

**NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA
(NAEJA)**



March 7, 2019



Port of Los Angeles
Board of Harbor Commissioners
Diane Middleton, Commissioner
425 South Palos Verdes Street
San Pedro, California 90731

OFFICERS

Royce Esters
President (CEO)

Sylvia Penman
Secretary

Frank Milholland
Chief Financial Officer

Dear Commissioner Middleton:

A member of this civil rights association, who is also an International Longshore Warehouse & Dock Worker, bought his concern of the impending denial of his civil right to support his family, if forced from his Dock Worker employment. His concern is wrested in the desire of Port operators to replace their human workforce with automated robots.

The entire Wilmington and San Pedro communities will ultimately suffer economic devastation resulting from loss of the vibrant Dock Workers workforce. Communities across this nation now lie deserted and in ruin due to the careless wholesale disposal of the human workers who once populated their plants and other industries of employment.

Displacement of the 10,000 Port workforce is described simply as "**automation.**" Describing the loss of the legions of Dock Workers simply as *automation* is a deceitful play-on-words and gives no notice to the economic doom awaiting these workers, their families or the entire Wilmington and San Pedro communities.

The NAEJA civil rights association advocates that operators of the Ports must have a plan. A plan which details a method of economic survival for displaced Dock Workers. At a very minimum, such plan must detail how Dock Workers will be integrated into any future plans for automating work performed by International Longshore Warehouse & Dock Workers.

To accomplish such plan, NAEJA advocates that Port operators be required a minimum twelve month period to prepare an **Economic Environment Impact Report**. A reckless strategy of profits-before-people, which strips workers of their right to gainful employment, must not be the norm in the treatment of our International Longshore Warehouse & Dock Workers.

Sincerely,

Royce W. Esters
President/CEO
National Association For Equal Justice In America/NAEJA

Cc:
Congresswoman Barragan
Supervisor Janice Hahn
Mayor Eric Garcetti
ILWU Local 13

P.O. Box 663 Compton, CA 90223
Website: NAEJA.BizLand.com



ANTHONY RENDON

SPEAKER of the ASSEMBLY
Sixty-Third Assembly District

March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners:

I would like to share my concerns with the granting of the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment, which would allow APMT Maersk to transition to a fully automated terminal.

I strongly support equipment upgrades that reduce the port's air quality impacts. These investments should be made in a manner that also promotes and maintains well-paying jobs and a strong work force.

My understanding is that this permit will result in the loss of hundreds of jobs, thereby significantly affecting the communities around the port. This is a considerable impact that deserves the Commission's further analysis and evaluation.

In addition to considering the economic impact of this permit, I encourage the Harbor Commission to develop a strong policy by which they can take into consideration job displacement and the impacts on the workforce when considering port investments.

Sincerely,

ANTHONY RENDON
Speaker of the Assembly

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Assembly California Legislature



MIGUEL SANTIAGO
ASSEMBLYMEMBER, FIFTY-THIRD DISTRICT

COMMITTEES
CHAIR: COMMUNICATIONS AND
CONVEYANCE
HEALTH
HIGHER EDUCATION
PUBLIC SAFETY
UTILITIES AND ENERGY

SELECT COMMITTEES
CHAIR: COMMUNITY COLLEGE
AFFORDABILITY AND GUIDED
PATHWAYS FOR STUDENTS

March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners holdover the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the impact to the communities, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment, as well as the purchase of zero or near zero emission equipment that is operated by a person. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly have negative consequences for my constituents and the communities surrounding the Southern California ports.

A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Should you have any questions regarding my support, please feel free to contact me at (916) 319-2053.

Sincerely,

MIGUEL SANTIAGO
Assembly Member, 53rd District



STATE CAPITOL
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(916) 319-2166 FAX

Assembly
California Legislature

AL MURATSUCHI
ASSEMBLYMEMBER, SIXTY-SIXTH DISTRICT

DISTRICT OFFICE
3424 W. CARSON ST., SUITE 450
TORRANCE, CA 90503
(310) 375-0691
(310) 375-8245 FAX



March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commissioners:

I am writing to request that the Los Angeles Board of Harbor Commissioners (Board) postpone its decision on the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. A comprehensive impact analysis must be conducted to consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses, and families in my district, before a decision is made by this Board that will allow APM Maersk Terminal to transition to a fully automated terminal.

I have supported funding for ports to upgrade equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is human operated. I believe we can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Board of Harbor Commissioners must do its due diligence on the potential for negative impacts to the surrounding communities. I respectfully request that you hold-off on granting the permit until an intensive analysis is performed on the possibilities of any negative impacts the transition could have on the economic health of our communities and the potential for the loss of hundreds of well-paying jobs. Should you have any questions, please contact my District Director, Melissa Ramoso, at (310) 375-0691.

Sincerely,

A handwritten signature in dark ink, appearing to read "Al Muratsuchi".

AL MURATSUCHI
ASSEMBLYMEMBER, 66TH DISTRICT

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Assemblymember.Jones-Sawyer@assembly.ca.gov

Assembly California Legislature



REGINALD BYRON JONES-SAWYER, SR.
ASSEMBLYMEMBER, FIFTY-NINTH DISTRICT

COMMITTEES
CHAIR: PUBLIC SAFETY
AGRICULTURE
BUDGET
GOVERNMENTAL ORGANIZATION
LABOR AND EMPLOYMENT

SUBCOMMITTEE
BUDGET SUBCOMMITTEE NO. 5 ON
PUBLIC SAFETY

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners take a more extensive examination of the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

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Assembly California Legislature



CRISTINA GARCIA

CHAIR: JOINT LEGISLATIVE COMMITTEE ON CLIMATE CHANGE POLICIES
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
BUDGET
ENVIRONMENTAL SAFETY AND TOXIC
MATERIALS
NATURAL RESOURCES
UTILITIES AND ENERGY
WATER, PARKS AND WILDLIFE
BUDGET SUBCOMMITTEE #3 ON
RESOURCES AND TRANSPORTATION

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APMT Maersk Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by the Board that would allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that considers the number of jobs lost, as well as the potentially devastating impact to the neighborhoods, businesses and families in my district.

I'm supportive of funding to upgrade port equipment that is better for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California port system and beyond.

The Los Angeles Harbor Commission must do its due diligence and fully investigate the potential for negative impacts to surrounding communities.

I respectfully request that you take action to delay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

CRISTINA GARCIA
Assemblymember, 58th District
CG:ms



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Assembly California Legislature



IAN C. CALDERON
MAJORITY LEADER
ASSEMBLYMEMBER, FIFTY-SEVENTH DISTRICT

COMMITTEES
APPROPRIATIONS
ELECTIONS AND REDISTRICTING
INSURANCE
PRIVACY AND CONSUMER PROTECTION
JOINT COMMITTEE ON RULES

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, CA 90731

Dear Harbor Commissioners:

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is to be made by the Board, there should be a comprehensive impact analysis that considers the number of jobs lost and the potentially devastating impact to the neighborhoods, businesses, and my constituency.

Allowing APMT Maersk to transition to a fully automated terminal will greatly impact California families and the state's economy. I have supported funding for ports to upgrade to equipment that is less harmful to our environment. I have worked on and supported the purchase of zero or near zero emission human operated equipment. We can improve the environment while supporting and maintaining well-paying jobs and a strong workforce.

The Los Angeles Harbor Commission must do its due diligence recognizing that displacing hundreds of jobs will negatively impact the communities surrounding the Southern California ports and beyond.

I respectfully request that the Board take action to hold-over this permit. A thorough analysis into the impacts of this transition is necessary to protect workers and communities that help make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in blue ink that reads "Ian Calderon".

Ian C. Calderon
Majority Leader, 57th District



From: Ford, Naima Naima.Ford@asm.ca.gov
Subject: Asm. Holden Letter
Date: March 15, 2019 at 11:26 AM
To: community@portla.org
Cc: Lewis-Coaxum, Robbin robbin.lewis-coaxum@asm.ca.gov

Hello,

Attached is a letter from Asm. Holden regarding the Level 1 Coastal Development Permit No. 18-25. Please let me know if you have any questions.

Best,

Naima Ford
Legislative Director
Assemblymember Chris R. Holden
State Capitol, Room 5132, Sacramento, CA 95814
phone: (916) 319-2041 | fax: (916) 319-2141

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Assembly
California Legislature



CHRIS R. HOLDEN
CHAIR, ASSEMBLY COMMITTEE ON UTILITIES AND ENERGY
ASSEMBLY MEMBER FOR THE 1ST DISTRICT

COMMITTEES
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ASIA-CALIFORNIA TRADE AND
INVESTMENT PROMOTION
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GREEN ECONOMY IN THE INLAND
EMPIRE

BOARD MEMBER
SANTA MONICA MOUNTAINS
CONSERVANCY BOARD

CAUCUSES
CHAIR, CALIFORNIA LEGISLATIVE
BLACK CAUCUS
ENVIRONMENTAL CAUCUS

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25; APM: Terminals-Landslide Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost, and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong work force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities.

We respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,



CHRIS R. HOLDEN
Assemblymember, 41st District

CRII: mj

WEBSITE: Assembly.ca.gov/holden

EMAIL: AssemblymemberHolden@assembly.ca.gov

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Assembly California Legislature



BLANCA E. RUBIO
ASSEMBLYMEMBER, FORTY-EIGHTH DISTRICT

COMMITTEES
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BUDGET
GOVERNMENTAL ORGANIZATION
WATER, PARKS, AND WILDLIFE
BUDGET SUBCOMMITTEE NO. 1 ON
HEALTH AND HUMAN SERVICES
JOINT LEGISLATIVE AUDIT

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities.

I respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

Blanca Rubio
Assemblymember, 48th District

Pamela Thornton – Chairperson
Saira Cooper - Vice Chairperson
Rosalie Preston - Recording Secretary
Hannah Woods – Corres. Secretary
Joan Jacobs - Treasurer
David Matthews - District 1 Rep.
Clyde Noguchi - District 2 Rep.
Reynaldo Paduani - District 3 Rep.
Betty Hawkins - District 4 Representative



Harbor Gateway North
Neighborhood Council
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Llewyn Fowlkes - District 5 Rep.
Marvin Bell - District 6 Rep.
Janet Mitchell - District 7 Rep.
Larry J. Morrison - District 8 Rep.
Deborah Lee – Community Org. Rep.
Richard Lee - Youth Representative
Outreach Representative - vacant
Eva Cooper-Pace - At-Large Rep.

February 21, 2019

Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731
ATTN: Gene Seroka, Executive Director

Re: automation at the Port of Los Angeles

Dear Mr. Seroka:

On February 19, 2019, our Board voted 11-0-0 to approve the following resolution:

WHEREAS, the November 2017 Clean Air Action Plan (CAAP) Economic and Workforce for the Clean Air Action Plan Update indicates the Long Beach Port and the Los Angeles Port supports 1 million jobs in California and 2.8 million jobs nationwide which include longshore labor, freight forwarding and logistics, and other transportation-related sectors;

WHEREAS, the update briefly discussed the possibility of the direct effects of the CAAP implementation would not be expected to have significant immediate job impacts; however, meaningful cargo diversion resulting from the increased CAAP related costs would be expected to have a negative impact on those jobs. Furthermore, direct jobs such as longshoreman, truckers, and warehouse and logistics operators would likely be directly impacted by cargo loss and indirectly, companies supporting the goods movement industry (fuel suppliers, maintenance, and financial firms among others) would be impacted;

WHEREAS, the spending and consumption of employees in the Port and transportation support jobs and business activity in all sectors of the economy, which would also be at risk from lost activity at the Ports. The document further states that although it raised economic and workforce considerations for decision-makers and stakeholders as they evaluate the potential impacts of implementing the CAAP. It was not intended to be a comprehensive study or quantified analysis and recommends for the Ports to have a better understanding of the impacts, the Ports must conduct a more detailed analysis once there is more information about how certain measures will be implemented, how they may be financed, and what the overall costs will ultimately be.

WHEREAS, the CAAP Implementation Third Quarter 2018 Progress Report indicates it's in the early stages of Feasibility Assessment for Terminal Equipment and discussions were underway

with the marine terminal operators. In September 2018, Early Deployment and Demonstrations projects, including electric and fuel cell yard hostlers, electric top handlers, and electric rubber-tired gantry cranes, as well as innovative approaches to charging infrastructure and demonstration of supporting electrical infrastructure including microgrid controls with distributed generation and battery storage.

WHEREAS, the Harbor Commission placed on their January 24th, 2018 agenda and pulled the Item for consideration and approval of a Level 1 Coastal Development Permit 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment.

Be It Resolved, that the Harbor Gateway North Neighborhood Council supports the recommendation that the Harbor Department conduct a more detailed analysis on port automation's potential impacts on the economy. We urge the City of Los Angeles, specifically the Mayor's Office and the Harbor Department to:

1. Conduct a detailed analysis on the impacts of port automation on the Los Angeles economy before granting any permits that include port automation;
2. Develop and implement policies and legislation to provide for employment in the event of job loss or unemployment due to automation.
3. Conduct thorough outreach efforts to educate the people on the economic effects of port automation;
4. Accelerate and expand workforce development to prepare and transition workers to adapt to new technologies and employment opportunities in the Los Angeles Harbor area;
5. Coordinate workforce development efforts with harbor area colleges and unions;
6. Report back to the Harbor Commission and Mayor on the feasibility of amending the Clean Air Action Plan to make it clear that port automation is not required to create a zero emission port.

Sincerely,



Pamela Thornton, Chairperson
Harbor Gateway North Neighborhood Council

cc: Mayor Eric Garcetti

Councilmember Joe Buscaino – Council District 15
Jenny Chavez, Chief of Staff – Council District 15
Alison Becker, Senior Advisor – Council District 15
Gabriela Medina, District Director – Council District 15
Arely Garcia, Constituent Services – Council District 15
Mark Mendoza - ILWU Local 13 President
Gary Herrera – ILWU Local 13 Vice President

TED W. LIEU
33RD DISTRICT, CALIFORNIA

COMMITTEE ON THE
JUDICIARY

COMMITTEE ON
FOREIGN AFFAIRS

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March 19, 2019

The Honorable Jaime L. Lee
President
Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, CA 90731

Dear President Lee:

I am writing to express my concerns with the Level 1 Coastal Development Permit No. 18-25 that was submitted to the Los Angeles Board of Harbor Commissioners as the "APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment."

On Thursday, the Board of Harbor Commissioners will consider an appeal to the previous decision to approve APM Terminals' permit application to modernize the terminal and automate operations. Efforts to modernize our ports must be done in a way that also protects good-paying jobs. Before the Board moves forward with consideration of the appeal, I believe it is critical to first study the economic impacts of such a transition. Contrary to the belief that automation will increase efficiency, research has shown that automated ports are instead less efficient. Moreover, automating terminals at the port threatens to displace workers living in the South Bay and other parts of Los Angeles harming local businesses, neighborhoods, and families.

Until a comprehensive study analyzing the economic impact and job losses resulting from a fully automated terminal is completed, I respectfully urge the Board to stay Permit No. 18-25. Thank you for your attention to this matter.

Sincerely,



Ted W. Lieu
Member of Congress