions from the state's residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. (Public Resources Code § 25403)
- Requires the CEC to develop, and publish on the commission's internet website, guidance and best practices to help building owners, the construction industry, and local governments overcome barriers to electrification of buildings. (Public Resources Code § 25233.5)

- Require the California Air Resources Board (CARB) to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. (Health & Safety Code § 38566)
- 5) Requires each county or city to adopt a general plan for the physical development of the county or city and authorizes the adoption and administration of zoning laws, ordinances, rules, and regulations by cities and counties. (Government Code § 65300)
- 6) Requires the general plan to contain seven mandatory elements: land use, circulation, housing, conservation, open-space, noise, and safety. (Government Code § 65302)
- Requires the general plan to include an eighth element on environmental justice, or incorporate environmental justice concerns throughout the other elements. (Government Code § 65302)

**FISCAL EFFECT**: Unknown. This bill is keyed fiscal and will be referred to the Committee on Appropriations for its review.

**CUSTOMER COST IMPACTS:** This measure requires cities and counties, including charter cities, to adopt or update their general plans to include goals, policies, and actions for electrifying transportation and buildings. Although this legislation is directed at local governments—not customers directly—it may lead to indirect cost impacts for utility customers and property owners as local governments implement electrification policies.

# **BACKGROUND:**

*General Plans* — Under current statute, cities and counties are granted broad authority over land use planning. Each jurisdiction is required to prepare and periodically update a comprehensive, long-term general plan that guides future growth and development.<sup>1</sup> The general plan must address core elements such as land use, housing, transportation, conservation, open space, noise, and safety.<sup>2</sup> Jurisdictions with disadvantaged communities are required to include an environmental justice element.<sup>3</sup> All major land use decisions—including zoning ordinances<sup>4</sup>, subdivision approvals<sup>5</sup>, and development permits<sup>6</sup>—must be consistent with the general plan. This requirement ensures that day-to-day planning decisions align with the community's long-term vision. In essence, the general plan functions as a legally binding "blueprint" for shaping a community's physical development, infrastructure investments, and environmental management.

*California's Climate Goals* — AB 32 (Nunez, Chapter 488, Statutes of 2006), also known as the California Global Warming Solutions Act of 2006, directed CARB to develop a Scoping Plan outlining the state's strategy to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020.

<sup>&</sup>lt;sup>1</sup> Government Code § 65300

<sup>&</sup>lt;sup>2</sup> Government Code § 65302

<sup>&</sup>lt;sup>3</sup> Government Code § 65302(h))

<sup>&</sup>lt;sup>4</sup> Government Code § 65860(a)

<sup>&</sup>lt;sup>5</sup> Government Code § 66473.5

<sup>&</sup>lt;sup>6</sup> While not specified in a single code section, the consistency requirement extends to development permits through case law. In Neighborhood Action Group v. County of Calaveras (1984) 156 Cal.App.3d 1176, the court held that conditional use permits must be consistent with the general plan.

California met the AB 32 target—ahead of schedule in 2016. This policy has since been updated by SB 32 (Pavley, Chapter 249, Statutes of 2016) which required statewide GHG emissions to be reduced to 40% below the 1990 level by 2030. For the electricity sector, the Scoping Plan establishes a target range for the sector's GHG emission reductions that reflect its relative role in achieving the economy wide GHG reductions. The updated Scoping Plan released by CARB in December 2022 calls for targets of 38 million metric tons of carbon dioxide equivalent (MMTCO2e) by 2030 and 30 MMTCO2e by 2035 in the electricity sector. These targets are part of the state's broader strategy to achieve carbon neutrality by 2045.<sup>7</sup>

*Building Decarbonization Policies*— According to CARB, residential and commercial buildings are responsible for roughly 25% of California's GHG emissions. Of this 25%, roughly 11% of emissions are attributable to fossil fuel combustion, including natural gas, with residential buildings accounting for slightly more of those emissions than commercial buildings.<sup>8</sup>

- a) Building Codes The California Building Standards Code (Title 24 of the California Code of Regulations) comprises the state's building standards, adopted and updated by the California Building Standards Commission (CBSC). This comprehensive code encompasses various parts, including:<sup>9</sup>
  - Part 2 California Building Code (Structural Safety)
  - Part 6 California Energy Code (Energy Efficiency)
  - Part 9 California Fire Code (Fire Safety)
  - Part 11 CALGreen (Green Building Standards)

The BSC updates Title 24 on a triennial cycle. The recent standards were published on or before July 1, 2022, and took effect on January 1, 2023.<sup>10</sup> These standards apply to various parts of the code, and are intended to reflect current technologies and best practices in building design and construction. Once adopted at the state level, local jurisdictions—cities and counties—must adopt these codes by ordinance within 180 days to enforce them locally.<sup>11</sup> They may also introduce local amendments, provided they are more stringent and justified by unique local conditions. Similarly, new construction and improvements to existing buildings must comply with the current building codes, and improvements to an existing building may trigger additional code upgrades for other parts of a building. Some policies include:

• *California Energy Code* — Adopted in 1976 and updated every three years by the CEC, the Building Energy Efficiency Standards—commonly referred to as the Energy Code or Title 24, Part 6—establish energy and water efficiency

<sup>&</sup>lt;sup>7</sup> Public Utilities Code §454.53

<sup>&</sup>lt;sup>8</sup> Pg.30, CARB; "California Greenhouse Gas Emissions for 2000 to 2020 Trends of Emissions and Other Indicators; October 2022; California Greenhouse Gas Emissions for 2000 to 2020 Trends of Emissions and Other Indicators <sup>9</sup> CEC; "2022 Title 24 California Code Changes"; https://www.dgs.ca.gov/BSC/Resources/2022-Title-24-California-Code-Changes

<sup>&</sup>lt;sup>10</sup> DGS; Building Standards Commission; "2022 Triennial Edition of Title 24; https://www.dgs.ca.gov/bsc/codes

<sup>&</sup>lt;sup>11</sup> Health and Safety Code § 18941.5(a)

requirements for newly constructed buildings, as well as additions and alterations to existing residential and nonresidential buildings.<sup>12</sup> The energy code ensures that builders incorporate the most energy-efficient technologies and construction practices available. These standards are designed to reduce energy consumption, improve electricity reliability and availability of electricity, enhance indoor comfort, minimize the need for new power plants, and promote environmental sustainability.<sup>13</sup> The CEC adopts only those measures deemed cost-effective, meaning that the long-term energy savings are expected to outweigh any initial costs over the life of the building components.<sup>14</sup> Each update involves extensive input from stakeholders—including the public, technical experts, and industry professionals—to ensure that the standards reflect current technologies, evolving building practices, and state policy goals, while maintaining cost-effectiveness and feasibility.<sup>15</sup>

- Local Green Building Codes Local jurisdictions in California—cities, counties, or cities and counties—may adopt building code amendments that are more stringent than the state codes, including green building standards<sup>16</sup>, provided they make express findings that such amendments are reasonably necessary due to local climatic, geological, or topographical conditions.<sup>17</sup> These conditions encompass environmental factors as established by the local agency. When a local jurisdiction adopts an energy-related ordinance that exceeds the statewide Energy Code, it is commonly referred to as a "reach code."<sup>18</sup> However, the CEC must approve local "reach codes" as cost-effective and at least as energy efficient as the statewide standards before they can take effect. As of December 2022, more than 30 cities and counties had adopted reach codes that exceed the minimum requirements of the 2022 Energy Code.
- b) California Building Decarbonization Assessment AB 3232 (Friedman, Chapter 373, Statutes of 2018) directed the CEC by January 1, 2021, to develop an assessment of the feasibility of reducing the GHG emissions of California's buildings 40 % below 1990 levels by 2030, working in consultation with the CPUC and other state agencies. The legislation only required a cost-effectiveness assessment addressing emissions from space and water heating, but not other applications, such as cooking. The assessment provided a framework to tackle the challenges in developing a path toward reducing GHG emissions associated with California's buildings. The assessment was published in 2021 and has identified efficient electrification of space and water heating in buildings combined with refrigerant leakage reduction as the

<sup>&</sup>lt;sup>12</sup> CEC; Pg iv; 2022 BUILDING ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDINGS; August 2022

<sup>&</sup>lt;sup>13</sup> Pg 1-3; California Code of Regulations; "Why California Needs Building Energy Efficiency Standards" Accessed April 19, 2025

<sup>&</sup>lt;sup>14</sup> Public Resources Code § 25402

<sup>&</sup>lt;sup>15</sup> CEC, "2025 California Energy Code Fact Sheet"; Accessed April 18, 2025

<sup>&</sup>lt;sup>16</sup> Green building standards, such as those adopted under CALGreen, may be locally enhanced to promote greater sustainability in areas like water conservation, material efficiency, or indoor air quality.

<sup>&</sup>lt;sup>17</sup> Pg.4; California Building Standards Commission; "GUIDE FOR LOCAL AMENDMENTS OF BUILDING STANDARDS"; July 2024

<sup>&</sup>lt;sup>18</sup> Bayren-Local Government Resources, "How to Adopt a Reach Code"; https://www.bayren.org/energy-policies-reach-codes/how-adopt-reach-code

most readily achievable pathway to a greater than 40% reduction in GHG emissions by 2030. However, the report identifies a wide range of barriers to building decarbonization, including high upfront costs, limited workforce availability, challenges with installation during emergency circumstances, the age and condition of existing buildings, limited availability of electric technologies in some markets, and split incentives between landlords and tenants in rental properties. The assessment further highlights that low-income and disadvantaged communities may face additional, systemic barriers, such as reduced access to capital and financing, higher energy burdens, and lower rates of home or business ownership. It also emphasizes that rural areas and Native American tribes require tailored, contextspecific decarbonization strategies to ensure equitable outcomes.

- c) BUILD and TECH SB 1477 (Stern, Chapter 378, Statutes of 2018) directed the CPUC to develop, in consultation with the CEC, two programs (BUILD and TECH) aimed at reducing GHG emissions associated with buildings. SB 1477 makes available \$50 million annually for four years, for a total of \$200 million, derived from the revenue generated from the GHG emission allowances, as part of the CARB's Cap-and-Trade program. CPUC is responsible for a Building Decarbonization proceeding to implement SB 1477 and develop pilot programs to address new construction in areas damaged by wildfires, and coordinate policies with CEC's Energy Code and Appliance Efficiency Standards. The CPUC allocated 40% of the \$200 million budget for the BUILD Program and 60% for the TECH Initiative.
- d) *CEC Guidance on Electrification*. SB 68 (Becker, Becker, Chapter 720, Statutes of 2021) directed the CEC to assist local governments, along with building owners and the construction industry, in overcoming barriers to building electrification and electric vehicle (EV) charging infrastructure. The bill mandates CEC to develop and publish guidance and best practices that include:
  - Model permit applications, eligibility checklists for expedited permitting, and concise inspection lists for common electrification and EV charging projects—resources designed for adoption by local governments to streamline and standardize permitting and inspections.
  - Whole-building electrification planning tools to help building owners and local agencies prepare for future additions of electrical equipment, even if only a portion is replaced during an initial project.

These resources are intended to facilitate local jurisdictions in implementing efficient and standardized processes for electrification projects.

*Electric Vehicle Policies*— California's transportation sector is currently the largest source of greenhouse gas (GHG) emissions in the state. In 2022, the California Air Resources Board (CARB) reported that direct emissions from transportation sources—including on-road vehicles,

intrastate aviation, rail, and other modes—accounted for 37% of California's total GHG emissions.<sup>19</sup>

- a) Executive Orders In 2012, Governor Jerry Brown issued Executive Order B-16-12, directing CARB, CEC, the CPUC, and other relevant agencies to establish benchmarks to support deployment of 1.5 million zero-emission vehicles (ZEVs) by 2025. The order also set a long-term goal of reducing GHG emissions from the transportation sector to 90% below 1990 levels by 2050. Building on this directive, Governor Gavin Newsom issued Executive Order N-79-20 in 2020, which requires that 100% of in-state sales of new passenger cars and trucks be zero-emission by 2035.
- b) Permitting Requirements for EV Infrastructure— Responding to the patchwork of California's EV permitting structure and the uncertainty it created for installers, AB 1236 (Chiu, Chapter 598, Statutes of 2015), established significant permitting requirements for electric vehicle (EV) charging infrastructure. The law requires cities and counties to administratively approve applications to install EV charging stations through a building permit or other nondiscretionary process. Review of such applications is limited to determining whether the project complies with applicable health and safety requirements under local, state, and federal law. Additionally, the bill mandates that local agencies adopt an ordinance establishing an expedited and streamlined permitting process for EV charging stations, aimed at reducing permitting delays and facilitating broader ZEV infrastructure deployment.
- c) GO-Biz Guidebook GO-Biz published the first edition of its "EV Charging Station Permitting Guidebook" in July 2019. The guidebook emphasizes the importance of infrastructure in meeting California's ambitious zero-emission vehicle (ZEV) goals, stating: "To support California's ambitious ZEV deployment goals—5 million ZEVs by 2030—the state is prioritizing the development of supporting infrastructure, including plug-in EV charging stations and hydrogen fueling stations. At the most fundamental level, infrastructure enables the deployment of ZEVs. When consumers consider purchasing a new or used vehicle, they need assurance that it will reliably get them where they need to go. Widespread infrastructure availability provides that confidence...Ultimately, a successful transition to zero emissions hinges on success at the local level." The guidebook underscores that local government action is critical to expanding ZEV infrastructure and enabling consumer adoption at scale.

*Climate Action Plan (CAP)* — Local agencies can voluntarily adopt plans to reduce their GHG emissions and mitigate the climate impacts of their activities. A CAP is a voluntary document that local agencies may adopt to guide their efforts in addressing climate change. A typical CAP includes strategies to achieve the target emissions level and implementation steps, funding mechanisms, among other requirements. According to the CARB, 181 of the state's 482 cities and 21 of its 58 counties had adopted Climate Action Plans (CAPs) as of 2018.<sup>20</sup> These

<sup>&</sup>lt;sup>19</sup> Pg.30, CARB; "California Greenhouse Gas Emissions for 2000 to 2020 Trends of Emissions and Other Indicators; October 2022; California Greenhouse Gas Emissions for 2000 to 2020 Trends of Emissions and Other Indicators

<sup>&</sup>lt;sup>20</sup> CARB; "2019 Report on the State of Climate Action Plans in California";

https://ww2.arb.ca.gov/resources/documents/2019-report-state-climate-action-plans-california; Accessed April 18, 2025

jurisdictions represent approximately 64% of California's population. Collectively, the CAPs account for 283 million metric tons of CO<sub>2</sub> equivalent, or about 63% of California's total 2010 GHG emissions.

## **COMMENTS**:

- Author's Statement. According to the author, "In order to meet the state's climate goals, Californians will need over one million chargers to support the eight million electric vehicles anticipated on the road by 2030, and more to meet the state's 2035 electric vehicle mandate. Residential and commercial buildings will also need upgrades and retrofitting and installation of electric appliances and equipment to cut greenhouse gas emissions. AB 39 requires cities and counties to create plans to meet their transportation and building electrification needs, and to ensure that electric vehicle chargers and building electrification are accessible to renters, multi-family housing residents, commercial vehicle and truck fleets, and disadvantaged communities. The bill requires consideration of and planning for on-street electric vehicle charger corridors and electrification funding strategies for disadvantaged communities."
- 2) Centering Equity. AB 39 (Zbur) emphasizes that electrification plans must prioritize investments in disadvantaged communities (DACs), low-income households, and small businesses. It also requires local agencies to identify and address barriers that prevent disadvantaged populations from accessing building electrification, EV infrastructure, and renewable energy resources. While the measure appropriately centers equity within its electrification goals, translating that goal into practice remains uncertain. Achieving meaningful outcomes for disadvantaged communities will require more than policy intent; it will demand tailored strategies, including robust and strategic community engagements, long-term dedicated resources, clear implementation guidelines, and measurable targets. Otherwise, the bill's equity provisions risk becoming symbolic rather than transformative.

#### 3) Related Legislation

AB 819 (Macedo, 2025), among other things, exempts parking facilities owned or leased by a church or nonprofit organization that is exempt from federal income taxation from any mandatory building standards that require the installation of electric vehicle charging stations or future electric vehicle charging infrastructure, except designated employee parking spaces. Status: Assembly Local Government Committee

4) Previous Legislation

AB 1176 (Zbur, 2023) enacts the local electrification planning act. Similar to this bill, it requires cities and counties with a population of 75,000 or greater to, on or after January 1, 2026, but no later than January 1, 2029, prepare and adopt one of the following, or integrate a similar plan into the next adoption of their general plan. Status: Chapter 299, Statutes of 2024. Status: Died in the Senate Energy, Utilities, and Communications Committee.

AB 1504 (McCarty) requires cities and counties to complete a plan to install EV charging stations in the public right-of-way, and makes changes to the statewide assessment of EV

charging infrastructure the CEC must prepare pursuant to existing law. Status: Held in the Assembly Appropriations Committee.

AB 1889 (Friedman) required the conservation element of a county or city's general plan to consider the effect of development within the jurisdiction on the movement of wildlife and habitat connectivity, beginning January 1, 2028. Status: Chapter 686, Statutes of 2024.

AB 2684 (Bryan) required the safety element of a county or city's general plan to consider the hazard of extreme heat, beginning January 1, 2028. Status: Chapter 1009, Statutes of 2024.

AB 1132 (Friedman) extended the sunset date on provisions of law that limit the permit fees a county or city can charge for solar energy systems, from January 1, 2025, to January 1, 2034. Status: Chapter 357, Statutes of 2023.

SB 1291 (Archuleta) required cities and counties to administratively review applications for hydrogen-fueling stations and allows for denials based only on health or safety impacts. Status: Chapter 373, Statutes of 2022.

AB 970 (McCarty) established specific time frames in which local agencies must approve permits for EV charging stations. Status: Chapter 710, Statutes of 2021.

AB 1124 (Friedman) revised the definition of "solar energy system" as that term is used for the purpose of local permitting of such systems, including the allowable fees a local agency may charge, and clarified the permit fees local agencies may charge for commercial and residential solar energy systems. Status: Chapter 235, Statutes of 2021.

SB 68 (Becker) directed the CEC to gather and develop guidance and best practices to overcome barriers to the electrification of buildings and installation of electric vehicle charging equipment. This project implements the requirements of that bill to help commercial and residential building owners, the construction industry, and local governments. Status: Chapter 720, Statutes of 2021.

SB 32 (Cortese, 2021) required after January 1, 2023, each county and city, including charter cities, to make a one-time amendment to its general plan during the next cycle of updates to the plan, climate action plan or greenhouse gas emissions reduction plan, or building codes to identify goals, policies, objectives, targets, and feasible implementation strategies to decarbonize newly-constructed commercial and residential buildings. Status: Held in the Senate Appropriations Committee.

AB 2168 (McCarty, 2020) required an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the building official of the city, county, or city and county has not deemed the application complete, as specified, and if the building official has not issued a one-written correction notice, as specified. Status: Held in the Assembly Local Government Committee.

AB 2700 (Friedman, 2020) specified that a design feature includes elevated solar structures, including carport and shade structures that support solar collectors or other solar energy devices. Status: Held in the Assembly Local Government Committee.

AB 1414 (Friedman) reduced the maximum permit fee a county or a city may charge for residential rooftop solar energy systems, applied these caps and commercial permit fee caps to a broader range of solar energy systems, and made additional changes to existing law governing permit fees for rooftop solar energy systems. Status: Chapter 849, Statutes of 2017.

AB 1236 (Chiu) required counties and cities to administratively approve applications to install EV charging stations, and create an expedited, streamlined permitting process for EV charging stations. Status: Chapter 598, Statutes of 2015.

AB 2188 (Muratsuchi) required every county and city to adopt an ordinance that creates an expedited, streamlined permitting process for small residential rooftop solar energy systems. Status: Chapter 521, Statutes of 2014.

SB 1222 (Leno) limited the fees that counties and cities charge for permits related to the installation of rooftop solar energy systems. Status: Chapter 614, Statues of 2012.

AB 2473 (Wolk) required counties and cities to permit the installation of solar energy systems by right if the system meets specified requirements, and redefined the term "significantly" in regard to restrictions on solar systems that raise costs or decrease efficiency. Status: Chapter 789, Statutes of 2004.

SB 32 (Pavley) requires the CARB to ensure that statewide GHG emissions are reduced to 40% below the 1990 levels by 2030. Status: Chapter 249, Statutes of 2016.

AB 32 (Núñez) requires CARB to develop a Scoping Plan that describes the state's approach to reducing GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. Status: Chapter 488, Statutes of 2006.

#### **REGISTERED SUPPORT / OPPOSITION:**

#### Support

350 Bay Area Action Advanced Energy United Building Decarbonization Coalition Cal Asian Chamber of Commerce Calasian Chamber of Commerce California African American Chamber of Commerce California Electric Transportation Coalition California Environmental Voters California Green New Deal Coalition California Hydrogen Coalition California Solar & Storage Association Calstart

Calstart INC. City of Santa Monica Climate Center; the Communities for a Better Environment Electric Vehicle Charging Association Natural Resources Defense Council Redwood Coalition for Climate and Environmental Responsibility **Rewiring America Rising Sun Center for Opportunity** San Diego Gas and Electric Company Santa Monica Democratic Club Sierra Club California Streets are for Everyone (SAFE) (ORG) The Climate Reality Project, Bay Area Chapter The Climate Reality Project, California State Coalition The Climate Reality Project, Los Angeles Chapter The Climate Reality Project, San Diego Chapter The Climate Reality Project, San Fernando Valley CA Chapter Union of Concerned Scientists Vote Solar

### **Support If Amended**

California Association of Realtors

#### **Opposition**

Lake Elsinore Valley Chamber of Commerce Menifee Valley Chamber of Commerce Temecula Chamber of Commerce Wildomar Chamber of Commerce

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