Date of Hearing: June 28, 2023

ASSEMBLY COMMITTEE ON UTILITIES AND ENERGY
Eduardo Garcia, Chair
SB 49 (Becker) – As Amended June 15, 2023

SENATE VOTE: 40-0

SUBJECT: Renewable energy: solar canopies: income tax credits and Department of Transportation strategic plan

SUMMARY: Establishes a 5% tax credit for qualified solar canopy projects, as defined. Also requires the Department of Transportation (Caltrans), in coordination with the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC), to develop a strategic plan to lease its right-of-way (ROW) for energy infrastructure. Specifically, **this bill**:

1) Allows a 5% tax credit against both the Personal Income Tax and the Corporation Tax for qualified solar canopy projects beginning on January 1, 2024 through January 1, 2032.

2) Defines "qualified solar canopy project" for the purpose of the tax credits as an elevated structure containing a solar energy system of at least 15 kilowatts (kW), that could include energy storage and powerlines or other equipment required to connect the system to the electrical grid or building. Qualified solar canopies must be installed in an area providing a secondary use, and cannot be located on a roof nor a surface parking lot within one-half mile of a current or future major transit stop, as defined in the Public Resources Code.

3) Allows for the tax credit to be carried over for up to five years if the credit exceeds the "net tax."

4) Requires by December 31, 2025, Caltrans, in coordination with the CEC and CPUC, to develop a strategic plan to lease, grant easements over, or enter into joint-use agreements for land within the Caltrans ROWs to public utilities or other entities to build and operate renewable energy generation facilities, energy storage facilities, and electrical transmission and distribution facilities.

5) Requires, as part of the strategic plan, for Caltrans to evaluate the suitability of its ROWs for these purposes; to identify ROWs that could be made available; to establish goals for the amount of renewable energy generation capacity for ROWs by 2030 and 2045; publish requirements for the energy development in ROWs; establish a process for entities to apply to Caltrans for land use agreements; and recommend regulatory or statutory changes to facilitate further energy development in the ROWs.

6) Requires Caltrans by July 1, 2027, and annually thereafter, to publish on its website data collected on energy development in the ROW, as specified.

EXISTING LAW:

1) Allows for various credits, as specified, against the taxes imposed by both the Personal Income Tax Law and the Corporation Tax Law. Previous tax credits, now expired, were

specific to solar energy systems. (Revenue and Taxation Code §§ 17039 and 23036, respectively)

2) Provides that all property is taxable unless explicitly exempted by the Constitution or federal law. (Article XIII of the California Constitution)

3) Limits the maximum amount of any ad valorem tax on real property to 1% of full cash value, and directs assessors to set assessed values at 1975 market value levels and only reappraise property thereafter if there is new construction or a change in ownership. Authorizes the Legislature to exclude from the definition of "new construction," the construction or addition of any active solar energy system. (Article XIIIA of the California Constitution)

4) Excludes, until January 1, 2027, an active solar energy system, as defined, from the definition of "new construction," regardless of the owning entity, such that homeowners installing systems as part of their homes or businesses generating solar energy at larger scales for sale to investor-owned or municipal utilities may take advantage of this exclusion. (Revenue and Taxation Code § 73)

5) Vests Caltrans with control of all state highways and all property acquired for state highway purposes. (Streets and Highway Code § 90)

6) Authorizes Caltrans to issue permits for use of a state highway ROW necessary for telephone or electrical lines. (Streets and Highway Code § 117)

7) Defines a “major transit stop” as a site with either an existing rail or bus rapid transit station; a ferry terminal served by either a bus or rail transit service; or the intersection of two or more major bus routes with service frequencies of 15 minutes or less during peak commute. (Public Resources Code § 21064.3)

8) Requires funding collected from fuel and vehicle taxes be used only for the research, planning, construction, improvement, maintenance, and operation of public streets and highways, and public mass transit. (Article XIX of the California Constitution)

9) Establishes the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of electricity procured to serve all state agencies by December 31, 2035, known as the “100% Clean Energy Policy.” (Public Utilities Code § 454.53)

10) Allows state agencies to satisfy the 100% Clean Energy Policy by installing eligible resources behind the customer meter on state-owned or state-leased buildings or by procuring eligible resources or participating in shared renewable programs through their local publicly owned electric utility (POU) or load-serving entity (LSE). New energy resources developed to satisfy state obligations must meet specified criteria, including that the resource be located in California, be newly developed, and meet project labor agreement requirements. (Public Utilities Code § 454.59)

FISCAL EFFECT: According to the Senate Committee on Appropriations, this bill will result in unknown costs estimated to range up to the low millions for Caltrans to develop the strategic plan and develop potential facility permitting. The potential revenue to Caltrans for leasing land to energy developers is unknown. Additionally, the impact of the tax credit proposed in this bill on state funding has not been analyzed, as those amendments were recently adopted.

BACKGROUND:

Investment Tax Credits – Tax credits reduce tax liability on a dollar-for-dollar basis (i.e., $1 in tax credits reduces a taxpayer's tax liability by $1). After the taxpayer computes tax due for their taxable income, they subtract the credits to which they are entitled, thereby reducing the amount of tax due. Thus, credits have a greater impact than deductions, whose value in reducing tax liability equals the amount of the deduction times the tax rate. Most state tax credits are not refundable if they exceed the total tax due. However, in some cases credits that exceed tax liability may be carried forward and claimed against a taxpayer's future years' taxes. Credits are usually provided to give tax relief to people who incur certain non-discretionary costs, have limited ability to pay taxes, or to provide incentives to people to engage in certain activities that are socially or economically desirable. State tax reform legislation enacted in 1987 placed sunset dates (i.e., automatic repeal) on many credits in the Personal Income Tax Law in order to give the Legislature an opportunity to evaluate their impact. Some of the tax credits allowed in state law are similar to credits offered in federal law. However, in most cases the federal credits are larger.

An investment Tax Credit (ITC) is a tax credit given to individual taxpayers or corporations that invest in specific types of projects. The federal government has for decades promoted ITCs to help American businesses against foreign competition. Today, federal ITCs are used for projects ranging from pollution control, energy conservation, renewable technology, and other economic development. Related to this bill, the federal energy investment tax credit was enacted in 2006, and extended under the Inflation Reduction Act (IRA) of 2022.[1] Under the IRA, the energy ITC extends the date of eligibility to 2024, and maintains a 30% credit for solar energy property, amongst other clean energy resources. The ITC applies to all types of solar installation, from the customer-side of the meter (i.e., rooftop solar) to large-scale utility solar farms. The energy ITC also applies a 10% bonus for domestic manufacturing and another 10% bonus for projects located in energy communities, as specified. After 2024, the energy ITC is replaced with the new Clean Electricity ITC, which will have additional bonuses for specified projects. The new Clean Electricity ITC is set to phase out around 2032. Facilities can claim credit at 100% value in the first year, then 75%, then 50%, then 0%.[2]

Property tax treatment of solar energy systems – In 1980, the voters approved Proposition 7, which authorized the Legislature to exclude from the definition of "newly constructed" the construction or addition of any active solar energy system. In response, the Legislature enacted AB 1306 (Alquist, Chapter 1245, Statutes of 1980), which implemented the authorization provided by Proposition 7. The exclusion has undergone a number of repeals and reenactments in the intervening period, with the most recent extension of the exclusion to the 2025-26 fiscal year authorized by SB 1340 (Hertzberg, Chapter 425, Statutes of 2022).

Two years ago, the Legislature enacted SB 267 (Hertzberg, Chapter 424, Statutes of 2021), which excluded active solar energy systems subject to a partnership flip transaction from being considered to have undergone a change in ownership for purposes of property taxation. SB 267's exclusion was intended to ensure that certain financing arrangements used to finance the vast

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[1] Solar Energy Industries Association factsheet on Solar ITC; https://www.seia.org/initiatives/solar-investment-tax-credit-itc

[2] Pg 5-6; Department of Energy; *Inflation Reduction Act Summary;* October 2022; https://www.energy.gov/sites/default/files/2022-10/IRA-Energy-Summary_web.pdf

majority of new solar energy systems built in California were likewise not subject to increased property taxation.

Evolutions in the Net Energy Metering (NEM) program – California's NEM program started in 1997, prompted by SB 656 (Alquist, Chapter 369, Statutes of 1995). It allows customers who install eligible renewable electrical generation facilities to serve onsite energy needs and receive credits on their electric bills for surplus energy sent to the electric grid. Most customer-sited, grid-connected renewable generation in California is rooftop solar, and is interconnected through NEM tariffs. Enrollment in the first NEM program, now colloquially known as "NEM 1.0," was phased out between 2016 and 2017.

The Legislature called for revision of NEM 1.0 per AB 327 (Perea, Chapter 611, Statutes of 2013) primarily to address cost shifting associated with the full retail credits available under NEM 1.0. The CPUC responded to AB 327 with what is commonly referred to as NEM 2.0 in 2016. Customers taking service under NEM 2.0 pay the cost to connect to the grid; take service on a "time-of-use" rate plan; and pay "non-bypassable" charges that are not offset with surplus energy credits from the solar facility. In December 2022, the CPUC issued a decision adopting "NEM 3.0" seeking to further address the cost disparity between solar generators and those not on a NEM tariff,[3] after an earlier proposed decision[4] to refine NEM met obstacles.

The decision adopted a new tariff, and renamed it "Net Billing Tariff" (NBT), to replace the earlier NEM tariffs. The NBT's major difference from NEM 2.0 is that under the NBT, compensation for excess generation exported to the electric grid is applied to a customer's bill at a rate reflecting the value of this generation to the grid. The value of the export compensation is usually lower than the retail rate, but can rise above the retail rate on late summer evenings. Customer-generators can maximize bill savings under the NBT by installing battery storage along with their generation, so they can use or export stored energy during these high-value hours. NEM 2.0 ended on April 14, 2023; now all customers seeking interconnection under a NEM tariff will be under the NBT.

COMMENTS:

1) *Author's Statement.* According to the author, "California needs to build more than 100,000 megawatts of new solar generation (3 times our current amount), along with transmission to deliver it to our cities, in order to achieve our 100% clean energy goal. SB 49 supports solar and transmission lines that avoid construction on undeveloped or agricultural land, with a two-pronged strategy: 1) It incentivizes solar canopies (over parking lots, for example) by offering a 5% investment tax credit for those projects; and 2) It directs the Department of Transportation (CalTrans) to develop a strategic plan for making unused land within highway rights-of-way available for renewable energy generation, energy storage, and transmission lines. With these two approaches, we will get more renewable energy built, support clean energy jobs, provide shade for cars and kids, and even earn the state revenue from leasing land for solar development."

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[3] CPUC D.22-12-056, *Decision Revising Net Energy Metering Tariff and Subtariffs,* R. 20-08-020, December 15, 2022; https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M500/K043/500043682.PDF
[4] See *Decision Revising Net Energy Metering and Subtariffs*, CPUC, December 13, 2021, at: https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M430/K903/430903088.PDF

2) *Maximizing Space to Meet Our Clean Energy Goals.* California has ambitious clean energy goals: 100% renewable and zero-carbon energy-producing resources by December 31, 2045. For state agencies that mandate is accelerated by a decade, to December 31, 2035.[5] The state has had some success in this effort, though, arguably, the greatest challenges (and costs) lie ahead. One challenge that has been raised is the potential for increased land-use conflicts, where the development of clean energy resources (and their subsequent large footprint) may be at odds with land conservation efforts or local development plans. In their 2019 study, *Power of Place,* the Nature Conservancy examined the environmental constraints and impacts of new renewable energy development required to achieve California's clean energy goals.[6] The study highlighted various tradeoffs between land conservation and the cost of clean energy development, and recommended further planning to study siting constraints. Since that study, the CEC and CPUC have incorporated more land use considerations (known as busbar mapping) into their energy resource planning.[7] Recent budget action—such as the passage under AB 205 (Committee on Budget, Chapter 61, Statutes of 2022) to expand the list of clean energy resources that may seek environmental permitting through the CEC, or the Newsom Administration's 2023 Infrastructure proposals—offer solutions to clean energy land use issues that favor accelerated clean energy development.

   This bill proposes a potential solution to these energy resource land-use conflicts: maximizing currently used or under-developed space. It does this in two ways. The first is by incentivizing through a tax credit the development of solar energy canopies in spaces currently used for another purpose. This could range from a solar energy system covering a parking lot at an industrial park, to a solar energy system providing shade to agriculture or livestock. The requirement in this bill is that the canopy be located in an area dedicated to another use. The second is by requiring Caltrans to develop a plan for using its ROW for renewable energy generation, energy storage, and electrical grid development. The Caltrans ROWs provide large areas of under- or un-developed state-owned land that hold the potential for energy development.

3) *The Right Way for the Right-of-Way.* The highway ROW is an extremely valuable resource, particularly as an area in which to build electric transmission lines. New transmission lines can span hundreds of miles, and require negotiating with hundreds, if not thousands, of landowners for utilities to acquire their own ROW via eminent domain of the land. Using already-established ROW greatly simplifies this. Most utility transmission projects over the last decade have been expansions or upgrades to existing utility ROW for this very reason.

   Yet seemingly minimal effort has been made to leverage existing state-owned ROW with clean energy development goals. In December 2020, Caltrans received a solicited study from the University of California, Merced providing guidance on the installation of

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[5] Public Utilities Code § 454.53
[6] Wu, G.C., et al.; *Power of Place: Land Conservation and Clean Energy Pathways for California,* June 2019.
[7] CPUC Energy Division, "Methodology for Resource-to-Busbar mapping & Assumptions for the Annual TPP," January 2023; REV-2023-01-09; https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/energy-division/documents/integrated-resource-plan-and-long-term-procurement-plan-irp-ltpp/2022-irp-cycle-events-and-materials/2023-2024-tpp-portfolios-and-modeling-assumptions/busbarmethodologyfortppv20230109.pdf

utility-scale solar electric generation facilities in Caltrans ROW.[8] This report includes best practices, information on nationwide Departments of Transportation (DOT) solar deployments, planned DOT solar deployments across the country, and solar deployment evaluations. The report notes various states have successfully installed solar projects on DOT ROW, including Colorado, Ohio, Massachusetts, and Oregon.

According to the Assembly Committee on Transportation, the American Association of State Highway and Transportation Officials policy states that DOTs have "various degrees of authority to regulate the use of utilities within highway ROWs generally through their authority to designate and to control the use made of ROW acquired for public highway purposes." A DOT's authority depends not only on federal law but also on the individual laws and regulations of the state.

This bill intends to increase the availability of state-controlled land within Caltrans' ROW for energy development. To that end, this bill requires Caltrans to identify opportunities within existing Caltrans owned ROW to lease, agree to an easement, or enter into a joint-use agreement for land to be used for energy development. It also provides appropriate considerations to Caltrans' evaluation of ROW suitability for energy generation and storage development, including consideration of safety and other Department priorities. However, the safety considerations are not unique to generation and storage resources. Rather safety concerns are especially relevant around distribution and transmission infrastructure, where such infrastructure can block necessary egress pathways during an emergency (such as wind events knocking powerlines into roads during a wildfire) or car collisions with utility infrastructure can lead to unplanned outages. *As such, the author and committee may wish to consider an amendment to include safety and Department priorities related to the identification of transmission and distribution facilities, not just renewable generation and storage, as considerations during the development of Caltrans' strategic plan.*

4) *Fair Market Value.* Many states provide public utilities with free access to state ROWs; however, others require compensation for ROW access that might be defined in a lease agreement or shared resources agreement. In California, Caltrans' ability to offer access to its ROW is limited by Article 19 of the California Constitution. Article 19 requires funding collected from fuel and vehicle taxes to be used only for the research, planning, construction, improvement, maintenance, and operation of public streets and highways, and public mass transit. Caltrans has shared in conversation with the committee the interpretation that land purchased and maintained with Article 19 funds must be used for strictly transportation purposes, otherwise a fair market value must be charged. Caltrans cites this as one of the main reasons utilities have not developed extensively in Caltrans' ROWs.

   Depending on the circumstances of ROW acquisition, federal law requires DOTs to receive fair market value when leasing their property. The federal highway administration (FHWA) allows non-highway uses of ROW but requires compliance with the expectation

[8] Kurtz, S., et al.; *Solar Power Initiative Using Caltrans Right-of-Way Final Research Report;* UC Merced, CA20-3177; December 19, 2020.

of fair market value return for the use of the ROW.[9] Fair market value of the ROW may be difficult to define. Comparisons to adjacent private property may be insufficient or not accurate. According to the Assembly Committee on Transportation, research is underway at the federal and state level to review fair market value determination. Until that time, it may be financially disadvantageous for anyone besides Caltrans to use their ROWs for clean energy development.

5) *Agency Autonomy.* This bill focuses the Caltrans strategic plan on leasing, granting easements, and providing joint-use agreements between Caltrans and public utilities or third-party developers. Given the existing constraints on the fair market value structure of Caltrans ROW arrangements, this focus on third-party development may produce a strategic plan that identifies suitable land, but that land remains stubbornly undeveloped due to unfavorable financing.

   As noted in the 2020 UC Merced report cited above, "One of the most basic approaches to developing solar would be for Caltrans to self-fund and own solar power systems within its ROWs."[10] As a state agency, Caltrans is required to have 100% of its electricity procurement be renewable or zero-carbon by December 31, 2035. According to data provided to this committee by the Department of General Services, Caltrans used approximately 67,279,240 kW-hours of electricity in 2018, placing it in the higher tier of California agency energy users. This electricity usage is likely to increase as the California Air Resources Board regulations on transit electrification go into effect. As a result, Caltrans will need to rapidly plan for its renewable energy future and operationalize its development.

   As of the writing of this analysis, Caltrans has not provided the committee with its plan for meeting the 100% Clean Energy Policy; however, statute does provide an option for state agencies to meet their requirements through self-ownership of energy resources.[11] *The author and committee may wish to consider an amendment to add, as part of the strategic plan, the potential for Caltrans to own the energy infrastructure in its ROW, rather than constraining the plan to only consider arrangements with third-parties.*

6) *How Many Incentives are Enough?* The solar canopy projects eligible for tax credits under this bill are currently eligible for a 30% federal ITC, and would very likely receive compensation for exported power through the recently-adopted NBT set by the CPUC. This is in addition to the existing state exclusion from property tax assessments for the construction or addition of any active solar energy system. [See Background section above for explanations of these various financial arrangements.]

   Despite these existing incentives, this bill provides for a new 5% statewide ITC for qualifying solar canopy projects. The author states that despite these stacked incentives,

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[9] Exceptions to the requirement to charge fair market value are defined, and FHWA policy guidance acknowledges the following: "*The regulations do provide an exception to charging fair market rent if the State DOT shows, and the FHWA approves, that such an exception is in the overall public interest for social, environmental, or economic purposes. This exception may be appropriate for activities that positively address climate change, contribute to improvements in air quality, and similar environmental initiatives*."

[10] Pg. 170; Kurtz, S., et al.; *Solar Power Initiative Using Caltrans Right-of-Way Final Research Report;* UC Merced, CA20-3177; December 19, 2020.

[11] PUC § 454.59

solar canopies are still more expensive than other solar installations; although data on just how much more expensive is scarce.[12] Unlike rooftop solar which utilizes an existing structure, solar canopies are often reliant on a new structure to be built to elevate the panels off the ground, while still providing access for an alternate use for the land underneath, leading to higher costs. As noted above, these solar canopy projects may aide California's clean energy development without infringing as strongly on land and wildlife conservation. However, it is worthwhile for the Legislature to consider on balance, across the various state tax credits, whether these projects should receive additional priority through a statewide ITC. *In considering eligibility of certain projects for tax credits, the author and committee may wish to prioritize those projects that align most closely with our clean energy priorities, grid resiliency benefits, and workforce standards. As such, the author and committee may at the very least consider amendments requiring eligible solar canopy projects include energy storage to maximize electrical grid benefits and be rated greater than [current language is "at least"] 15kW to ensure the projects require prevailing wage pursuant to AB 2143 (Carrillo, Chapter 774, Statutes of 2022).*

7) *Prior Legislation.*

AB 205 (Committee on Budget), among its many provisions, established a streamlined permitting and environmental review process for specified energy resources at the CEC, rather than at local permitting agencies. Also allows specified energy projects to become certified leadership projects under the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 through a certification process through the CEC. With this certification, actions or proceedings related to the certification of CEQA need to be resolved within 270 days, to the extent feasible. Status: Chapter 61, Statutes of 2022.

AB 2143 (Carrillo) declares construction, after December 31, 2023, of any renewable electrical generation facility and any associated battery storage with a maximum generating capacity of more than 15 kWs and installed on a non-single family home that receives service pursuant to an electric utility's net energy metering (NEM) offering to be a public works project for which prevailing wage must be paid. Status: Chapter 774, Statutes of 2022.

SB 1020 (Laird) establishes interim targets to the statewide 100% clean energy policy. Additionally requires state agencies to accelerate their 100% clean energy policy goal by 10 years. Status: Chapter 361, Statutes of 2022.

SB 1340 (Hertzberg) extends the new construction exclusion for active solar energy systems from the 2023-24 fiscal year through the 2025-26 fiscal year, and its sunset date from January 1, 2025 to January 1, 2027. Status: Chapter 425, Statutes of 2022.

8) *Double Referral.* This bill is double-referred; upon passage in this Committee, this bill will be referred to the Assembly Committee on Revenue and Taxation for its review.

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[12] https://blog.stationa.com/onsite-solar-vs.-carport-solar-how-to-choose-the-right-option-for-your-business

REGISTERED SUPPORT / OPPOSITION:

Support

350 Bay Area Action
350 Conejo / San Fernando Valley
350 Humboldt: Grass Roots Climate Action
350 Ventura County Climate Hub
52nd District
Acela Biotek
Active San Gabriel Valley
All Rise Alameda
Alliance of Nurses for Healthy Environments
Asuc External Affairs Vice President's Office
Ban Sup (single Use Plastic)
Building the Base Face to Face
California Environmental Voters
California Interfaith Power & Light
California Municipal Utilities Association
California Native Plant Society
California Religious Action Center of Reform Judaism
California Solar & Storage Association
California State Association of Electrical Workers
Californians for Western Wilderness
Calpirg
Catholic Charities of The Diocese of Stockton
Catholic Charities, Diocese of Stockton
Center for Biological Diversity
Center for Community Energy
Central California Asthma Collaborative
Change Begins With Me (INDIVISIBLE)
Citizens' Climate Lobby Socal Tri-counties Chapter
Cleanearth4kids.org
Climate Action California
Climate Action Campaign
Climate Action Mendocino
Climate Hawks Vote
Climate Reality Project, Los Angeles Chapter
Climate Reality Project, Orange County
Climate Reality Project, San Fernando Valley
Cloverdale Indivisible
Contra Costa Moveon
Defending Our Future: Indivisible in Ca
Direct Connect Development Company
East Valley Indivisibles
El Cerrito Progressives
El Dorado Progressives
Elders Climate Action, Norcal and Socal Chapters
Electreon Wireless INC.

Emerald Blue LLC
Engie North America
Environment California
Environmental Defense Fund
Environmental Justice Coalition for Water
Environmental Protection Information Center
Environmental Working Group
Environteers.org
Etta
Extinction Rebellion San Francisco Bay Area
Feminists in Action (formerly Indivisible CA 34 Womens)
Feminists in Action Los Angeles
Food & Water Watch
Friends Committee on Legislation of California
Friends of Harbors, Beaches and Parks
Green New Deal At UC San Diego
Habitable Designs
Hadassah
Hammond Climate Solutions Foundation
Hillcrest Indivisible
Humboldt County Democratic Central Committee
Indi Squared
Indian Valley Indivisibles
Indivisible 30/keep Sherman Accountable
Indivisible 36
Indivisible 41
Indivisible Auburn CA
Indivisible Beach Cities
Indivisible CA Statestrong
Indivisible Ca-25 Simi Valley-porter Ranch
Indivisible Ca-3
Indivisible Ca-37
Indivisible Ca-39
Indivisible Ca-43
Indivisible Ca-7
Indivisible Ca29
Indivisible Ca: Statestrong
Indivisible Claremont/inland Valley
Indivisible Colusa County
Indivisible East Bay
Indivisible El Dorado Hills
Indivisible Elmwood
Indivisible Euclid
Indivisible Lorin
Indivisible Los Angeles
Indivisible Manteca
Indivisible Marin
Indivisible Media City Burbank
Indivisible Mendocino

Indivisible Normal Heights
Indivisible North Oakland Resistance
Indivisible North San Diego County
Indivisible Oc 46
Indivisible Oc 48
Indivisible Petaluma
Indivisible Sacramento
Indivisible San Bernardino
Indivisible San Jose
Indivisible San Pedro
Indivisible Santa Barbara
Indivisible Santa Cruz County
Indivisible Sausalito
Indivisible Sebastopol
Indivisible Sf
Indivisible Sf Peninsula and Ca-14
Indivisible Sonoma County
Indivisible South Bay LA
Indivisible Stanislaus
Indivisible Suffragists
Indivisible Ventura
Indivisible Westside L.a.
Indivisible Windsor
Indivisible Yolo
Indivisible: San Diego Central
Indivisibles of Sherman Oaks
Jewish Center for Justice
Jewish Community Relations Council of Sacramento
Jewish Community Relations Council of Silicon Valley
Jewish Democratic Club of Silicon Valley
Jewish Democratic Club of Solano County
Jewish Family & Children's Service of Long Beach and Orange County
Jewish Family & Community Services East Bay
Jewish Family Service San Diego
Jewish Family Services of Silicon Valley
Jewish Federation of Greater Santa Barbara
Jewish Federation of The Greater San Gabriel and Pomona Valleys
Jewish Federation of The Sacramento Region
Jewish Long Beach
Jewish Public Affairs Committee
League of Women Voters of California
Little USA Community Solar Campus
Livermore Indivisible
Los Angeles Business Council
Mill Valley Community Action Network
Mono Lake Committee
Mountain Progressives
National Parks Conservation Association
Natural Heritage Institute

Nothing Rhymes With Orange
Orchard City Indivisible
Orinda Progressive Action Alliance
Our Revolution Long Beach
Pacific Environment
Peninsula Interfaith Climate Action
Progressive Zionists of California
Recolte Energy
Riseup
Rooted in Resistance
Ross Valley Indivisible
Sacramento Area Congregations Together
San Diego 350
San Diego Indivisible Downtown
San Joaquin Valley Democratic Club
San Luis Obispo Mothers for Peace
Santa Cruz Climate Action Network
Sesame Solar
Sfv Indivisible
Sierra Club, Tehipite Chapter
Slo Climate Action
Slo Climate Coalition
Socal 350 Climate Action
Sunflower Alliance
Sunrun INC.
Sustainable Claremont
Tehama Indivisible
The Climate Alliance of Santa Cruz County
The Climate Center
The Ray
The Resistance Northridge-indivisible
Together We Will Contra Costa
Tww/indivisible - Los Gatos
Vallejo-benicia Indivisible
Venice Resistance
Visceral
Vote Solar
West End Revitalization Association
Wild Energy Center
Women's Alliance Los Angeles
Yalla Indivisible

Neutral

League of California Cities

Opposition

None on file.

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