

SCREENING PROCESS OPEN FOR NEW HAYWARD COMMERCIAL CANNABIS BUSINESS APPLICANTS

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The City of Hayward announced last week that it is accepting applications through Dec. 31 from individuals and entities interested in being screened for eligibility to operate a commercial cannabis business in the city. The screening process is a pre-requisite to being invited to apply for a commercial cannabis business permit and the associated land-use approvals necessary to open a commercial cannabis business in Hayward—and begins with submission of a Preliminary Determination of Eligibility Application to the Planning Division of the City of Hayward Department of Development Services. The post Screening Process Open for New Hayward Commercial Cannabis Business Applicants first appeared on Post News Group.

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By Antonio Ray Harvey, California Black Media

Assemblymember Mike A. Gipson (D-Carson), a member of the California Legislative Black Caucus (CLBC) and chair of the Assembly Select Committee on Ports and Goods Movement, said the state must provide seaports permanent funding for them to run optimally and remain competitive.

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"We have yet to see dedicated, ongoing, consistent money allocated to our ports from our state budget," said Gipson during a news conference held at the State Capitol.

In August, Gipson released an interim report that features California ports' crucial role in the state and national economy.

The [52-page](#) "Chair's Interim Report" includes an observation of the most critical issues facing the goods movement sector and lays out a blueprint to keep the state's 11 ports competitive in a complicated and constantly shifting environment.

Gipson stressed that foremost among priorities is the need for the state to continue investing in docking places for cargo ships.

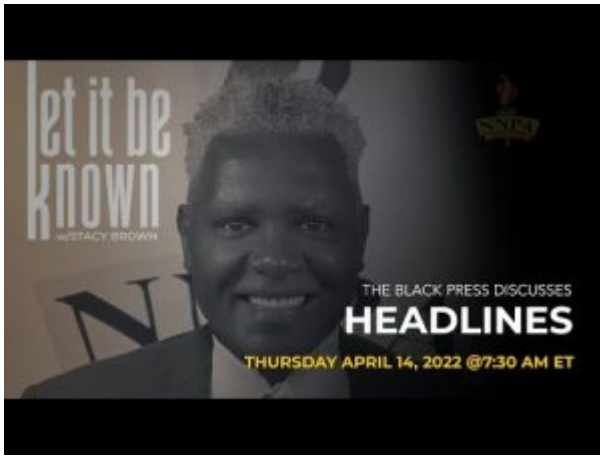


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"We are still happy to make sure these ports are not left behind and not neglected," Gipson said at the news conference. "We still see today that our ports are fighting to have allocations from our federal partners and federal dollars. This report elevates that we need our fair share," he added.

Over the past year, the Select Committee on Ports and Goods Movement toured the state's 11 public ports and hosted numerous hearings on the state of the ports. Gipson was first appointed chair by former Assembly Speaker Anthony Rendon (D-Lakewood). When Assemblymember Robert Rivas (D-Hollister) replaced Rendon as speaker, he asked Gipson to continue as Chair.



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"The final tour stop for the Select Committee was the port of San Diego last spring. The tour highlighted the port's efforts in green and sustainable operations," Gipson told California Black Media (CBM). The tour gave select committee members a breakdown of all of the possibilities the port has to create for economic vitality and growth.

"It's important that California policymakers support efficient, modern, and sustainable maritime operations while we reduce emissions to improve environmental and public health in our communities," stated Frank Urtasun, chairman of the Port of San Diego Board of Port Commissioners.

In May, U.S. Sen. Alex Padilla (D-Calif.) announced a \$112 million federal investment in that the Ports of Los Angeles and Long Beach (San Pedro Ports) will receive more than \$112 million through a U.S. Army Corps of Engineers program for critical construction upgrades, operations and maintenance activities.

"The Ports of Los Angeles and Long Beach move 40 percent of the nation's container imports, transporting the goods that power our economy," said Padilla.

The report outlines the importance of ports up and down the state, Gipson said. They all serve a function whether they are located on the coast or inland.

Gipson says he learned that the Port of Oakland uploads and discharges more than 99% of the containerized goods moving through Northern California. [Oakland's cargo capacity](#) was the ninth busiest container port in the country based on the 2023 calendar year.

The inland ports cities of West Sacramento and Stockton have "unique" harbor facilities that relieve congestions and facilitate distribution to inland destinations in the Sacramento and Central Valley regions, Gipson told CBM at the State Capitol.

"Each and every port in California plays a vital role and contributes to our supply chain. Not one port in California is more important than the next," Gipson said. "Each and every port is essential to

moving forward and essential to making sure California is the 5th largest economy in the world.”



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There are no comments yet.