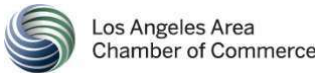
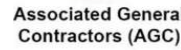


# AB 1000 (Reyes) - JOB KILLER





January 3, 2024

TO: Chair and Members, Assembly Local Government Committee

**SUBJECT: AB 1000 (REYES) QUALIFYING LOGISTICS USE PROJECTS  
HEARING SCHEDULED – JANUARY 10, 2024  
OPPOSE/**JOB KILLER** – AS AMENDED ON January 3, 2024  
[updated]**

Dear Chair Carrillo,

The California Chamber of Commerce and the organizations listed remain respectfully **OPPOSED** to **AB 1000 (Reyes)**, as amended, which CalChamber continues to label a **JOB KILLER**. The most recent amendments to **AB 1000** fail to address the list of concerns raised by this coalition and by some members of the Local Government Committee last year in the committee hearing. **AB 1000** is still far too prescriptive and will lead to the elimination of high paying jobs, quash critically needed housing associated with mixed use developments in the region, increase vehicle miles traveled for heavy duty vehicles coming from California ports, incentivize frivolous litigation with a new private right of action in California law, and exacerbate supply chain issues that will increase the costs to move goods, thereby increasing the cost of living on all Californians.

**AB 1000** as amended continues to require a setback of 1,000 feet from “sensitive receptors” for all new or expanded logistics use facilities 100,000 square feet or larger in the County of Riverside, County of San Bernardino and any city located within the County of Riverside or County of San Bernardino. Like all prior versions, **AB 1000** relies on significantly outdated information that will in effect create a de facto ban on warehouses throughout the region, which will have statewide implications to California’s goods movement system. **AB 1000** continues to create a new private right of action in California that empowers virtually anyone to act as a prosecutor to sue to block a project. **AB 1000** differs from the version rejected by Assembly Local Government last year by changing the alternative pathway provided to local governments from a 750 feet buffer to a 500 feet buffer *if* a project applicant can satisfy all mitigation measures outlined in the bill. These mitigation measures are in addition to the California Environmental Quality Act (CEQA) imposed mitigation measures, as well as a plethora of rules and regulations required by the California Air Resource Board (CARB) and the South Coast Air Quality Management District (SCAQMD) that are leading the nation in air quality management and have reduced heavy duty truck particulate matter emissions by 99% since 2005.

For all the reasons discussed below, the Assembly Local Government Committee should again reject **AB 1000** as amended.

#### **AB 1000 Does Not Adequately Address Concerns Raised on Prior Version**

**AB 1000’s** most recent amends arguably make the bill worse. Like prior versions, the bill maintains its one-size-fits-all approach to the region by stripping local governments of their land use autonomy and prohibiting all new or expanded logistic-use facilities within 1,000 feet of a sensitive receptor. It continues to be too prescriptive and fails to address the flexibility needs of local governments. The bill as amended now requires all buffers to be made from the property line of the sensitive receptor to the property line of the qualifying logistics use by using a straight-line method -- prior versions of the bill were less prescriptive.

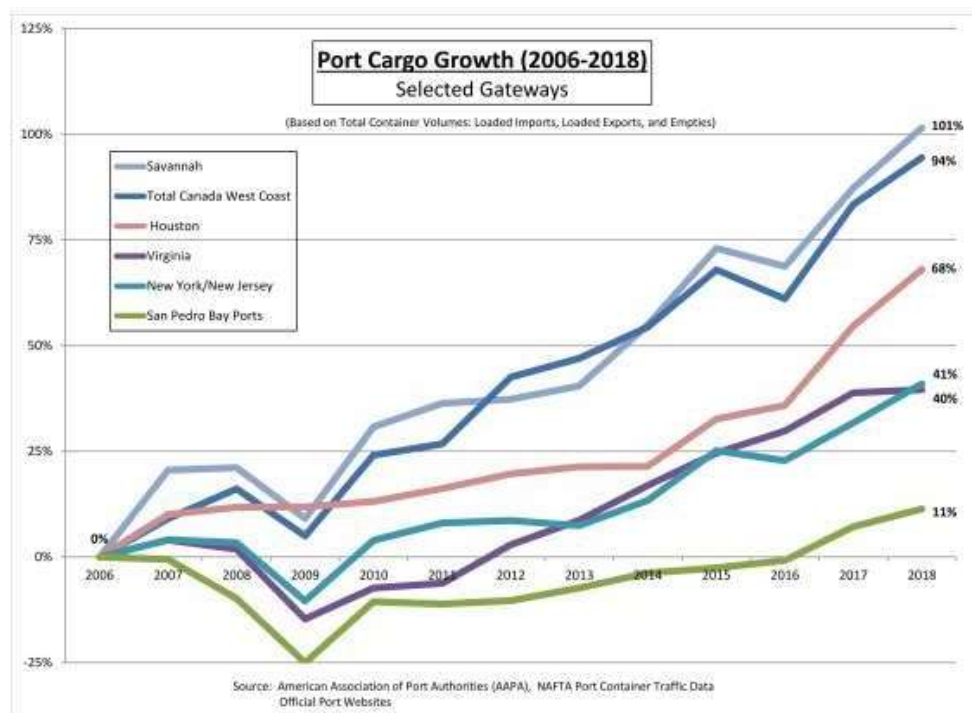


Additionally, the bill provides an illusory pathway to a 500-foot buffer because the mitigation measures required are either infeasible or so cost prohibitive that they cannot be achieved. Accordingly, **AB 1000** effectively treats *all* proposed logistic-use projects the same by requiring that they satisfy the 1,000-foot buffer requirement. Moreover, even if the alternative pathway to a 500-foot buffer were achievable (it is not), the policy would still lead to a ban in the region with significant regional and statewide implications.

### Eliminates Good Paying California Jobs

**AB 1000** takes for granted that California's twelve ports serve as an economic engine for the state, processing approximately 40 percent of all containerized imports and 30 percent of all exports in the United States.<sup>1</sup> There are over 1.6 million trade-related jobs in Southern California alone directly associated with California ports, and millions more California jobs in manufacturing, retail and wholesale trade, construction, transportation and warehousing sectors that rely on a healthy goods movement. **AB 1000's** de facto ban on logistics use facilities will undermine California's ability to remain competitive, especially as the state already struggles to find adequate off-docking facilities to move goods from the port.<sup>2</sup>

Ramped up competition from Canadian and Mexican ports, as well as other seaports in the U.S. and abroad, are challenging California's position as the international trade leader of the nation and taking jobs out of California.



American Association of Port Authorities (AAPA): Traffic Data

As more and more cargo once bound for California heads instead to places like Virginia, Georgia, New York or Texas, more than one out of seven Southern California jobs tied to logistics is threatened, as well as jobs at the other ports.<sup>3</sup> The loss of California's market share means the permanent loss of these high-quality logistics jobs that stretch from California ports to the boundaries of the state.

**AB 1000** will exacerbate these job losses and threaten the very heart of California's economic competitiveness, eliminating jobs and tax revenues, and increasing costs for Californians as goods become harder and more expensive to move.

<sup>1</sup> <https://lao.ca.gov/Publications/Report/4618>

<sup>2</sup> <https://www.supplychaindive.com/news/charts-california-inland-empire-warehouse-capacity-real-estate-labor/610321/>

<sup>3</sup> <https://www.pmsaship.com/publications/lost-opportunities-for-the-california-economy-at-the-ports/>

## Prevents Construction of Housing Associated with Mixed Use Development

**AB 1000** will set back the construction of new housing in California at a time when the state still faces an affordability crisis. Median home prices in the Golden State still exceed \$800,000, even with interest rates twice as high as they were last year. **AB 1000** essentially eliminates the ability to locate housing near job sites, which will stymie mixed-use development projects from moving forward. For example, the recently approved District at Jurupa Valley project will develop 1,192 residential units and seven acres of open space and parks alongside commercial, retail and logistics use facilities. The housing associated with the Jurupa Valley project is feasible only because of the underlying infrastructure that the commercial, logistics uses and retail bring. Additionally, these land uses buffer the residential housing from the 60 Freeway and drastically reduce vehicle miles traveled, consistent with California's climate change goals. If **AB 1000** were law, these type of projects would never come to fruition, which is why again this bill is labeled a "Housing Killer" by the California Building Industry Association.<sup>4</sup>



Jurupa Valley Project – 1,192 residential units near job centers, buffered from 60 Freeway, lowering VMTs

## Inflates Benefits of a Setback While Failing to Account for Existing and Proposed Regulations That Substantially Reduce Air Emissions, and Will Continue to Reduce Emissions Going Forward

**AB 1000** attempts to address truck emissions associated with goods movements to and from warehouses using a rudimentary and outdated 1,000-foot setback concept that dates back to a 2005 CARB advisory document.<sup>5</sup> Since 2005, however, CARB has implemented rules and regulations to eliminate diesel particulate matter on nearly all diesel-powered equipment, including trucks and refrigeration units. As of January 2023, all trucks statewide are required to be equipped with diesel particulate filters and catalysts that reduce smog forming emissions.

As CARB itself has noted, the agency's "analysis indicates PM filters are effective and are operating as designed. Testing programs conducted by the ARB and many other organizations all demonstrate that properly functioning **PM filters virtually eliminate PM from truck exhaust** and that the majority of PM filters in operation are undamaged and in good condition."<sup>6</sup> The Port of Los Angeles, for example, has reported a 98% reduction in

<sup>4</sup> <https://cbia.org/housing-killers-creators/#1680818364927-e25bb663-20a2>

<sup>5</sup> [ARB's Community Health: 2005-04-00 ARB's Air Quality and Landuse Handbook: A Community Health Perspective \(aqmd.gov\)](https://www.arb.ca.gov/CommunityHealth/2005-04-00%20ARB's%20Air%20Quality%20and%20Land%20Use%20Handbook%20A%20Community%20Health%20Perspective%20.pdf)

<sup>6</sup> [https://www2.arb.ca.gov/sites/default/files/2020-08/dpfeval\\_0.pdf](https://www2.arb.ca.gov/sites/default/files/2020-08/dpfeval_0.pdf) (emphasis added)

diesel PM10 and PM2.5 from heavy duty trucks since 2005.<sup>7</sup>

**Table ES.10: Maritime Industry-related 2021-2005 Emissions Comparison by Source Category**

	PM <sub>10</sub> tons	PM <sub>2.5</sub> tons	DPM tons	NO <sub>x</sub> tons	SO <sub>x</sub> tons	CO tons	HC tons	CO <sub>2e</sub> tonnes
<b>2021</b>								
Ocean-going vessels	127	117	83	5,956	248	605	255	504,842
Harbor craft	15	15	15	565	1	112	29	53,521
Cargo handling equipment	6	6	5	414	2	780	86	184,837
Locomotives	27	25	27	751	1	187	42	65,216
Heavy-duty vehicles	6	6	6	1,042	4	356	52	444,814
<b>Total</b>	<b>182</b>	<b>168</b>	<b>136</b>	<b>8,729</b>	<b>255</b>	<b>2,040</b>	<b>464</b>	<b>1,253,229</b>
<b>2005</b>								
Ocean-going vessels	609	489	449	5,160	4,683	468	215	280,853
Harbor craft	33	32	33	706	4	209	49	44,996
Cargo handling equipment	54	50	53	1,573	9	822	92	134,621
Locomotives	57	53	57	1,712	98	237	89	82,201
Heavy-duty vehicles	248	238	248	6,307	45	1,865	368	474,877
<b>Total</b>	<b>1,001</b>	<b>861</b>	<b>840</b>	<b>15,459</b>	<b>4,839</b>	<b>3,601</b>	<b>813</b>	<b>1,017,549</b>
<b>Change between 2005 and 2021 (percent)</b>								
Ocean-going vessels	-79%	-76%	-81%	15%	-95%	29%	19%	80%
Harbor craft	-54%	-54%	-54%	-20%	-88%	-46%	-41%	19%
Cargo handling equipment	-88%	-88%	-91%	-74%	-78%	-5%	-7%	37%
Locomotives	-52%	-53%	-52%	-56%	-99%	-21%	-53%	-21%
Heavy-duty vehicles	-98%	-98%	-98%	-83%	-91%	-81%	-86%	-6%
<b>Total</b>	<b>-82%</b>	<b>-80%</b>	<b>-84%</b>	<b>-44%</b>	<b>-95%</b>	<b>-43%</b>	<b>-43%</b>	<b>23%</b>

Since 2005, Heavy Duty Trucks Have Reduced 98% of Particulate Matter

Existing laws and adopted regulations in California continue to lead the nation and will continue to reduce these emissions even further as more stringent targets phase in.

For example, pursuant to SB 210 (Leyva – 2019), CARB’s Heavy-Duty Inspection and Maintenance (HD I/M) Program requires periodic vehicle emissions testing and reporting on nearly all heavy-duty vehicles operating in California. The regulation will combine this periodic vehicle testing with roadside emissions monitoring to screen for potential high-emitting vehicles and expanded enforcement strategies, to ensure that vehicles’ emissions control systems are properly functioning when traveling on California roadways. The phased implementation of the HD I/M regulation began in January 2023. When fully implemented, the regulation is projected to cut statewide NOX emissions by over 81 tons per day and PM emissions by 0.7 tons per day.

Additionally, CARB’s Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling<sup>8</sup> was amended to require 2008 or newer model year heavy-duty diesel engines to be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling or optionally meet a stringent oxide of nitrogen (NOX) idling emission standard. CARB’s ATCM for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities was amended in 2010, 2011, and 2022, each year getting more stringent, to require the transition of diesel-powered truck to 100% zero- emission (ZE) technology by 2029.<sup>9</sup> The implementation of a much more stringent PM emission standard of 0.02 grams per

<sup>7</sup> [https://kentico.portoflosangeles.org/getmedia/f26839cd-54cd-4da9-92b7-a34094ee75a8/2021\\_Air\\_Emissions\\_Inventory](https://kentico.portoflosangeles.org/getmedia/f26839cd-54cd-4da9-92b7-a34094ee75a8/2021_Air_Emissions_Inventory)

<sup>8</sup> California Air Resources Board (CARB). Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Available at: <https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling/about>.

<sup>9</sup> New Transportation Refrigeration Unit Regulation in Development. Available at: <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>



brake horsepower-hour or lower for model year 2023 and newer non-truck TRU engines and requiring the use of refrigerants with lower global warming potentials (less than or equal to 2,200), is wholly ignored by **AB 1000**.

CARB's Truck and Bus Regulation<sup>10</sup> adopted in 2008 also regulate and reduce diesel particulate matter, NOX, and other criteria air pollutants from the statewide truck and bus fleets by requiring nearly all trucks and buses to have 2010 or newer model year engines by January 1, 2023. This is one of the most far-reaching and important tools that CARB has implemented to reduce smog-forming and toxic emissions and protect public health in disadvantaged communities.

CARB's Low NOx Heavy-Duty Omnibus Regulation adopted in 2021 requires 2024 and newer model year engines in trucks and buses to meet more stringent NOx (up to 90% lower) and PM (up to 50% lower) standards as compared to the 2010 model year engines. The regulation also lengthens the useful life and emissions warranty of heavy-duty engines to help minimize occurrences of tampering and ensure emission controls are well-maintained and repaired when needed.

CARB also adopted the Advanced Clean Trucks Rule in 2021, which requires manufacturers of all Class 2b-8 trucks to begin meeting escalating zero emission sales starting in 2024, and by 2035 requires Class 2b-3, Class 7-8, and Class 4-8 trucks to be 55%, 40%, and 75% zero emission by 2035. Governor Newsom's Executive Order N-79-20 requires CARB to continue that rulemaking, making 100% of all trucks and buses zero emission by 2045 everywhere feasible, and for all drayage trucks to be zero emission by 2035.<sup>11</sup>

Finally, CARB has adopted the Advanced Clean Fleets Rule which will require that large public and private fleets be 100% zero emission by 2042 and drayage fleets of any size by 2035. Under that rule, CARB plans to ban the registration of any new non-zero emission vehicle from California's ports and intermodal railyards after 2023. CARB has updated its Transportation Refrigeration Unit Rules to require lower particulate emissions from all TRUs and certain types of TRUs to transition to zero emissions starting in 2024.<sup>12</sup>

In a similar vein, local air management districts are also passing rules to directly regulate warehouses. For example, the South Coast Air Quality Management District's (SCAQMD) Warehouse Indirect Source Rule (ISR) will reduce emissions from day-to-day warehouse operations, including trucks transporting goods to and from warehouses. This rule applies to owners and operators of warehouses with at least 100,000 square feet of indoor floor space in a single building, exactly what **AB 1000** is targeting. Warehouse operators are required to earn a certain number of points for actions and investments in clean technologies annually (called WAIRE points) depending on the number of trucks visiting their facility. Examples of actions and investments that can generate WAIRE points under this rule include acquisition and use of near-zero-emission (NZE) and ZE trucks, acquisition and use of ZE yard tractors, acquisition and use of ZE fueling infrastructure for on-road vehicles, and acquisition and use of solar panels for on-site electricity generation. SCAQMD estimates that this rule will result in NOX and DPM reductions of 0 to 5.1 tons per day (tpd) and 0 to 0.012 tpd, respectively, in 2023.<sup>13</sup> By 2031 the NOX and DPM reductions are expected to increase to 0 to 20.3 tpd and 0 to 0.025 tpd, respectively.

In light of these laws and regulations addressing impacts associated with logistics use facilities and the trucks to and from them, all passed and adopted *after* 2005, it is wholly inappropriate for **AB 1000** to continue using an arbitrary 1,000-foot buffer as a proxy for reducing air emissions when such a policy is unnecessary and would have devastating impacts on local, regional and state economic development.

### **Ignores the California Environmental Quality Act (CEQA) in Favor of Arbitrary Buffers**

In addition to all of the above noted laws and regulations required by logistics use facilities and trucks that travel to

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<sup>10</sup> CARB. 2008. Truck and Bus Regulation. Available at: <https://ww2.arb.ca.gov/our-work/programs/truck-bus-regulation/truck-and-bus-regulation-fact-sheets>.

<sup>11</sup> CARB. 2022. Heavy-Duty Inspection and Maintenance Program. Available at: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program> and <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program/about>

<sup>12</sup> CARB. 2021. Advanced Clean Trucks. Available at: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-trucks-fact-sheet>; and CARB. 2021. Advanced Clean Trucks Fact Sheet. Available at: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-trucks-fact-sheet>

<sup>13</sup> [New Transport Refrigeration Unit Regulation in Development | California Air Resources Board](#)

and from them, every proposed logistics use facility must also comply with the most rigorous environmental law in the country, the California Environmental Quality Act (CEQA). CEQA is also triggered by not only new facilities, but expansions to existing facilities, forcing analysis and feasible mitigation of all significant impacts across 18 resource categories: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation Traffic/Transportation, Utilities and Service Systems, and Cumulative Impacts/Human Impacts.<sup>14</sup>

California is infamous as one of the hardest jurisdictions in the country to build a project. Instead of layering onto CEQA, CARB and SCAQMD rules and regulations with an arbitrary 1,000-foot setback throughout the state, the California Legislature should allow the existing policies and state agencies to reduce impacts and reduce VMTs, as they are doing, while preserving millions of jobs and ensuring a healthy and vital goods movement sector throughout California.

### **Creates a New Private Right of Action Leading to Frivolous Lawsuits**

**AB 1000** creates a brand-new private right of action in California under section 5098.9. With an ignoble track record of unintended consequences and increased frivolous litigation, California should avoid creating another law providing plaintiff's attorneys with an additional avenue to "act" as the Attorney General and sue project applicants in order to enrich themselves, slow projects and drive-up development costs.

Millions of California jobs depend upon a healthy goods movement system. This complex supply chain is jeopardized by **AB 1000's** de facto ban on logistics use facilities. Mixed use developments that bring new housing online would not be possible under the bill's setback policy. Forcing trucks to and from the ports to increase their vehicle miles traveled to logistics use facilities farther and farther away only further increases greenhouse gas emissions across the state and contradicts California's Climate Change goals of building denser and more connected communities. Regulating the source of emissions, as numerous agencies are doing at aggressive rates, strikes at the heart of the issue while preserving the California economy. Incentivizing frivolous litigation as this bill proposes to do with a new private right of action will enrich trial attorneys and hurt businesses of all sizes. Finally, exacerbating supply chain issues and increasing goods movement costs will have the practical effect of increasing the cost of living for every Californian in a state already expensive enough.

For all of these reasons, the undersigned organizations strongly **OPPOSE AB 1000**.

Sincerely,



Adam Regele  
Vice President of Advocacy and Strategic Partnerships  
California Chamber of Commerce

On behalf of the following organizations:

Agricultural Council of California, Tricia Geringer  
Anaheim Chamber of Commerce, Laura Cunningham  
Antelope Valley Chamber of Commerce, Vicky Ventura  
Associated General Contractors, Felipe Fuentes  
Bay Area Council, Alex Torres  
BNSF Railway Company, Juan Acosta  
BOMA California, Matthew Hargrove  
Brea Chamber of Commerce, Adam Pryor  
Brentwood Chamber of Commerce, Melisa Hanson

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<sup>14</sup> [CEQA APPENDIX G: \(ca.gov\)](#)

California Beer and Beverage Distributors, Victoria Horton  
California Building Industry Association, P. Anthony Thomas  
California Business Properties Association, Matthew Hargrove  
California Business Roundtable, Rob Lapsley  
California Family Beer Distributors, Kevin Luckey  
California Farm Bureau, Christopher Reardon  
California Forestry Association, Craig Swaim  
California League of Food Producers, Trudi Hughes  
California Manufacturers & Technology Association, Robert Spiegel  
California Restaurant Association, Matt Sutton  
California Retailers Association, Ryan Allain  
California Short Line Railroad Association, Kennan Beard  
California Taxpayers Association, Peter Blocker  
California Trucking Association, Chris Shimoda  
Carlsbad Chamber of Commerce, Bret Schanzenbach  
Carson Chamber of Commerce, Andreas Mihaly  
Can Manufacturers Institute, Michael Smaha  
Chino Valley Chamber of Commerce, Zeb Welborn  
Coalition of California Chambers – Orange County, George D. Peppas  
Corona Chamber of Commerce, Bobby Spiegel  
Folsom Chamber of Commerce, Bill Romanelli  
Fontana Chamber of Commerce, Phil Cothran  
Fremont Chamber of Commerce, Cindy Bonior  
Fresno Chamber of Commerce, Scott Miller  
Garden Grove Chamber of Commerce, Claudette Baldemor  
Gateway Chambers Alliance, Caren Spilsbury  
Glendora Chamber of Commerce, Joe Cina  
Greater Coachella Valley Chamber of Commerce, Diana Soto  
Greater Conejo Valley Chamber of Commerce, Josh Gray  
Greater High Desert Chamber of Commerce, Mark Creffield  
Greater Irvine Chamber of Commerce, Marcella Avilez  
Greater Riverside Chambers of Commerce, Ana Martin  
Greater San Fernando Valley Chamber, Nancy Hoffman Vanyek  
Greater Stockton Chamber of Commerce, Frank Ferral  
Huntington Beach Chamber of Commerce, Tina Figarsky  
Imperial Valley Regional Chamber of Commerce, Sher Cowie  
Industrial Environmental Association, Jack Monger  
Inland Empire Economic Partnership, Benjamin G. Lopez  
La Cañada Flintridge Chamber of Commerce, Pat Anderson  
La Verne Chamber of Commerce, Leah Skinner  
Lake Elsinore Valley Chamber of Commerce, Kim Cousins  
Livermore Valley Chamber of Commerce, Sherri Souza Long  
Lodi District Chamber of Commerce, JP Doucette  
Long Beach Chamber of Commerce, Jeremy Harris  
Los Angeles Area Chamber of Commerce, Maria S. Salinas  
Los Angeles County Business Federation (BizFed), Sarah Wiltfong  
Maersk, Scott J. Ross  
Murrieta/Wildomar Chamber of Commerce, Patrick Ellis  
NAIOP California, Matthew Hargrove  
New California Coalition, Alex Torres  
Newport Beach Chamber of Commerce, Steve Rosansky  
Norwalk Chamber of Commerce, Caren Spilsbury  
Oceanside Chamber of Commerce, Scott Ashton  
Orange County Business Council, Connor Medina  
Pacific Merchant Shipping Association (PMSA), Mike Jacob  
Palm Desert Area Chamber of Commerce, Alisa Williams  
Palos Verdes Peninsula Chamber of Commerce, Marilyn Lyon  
Rancho Cordova Area Chamber of Commerce, Diann H Rogers  
Redondo Beach Chamber of Commerce, Dominik Knoll



Sacramento Metropolitan Chamber of Commerce, Jack Blattner  
San Juan Capistrano Chamber of Commerce, George D. Peppas  
San Manuel Band of Mission Indians, Juan Herrera  
San Pedro Chamber of Commerce, Elise Swanson  
Santa Barbara South Coast Chamber of Commerce, Kristen Miller  
Santa Clarita Valley Chamber of Commerce, Ivan Volschenk Santa  
Santa Maria Valley Chamber of Commerce, Glenn Morris  
Santa Paula Chamber of Commerce, John Marquez  
South Bay Association of Chambers of Commerce, Mark Waronek  
Southern California Leadership Council, Mike Roos  
Southwest California Legislative Council, Erik McLeod  
Torrance Area Chamber of Commerce, Donna Duperron  
Tri County Chamber Alliance, Jim Dantona  
Tulare Chamber of Commerce, Donnette Silva Carter  
Union Pacific Railroad Company, Peggy Ygbuhay  
United Chamber Advocacy Network, Sara Noceto  
Vacaville Chamber of Commerce, Debbie Egidio  
Valley Industry & Commerce Association, Victor Reyes  
West Ventura County Business Alliance, Nancy Lindholm  
Western Growers Association, Gail Delihant  
Western States Petroleum Association, Zach Leary  
Wine Institute, Noelle Cremers  
Yorba Linda Chamber of Commerce, Alex Hernandez

CC:

Christy Bouma, Legislative Affairs, Governor's Office  
Matthew Hamlett and Brandon Garcia, Office of Assemblymember Reyes  
Linda Ríos, Assembly Local Government Consultant  
William Weber, Assembly Republican Caucus