Date of Hearing: April 26, 2021

ASSEMBLY COMMITTEE ON TRANSPORTATION
Laura Friedman, Chair
AB 794 (Carrillo) – As Amended March 25, 2021

SUBJECT: Air pollution: purchase of vehicles and vehicle technology: incentive programs: eligibility: labor and workforce standards

SUMMARY: Attaches labor, workforce, and manufacturing standards to eligibility for various clean vehicle incentive programs administered by the California Air Resources Board (CARB) for vehicle manufacturing and fleet purchasing in port drayage and short-haul trucking service. Specifically, **this bill:**

General Provisions

1) Requires CARB, in consultation with the Labor and Workforce Development Agency (LWDA) including the California Workforce Development Board (CWDB) and the Labor Commissioner (LC), to:

    a. Condition eligibility to participate in incentive programs for vehicles or vehicle technology (referred to hereafter as vehicles) purchasing on compliance with the labor and workforce standards.

    b. Develop operational guidelines for applying the new standards to incentive programs on or before April 1, 2022, after the consultation and after receiving public input. Authorizes CARB to delegate any duties to LWDA.

2) Requires CARB, on or before July 1, 2022, to determine whether there are constraints to applying the requirements to each incentive program. If constraints exist, requires CARB to notify the Legislature, on or before July 1, 2022, with a written report of findings and constraints and possible remedies. Requires CARB to implement the remedy as soon as possible, and if CARB cannot, requires CARB to include this fact in its report. Authorizes CARB to defer the application of this bill's provisions to the incentive program, not to exceed one year from the time of notification.

3) Generally, requires CARB to condition eligibility to participate in grant, loan, voucher, or other incentive programs for purchasing vehicles with the labor and workforce standards.

4) Provides that the incentive programs subject to the labor and workforce standards include, but are not limited to: incentives funded by Greenhouse Gas Reduction Fund (GGRF), Air Quality Improvement Fund (AQIF), the Carl Moyer Memorial Air Standards Attainment Trust Fund, or Air Pollution Control Fund (APCF); incentive programs funded by CARB such as the Truck Loan Assistance Program, a local or regional incentive program, or a public-private partnership; and incentive programs funded by a settlement under the Volkswagen consent decree. Requires agencies to report on how the projects funded are implementing the labor and workforce standards. Makes conforming changes to update statutory language related to each of these funds, programs, and decrees.

5) Requires CARB, or an agency administering an incentive program subject to this bill, to enforce the labor and workforce standards, in collaboration with LC (39690 and 39695)

6) Authorizes LC, at the request of CARB or another administering agency, to investigate an allegation regarding violations to the labor and workforce standards. (39695)

7) Requires CARB to display, on a new website, public information from manufacturers or fleet purchasers participating in incentive programs subject to this bill. Provides that data and certifications disclosed by a manufacturer or a fleet purchaser are public records that can be disclosed to the public.

8) Establishes baseline standards, job quality standards, and a structure for full or partial eligibility to participate in incentive programs for the purchase of vehicles. Applies the standards to manufacturers of vehicles and to fleet purchasers for drayage and short-haul trucking services within the state.

9) Requires manufacturers eligible for an incentive, or fleet purchasers receiving an incentive, to sign a contract conditioning eligibility/receipt on compliance. For manufacturers, the timeframe for compliance is the three-year period before a vehicle is eligible to receive an incentive. For fleet purchasers, the timeframe for compliance is at least 10 years after receiving the incentive.

10) Requires manufacturers eligible for incentives, and fleet purchasers receiving incentives, to apply the labor and workforce standards in its contracts with subcontractors and suppliers.

11) If found in violation of the labor and workforce standards, by CARB, administering agency, or LC, requires a manufacturer to repay the total amount of incentives received and removes the manufacturer from further incentive eligibility.

12) If found in violation of the labor and workforce standards, requires a fleet purchaser to repay the total amount of incentives received during the preceding 10 years.

Vehicle Manufacturing Labor and Workforce Standards

13) Establishes labor and workforce standards for manufacturers to meet to qualify their vehicles, excluding public transit buses, for incentive programs. Provides that vehicles are eligible for an incentive if the manufacturer demonstrates to the administering agency and CARB that it is in compliance with the labor and workforce standards for the prior three-year period.

14) Requires manufacturers, in order for a vehicle to be eligible for a baseline incentive, to comply with state labor laws (where the vehicle is manufactured) and internationally recognized labor rights, and to certify that compliance. Specifically, requires manufacturers to:

    a. Have a three-year history of compliance with state labor laws, including classification of employees, wages and hours, unemployment compensation, and occupational safety and health.

b. Comply with internationally recognized labor rights in its supply chain of imported components. Rights include, prohibitions on forced labor, child labor, and discrimination with respect to work, and the freedom of association and right to organize.

c. Assemble 100% of the vehicle, at the final assembly point, in the United States (U.S.).

d. Produce battery and nonbattery domestic content as light-duty and for medium- or heavy-duty vehicles, as specified.

15) Requires manufacturers, in order for a vehicle to be eligible for an additional incentive beyond the baseline, to do the following:

a. Demonstrate its commitment to hiring disadvantaged workers with employment barriers and those workers who have been displaced, after January 1, 2020, from the fossil fuel industry for nondisciplinary reasons after more than 6 months of service. Authorizes CARB to further define the scope of employment barriers beyond, unemployment, lack of work experience, lack of English language skills, technical skills, or educational attainment, criminal justice history, disability status, foster care history, or vulnerability to discrimination.

b. Demonstrate participation in job training programs.

c. Demonstrate that it pays workers at least 120% of the minimum wage and for production workers, the prevailing wage for specific occupational titles.

d. Preserve employee access to dispute settlement options available under the laws of the state where the vehicle technology is assembled.

e. Demonstrate its commitment to using full-time employees.

16) Sets incentives for light-duty vehicles as follows:

a. For a manufacturer that complies with the labor provisions (section 14 above):

i. 25% of the incentive - for a vehicle with nonbattery components (NBC) that are produced in the U.S. and NBC represent up to 50% of the value of the vehicle.

ii. 42.5% of the incentive – for a vehicle with NBC that are produced in the U.S. and NBC represent between 50 and 75% of the value of the vehicle.

iii. 60% of the incentive – for a vehicle with NBC that are produced in the U.S. and NBC represent between 75 and 100% of the value of the vehicle.

iv. Requires, on and after January 1, 2025, all batteries and fuel cells for the vehicle to be produced in the U.S. in order for it to be eligible for the 25%, 42.5%, and 60% incentive amounts.

b. Requires a manufacturer to be eligible for an additional 40% of the incentive provided under the incentive program if that manufacturer demonstrates compliance with both the labor provisions and the workforce provisions (sections 14 and 15 above).

17) Requires a medium- or heavy-duty vehicle to be eligible for incentives if the manufacturer complies with both the labor and workforce standards. Requires the incentive provided to be based on the model year (MY) of the vehicle and the percentage of NBC produced in the U.S., as follows:

a. 75% of the incentive – MY 2023 with NBC representing less than 60% of the vehicle value

b. 100% of the incentive – MY 2023 with NBC representing 60% or more of the vehicle value

c. eligible – MY 2024; NBC representing at least 65% of the vehicle value

d. eligible – MY 2025; NBC representing at least 70% of the vehicle value

e. eligible – MY 2026; NBC representing at least 75% of the vehicle value

f. eligible – MY 2027 and later; NBC representing at least 80% of the vehicle value

Fleet Purchaser Labor and Workforce Standards

18) Provides that a fleet purchaser of vehicles is eligible to participate in an incentive program if it is in compliance, and certifies that compliance, with all applicable laws at the time of applying for the incentive. Applicable laws mean California labor, employment, payroll tax, and health and safety laws and regulations, including classification of employees, wages and hours, unemployment compensation, and occupational health and safety.

19) Provides that a fleet purchaser is not eligible to participate in an incentive program if there are final unsatisfied or unabated judgments, rulings, citations, decisions, orders, or awards finding that the fleet purchaser has violated applicable laws with regards to its operations or if the fleet purchaser is on the Division of Labor Standards Enforcement list.

20) Requires a fleet purchaser that receives an incentive as a grant, loan, or one-time rebate or voucher to certify compliance and provide a disclosure annually, as specified, for at least 10 years after receipt.

EXISTING LAW:

1) Establishes the California Global Warming Solutions Act (Act) of 2006, which requires California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020, as specified.

2) Requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions, as specified.

3) Requires CARB to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by it, pursuant to specified provisions of existing law.

4) Requires money spent from GGRF to, where applicable and to the extent feasible, maximize economic, environmental, and public health benefits to the state and foster job creation by promoting in-state GHG emissions reduction projects carried out by California workers and businesses, among other goals.

5) Requires state agencies, prior to expending any moneys from GGRF appropriated by the Legislature to prepare a record consisting of the following:

    a. A description of each expenditure proposed to be made by the state agency pursuant to the appropriation.

    b. A description of how a proposed expenditure will further the regulatory purposes of the Act.

    c. A description of how a proposed expenditure will contribute to achieving and maintaining GHG emission reductions.

    d. A description of how the state agency considered the applicability and feasibility of other non-GHG reduction objectives.

    e. A description of how the state agency will document the result achieved from the expenditure.

6) Creates climate and transportation related programs such as the Carl Moyer Memorial Air Quality Standards Attainment Program; the Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program; and the Air Quality Improvement Program designed to achieve air quality and climate goals through clean vehicle adoption and other projects.

7) Establishes and designates CWDB as the state entity responsible for assisting the state in meeting the requirements of the federal Workforce Innovation and Opportunity Act of 2014, as well as assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system.

8) Establishes LC within the Department of Indutrial Relations, to enforce, among other things, wage and hour law, anti-retaliation provisions, and employer notice requirements.

FISCAL EFFECT: Unknown

COMMENTS: Governor Newsom's Executive Order (EO) N-79-20, dated September 23, 2020, establishes the goal that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. The EO further requires that 100% of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In order to accomplish this goal, the EO requires CARB to develop passenger and medium- and heavy-duty vehicle regulations that would increase over time the volume of new ZEVs sold in the state.

One strategy the state has used to increase the sales of zero-emission vehicles (ZEVs) is to provide consumer incentives such as rebates through the Clean Vehicle Rebate Project (CVRP), Clean Cars 4 All Program (CC4A), and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). These incentives have mainly been funded with cap-and-trade auction revenues. Revenues from the state's cap-and-trade allowance auction, authorized under AB 32 (Nuñez), Chapter 488, Statutes of 2006, and reauthorized by SB 32 (Pavley), Chapter 249, Statutes of 2016, are deposited in GGRF and used for California Climate Investments. Roughly half of the passenger ZEVs sold in California have received incentives from these programs. This percentage is higher for MD/HD vehicles because the larger cost differential between MD/HD ZEVs and their conventional counterparts leads to greater need for purchase assistance. Overall, the Legislature has appropriated $2.2 billion dollars for low carbon transportation investments.

In 2017, the Legislature passed AB 398 (E. Garcia) Chapter 135, Statutes of 2017 which required CWDB to submit a report to the Legislature on the need for increased education, training, and workforce development resources needed to help transition to clean economies. The report focused on climate investments as a significant opportunity for inclusive economic growth. Putting California on the High Road: A Jobs and Climate Action Plan for 2030 states, "Optimizing climate policy outcomes while supporting the creation of, and access to, family-supporting jobs is a "high-road" approach to economic development. As the term is used here, a high-road economy supports businesses that compete on the basis of the quality of their products and services by investing in their workforces; these businesses pay the wages and benefits necessary to attract and retain skilled workers, who in turn perform high-quality work."

At the federal level, President Biden's American Jobs Plan calls on Congress to make equitable investments in roads, bridges, rail, ports, airports, and transit systems. According to the fact sheet, "The [Plan] will ensure that these investments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively. These investments will advance racial equity by providing better jobs and better transportation options to underserved communities."

Vehicle Manufacturing. This bill requires a manufacturer to assemble 100% of a vehicle at the final assembly point in the U.S. in order for that vehicle to be eligible for a baseline incentive. The automobile assembly plant represents only the final phase in the process of manufacturing an automobile. At the assembly plant, components supplied by more than 4,000 outside suppliers, including company-owned parts suppliers, are brought together for assembly, usually by truck or railroad. All of the components that go into the vehicle are produced at other sites. This means the thousands of component pieces that comprise the car must be manufactured, tested, packaged, and shipped to the assembly plants, often on the same day they will be used. To accomplish this, most automobile manufacturers require outside parts vendors to subject their component parts to rigorous testing and inspection audits similar to those used by the assembly plants. This bill requires manufacturers to certify compliance with internationally recognized labor rights. With such a large supply chain this will be a very difficult task for manufacturers, and may prove even more difficult on the enforcement side.

Tesla is the only major automaker with a factory in California. In 2020, Tesla delivered 499,550 vehicles worldwide, about an 18% global market share. Within California, various Tesla models and the Chevrolet Bolt led 2020 sales in the EV category. It is unclear what impact this bill's requirement for 100% assembly in the U.S. would have on light, medium, and heavy-duty vehicle manufacturers since good data is not readily available on what percentage of vehicles eligible for incentives under California's Clean Transportation program are assembled in the U.S, particularly in the medium- and heavy-duty sector. The committee recommends clarifying what is meant by final assembly, as it is not currently defined in the bill nor existing law.

Federal Activity for ZEVs and Buy America. There is a considerable amount of federal activity going on in the same policy areas that this bill would impact. As a part of the American Jobs Plan, the President wants to change the U.S. market share of plug-in electric vehicle (EV) sales; currently one-third the size of the Chinese EV market. He proposes a $174 billion investment to "win the EV market. [The] plan will enable automakers to spur domestic supply chains from raw materials to parts, retool factories to compete globally, and support American workers to make batteries and EVs. It will give consumers point of sale rebates and tax incentives to buy American-made EVs, while ensuring that these vehicles are affordable for all families and manufactured by workers with good jobs."

The Buy America Act is the popular name for a group of domestic content restrictions that have been attached to specific funds awarded by the U.S. Department of Transportation and other federal agencies as grants to states, localities, and other nonfederal government entities for transportation projects. The Federal Transit Administration's Buy America Program requires that federal tax dollars used to purchase steel, iron, and manufactured goods used in a transit project are produced domestically in the U.S. The Fixing America's Surface Transportation (FAST) Act phases in an increased domestic content percentage requirement for rolling stock, with more than 70% domestic content required in Fiscal Year 2020 and beyond. Buy America provisions have been around since the Surface Transportation Assistance Act of 1982. The regulatory process carefully considers the transit bus market and supply chain in the development of domestic content requirements. These requirements have moved at a thoughtful pace and changes have been vetted, so as to not raise costs unsustainably and to not put U.S. manufacturers out of business.

Domestic battery content. ZEVs have become one of California's largest exports; however, many of the components of those vehicles rely on raw materials and resources obtained and assembled out of the state and in foreign countries. Currently, most of the lithium in the world is resourced from Australia, Chile, China, Argentina, and Zimbabwe. According to 2020 data from U.S. Geological Survey mineral commodities analysis, the demand for lithium for battery development has risen, and Australia supplies over 50% of the lithium used in the U.S. California and the U.S. are highly reliant on these foreign sources of lithium because domestic lithium sources have not been sufficiently developed. In addition to relying on foreign sources of lithium, California and the U.S. are also reliant on a foreign supply chain for many of the components of battery EVs. Developing a domestic supply chain for these raw materials and components could improve access to resources that would help accelerate in-state development of ZEVs and clean transportation and energy resources while also providing in-state economic benefits, including new jobs in some of the most economically disadvantaged parts of the state.

This bill provides increasing incentive amounts for light, medium- and heavy-duty vehicles that have increasing percentages of NBCs produced in the U.S. The bill also requires, starting

January 1, 2025, for a light-duty vehicle to have all batteries and/or fuel cells produced in the U.S. in order to be eligible for an incentive. The extent to which the state is ready to develop and depend on an increasingly domestic supply chain for EVs in general, and batteries in particular, is yet to be determined. Therefore, the committee recommends that the provisions relating to battery and nonbattery domestic content be removed from this bill. The sponsor has suggested tying California standards to the federal standard, but as those conversations are ongoing it may be premature to tie California to an unknown target.

Drayage fleet workers. According to survey data collected in 2007, 88% of responding drivers serving the ports of Los Angeles and Long Beach reported that they were independent contractors (CGR Management Consultants, 2007). While more recent survey data is unavailable, there is no sign of a meaningful change in that figure since the 2007 survey. The contractor model shapes the structure and operations of the drayage industry, causing considerable implications for truck purchase decisions.

As the name implies, independent contractors provide trucking services to licensed motor carriers (LMCs) on an independent basis. Drivers are responsible for providing a truck and covering operating expenses such as fuel and maintenance. Instead of paying an hourly wage, LMCs compensate independent contractor drivers on a per-load basis. Also, independent contractors are not entitled to fringe benefits such as health care. After expenses, drivers do not earn much more than minimum wage (Guiliano and Linder, 2013). This arrangement prompted a 2017 investigative report by USA Today, which likened port trucking jobs to indentured servitude.

Before the first Clean Truck Program, income-constrained drivers would buy inexpensive used trucks. After Clean Truck Program implementation, low-paid drayage drivers were unable to finance purchases of costly compliant trucks. Out of business necessity, the LMCs offered trucks to drivers on a lease-to-own basis. In effect, decisions on which trucks to purchase became the domain of the drayage companies, not their contractors. Recently, lease-to-own agreements have been central to employee misclassification lawsuits against LMCs.

This bill requires fleet purchasers to be in compliance with all applicable laws at the time of applying for incentives; including California labor, employment, payroll tax, and health and safety laws and regulations, regarding classification of employees, wages and hours, unemployment compensation, and occupational health and safety. This bill also requires fleet purchasers to certify labor and workforce standards compliance for 10 years after receiving the incentive and requires repayment for any violations of the labor and workforce standards. Should this bill move forward, the committee suggests the author continues to work with the opposition to address their concerns about the burdensome requirements of this bill on fleet purchasers while maintaining the intent of the worker protections.

According to the author, "In order to create high-road quality jobs while moving closer to meet climate goals, this bill will ensure that public funding to manufacture and purchase cleaner vehicles is tied to labor standards. California should not subsidize companies that violate workers' rights or shift costs onto the backs of workers or the state safety net. Public funding should reward companies that follow the law and respect workers. This bill allows California to meet its climate goals while using public funds to support good job creation in communities of color. Public subsidies should reduce income and racial inequality, not widen the gaps."

In support, a coalition of labor unions and environmental organizations writes, "The transition to ZEVs also presents an opportunity to preserve and grow high quality jobs in auto and truck manufacturing. This bill capitalizes on this opportunity by setting benchmarks to ensure that manufacturers build vehicles and batteries in the U.S. and California. This bill also ensures that manufacturers receiving public funds follow our laws, protect the safety of workers, and provide family sustaining jobs for disadvantaged workers. These policies will support high road manufacturers and boost equitable recovery in highly strategic sectors to California's economic future."

In opposition, the California Trucking Association writes, "While ensuring compliance with the law prior to the issuance of government grants or incentives is a laudable goal, we do not believe this bill will increase compliance with state laws. Instead, the conditions imposed by this bill will ensure that no fleet purchasers subject to the conditions of this bill would ever utilize California's environmental incentive programs. Between onerous annual reporting, much of which has little to do with demonstrating compliance with the law, and a requirement to repay ten years-worth of incentives for violations of "applicable laws" with no clarity as to whether it matters that compliance with those laws was ultimately achieved, this bill will set back California's climate goals by eliminating state support to purchase substantially more expensive ZEVs. Indeed, the short-haul and drayage operations this bill targets are among the state's first fleets who are expected to transition to zero-emission technology."

Committee comments. Roughly half of the passenger ZEVs sold in California have received incentives from either CVRP or CC4A. That percentage is greater for medium- and heavy-duty vehicles, because of the larger cost differential between medium- and heavy-duty ZEVs and internal combustion engine vehicles. Manufacturers benefit indirectly from these incentives because they encourage consumers to purchase their vehicles. Requiring manufacturers and fleet purchasers to pay back years of incentives for potentially minor labor and manufacturing infractions would likely cause manufacturers and fleet purchasers to opt out of participating in the incentive programs entirely. This could ultimately lead to fewer ZEV purchases by consumers, at a time when the state needs to drive adoption. The Legislature should consider the very real possibility that manufacturers, even those currently unionized and abiding by labor laws, would simply choose not to participate because of the uncertainty of the provisions in this bill or the cost of compliance on the manufacturing side.

The committee recommends revising the incentive repayment provisions for failure to comply to be consistent with the period of time that the manufacturer was in violation of a requirement of this bill. The committee also recommends including in this bill a mechanism or standard by which a manufacturer could come back into compliance and thereby be eligible again for incentives for its vehicles.

The federal government is currently determining appropriate targets for the domestic supply chain in EV production, and it may be good to see what national standard is set, so that California does not put itself at a manufacturing disadvantage to other states. In setting a statewide standard, this bill could potentially conflict with domestic content federal Buy American standards that are currently being considered. The committee recommends the author amend the bill to direct CARB to review the national standards that are established and to develop regulations and guidelines consistent with those standards to the extent feasible, rather than tying state standards to federal standards that have yet to be developed. The committee may also wish to reevaluate the timelines laid out in the bill for CARB to develop operational guidelines and to assess constraints of applying the requirements of this bill to each incentive program. It is likely that CARB would need additional time to develop guidelines (especially if they are based on national standards) and to report to the Legislature on what specific domestic content and manufacturing standards may not be feasible for manufacturers to comply with.

In summary, the committee recommends the following amendments:

- Remove reference to "vehicle technology". The sponsors have indicated this bill is meant to apply to vehicles only and not other technologies such as electric vehicle charging infrastructure.
- Specify that this bill does not apply to agricultural vehicles or off-road equipment.
- Add an appeals process for labor violations.
- Remove domestic content provisions to allow time for the federal government to determine appropriate national standards.
- Require CARB to work with auto manufacturers to determine starting point for domestic content, so that if California decides to set standards the state is aware of the feasibility for all vehicle types—light, medium, and heavy-duty vehicles.
- Modify repayment provisions to limit payment of incentives to be equivalent to the incentives they received during the time period that the manufacturer or fleet purchaser is out of compliance. These provisions will require further development as this bill proceeds.
- Add a process for manufacturers that fall out of compliance to come back into compliance, so that they are eligible for incentives again.
- Clarify that new manufacturers with less than three years of compliance history are eligible for incentives.
- Define what is meant by "100% final assembly in the U.S."
- In proposed Health and Safety Code Section 39698, change any references to Section 39695 to instead reference Section 39696.
- In 39688.5 (b) change "preceding 10" to "3 years after purchase to which the contract applies."
- Change all 10 year compliance references to 3 years.

Related and previous legislation: SB 589 (Hueso) of this session expands the types of projects eligible for funding from the California Energy Commission's Clean Transportation Program to include projects that develop in-state supply chains and the workforce for raw materials and components needed for ZEV manufacturing. SB 589 is pending a hearing in the Senate Transportation Committee.

AB 680 (Burke) of this session would enact the California Just Transition Act which requires LWDA to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by GGRF meet fair and responsible employer standards and provide inclusive procurement policies. AB 680 is pending a hearing in the Assembly Natural Resources Committee.

AB 398 (E. Garcia), Chapter 135, Statutes of 2017 requires CWDB, in consultation with CARB, to submit a report to the Legislature on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers, and communities transition to economic and labor-market changes related to specified statewide GHG emissions reduction goals.

REGISTERED SUPPORT / OPPOSITION:

Support

Bluegreen Alliance (Sponsor)
California Teamsters Public Affairs Council (Sponsor)
LAANE (Los Angeles Alliance for a New Economy) (Sponsor)
Teamsters Port Division (Sponsor)
Bluegreen Alliance (UNREG)
California Faculty Association
California League of Conservation Voters
California Partnership for Working Families
Carecen
Center for Community Action and Environmental Justice
Center on Policy Initiatives
Central Coast Alliance United for a Sustainable Economy
Clergy and Laity United for Economic Justice
Communities for a Better Environment
East Area Progressive Democrats
East Bay Alliance for a Sustainable Economy
Garment Worker Center
Jobs to Move America
Khmer Girls in Action
Latinos in Action
LAX Area Democratic Club
Long Beach Gray Panthers
Long Beach Residents Empowered
Long Beach Young Democrats
Natural Resources Defense Council
Northeast Democratic Club
Orange County Communities Organized for Responsible Development
People's Collective for Environmental Justice
Policy Link
Progressive Democratic Club
Rising Sun Center for Opportunity
Sierra Club California
Stonewall Democratic Club
Strategic Actions for a Just Economy
UAW Region 8
Wage Justice Center
Warehouse Worker Resource Center
Working Partnerships USA

Opposition

California Trucking Association
Tesla Motors, Inc.

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