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International
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January 3, 2024

The Honorable Juan Carrillo, Chair
Assembly Committee on Local Government
1020 N Street, Room 157
Sacramento, CA 95814

RE: AB 1000 (Reyes) Qualifying logistics use projects — STRONG OPPOSE

Dear Assembly Member Carrillo:

On behalf of the California State Council of Laborers, I write in respectful opposition to AB 1000, authored by Assembly Member Gómez Reyes and referred for hearing in your committee. This bill will preclude public agencies from approving the construction or expansion of any new or existing warehouse development project that is within 1,000 feet of a “sensitive receptor,” a broadly defined and overinclusive term.

Logistics centers and warehouses are extremely important to the state’s economy – getting food, medical supplies, and other goods to people has been a top concern among Californians during and following the pandemic. Our members play a critical role in building the infrastructure for such hubs. AB 1000 would not only interrupt the delivery of goods and affect the costs of those services for consumers, but it will also eliminate the thousands of middle-class jobs associated with building and maintaining these centers. At a time when supply chain issues are driving up basic need costs for working families, the state should think twice before imposing new rules that would exacerbate the existing congestion of goods and materials and threaten the livelihoods of hard-working men and women, many of whom are union members.

Over the last twenty years, the Laborers have worked tirelessly to organize the tilt-up industry; today, close to *ninety percent* of the work in this industry is being performed by union construction workers. These men and women are now in a unique position to work where they live (many in the heart of the Inland Empire), rather than commuting long distances to and from the LA Basin, further creating more tailpipe emissions and increasing their vehicle miles traveled (VMT).

The Laborers have long supported advances in technology aimed to promote the use of zero-emission vehicles for on-site operations, installation of solar panels on such projects, and the deployment of environmentally friendly building materials. However, it is critical to note that by potentially requiring developers to implement in their plans technologies that are NOT yet available, AB 1000 would cause undue delay, or in some instances, outright denial. Rather than shutting down industries that have unequivocally uplifted local communities – in terms of economic mobility – legislators should be prioritizing the innovation and implementation of new, sustainable technologies that can support this robust industry, rather than risk losing it to other state jurisdictions.

In addition, there are many strict rules and guidelines in place that already address the air quality issues associated with warehouse logistics. The Office of the California Attorney General has issued a robust best practices framework for local agencies to follow, and it has also issued over a dozen comment letters on specific projects throughout the state that call for additional land use and air quality mitigation measures. Further, the South Coast Air Quality Management District (SCAQMD) recently adopted the Warehouse Indirect Source Rule (ISR), which seeks to reduce nitrogen oxide and particulate matter emissions produced by light- and heavy- duty trucks and tractor-trailers traveling to and from warehouses.

In March of last year, the federal government granted California the legal authority to impose its requirement that half of all heavy vehicles – including cement mixers and tractor-trailers – be all-electric by 2035, an aggressive rule that goes far beyond any existing federal regulation. Prominent environmental groups have praised this Advanced Clean Trucks (ACT) rule as a “life-saving regulation to clean up truck tailpipe pollution.”

Finally, CEQA has a well-established robust review process in place. This process, along with other state and local regulations that govern such project proposals, has proved effective. Our state is profoundly diverse in terms of geography, demographics, and economics. A one-size-fits-all approach on critical planning decisions, such as the policy AB 1000 seeks to impose, disregards this diversity, and dismisses the knowledge and expertise local governments have within their respective jurisdictions. Indeed, local governments should retain discretion in determining project eligibility, as they, *not* the state, are uniquely positioned to balance both the economic needs and local environmental concerns within their immediate communities.

For these reasons, we must strongly oppose AB 1000, and we urge your “NO” vote when this bill is heard in your committee. Should you have any questions or concerns, please do not hesitate to contact James Thuerwachter or myself at (916) 447-7018.

Sincerely,



Joseph Cruz
Executive Director

cc: Honorable Members of the Assembly Committee on Local Government
Assembly Member Eloise Gómez Reyes – Author
Oscar De La Torre – LiUNA Vice President and NCDCL Business Manager
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