



2025-2026

SAN GABRIEL VALLEY

LEGISLATIVE GUIDE

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San Gabriel Valley



Including a Quick-Reference Guide for Contacting Your Local Officials

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Director of Public Policy: Matthew Lyons

Public Policy Platform adopted by the Partnership Legislative Action Committee and Board of Directors

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San Gabriel Valley

A view of the San Gabriel Mountains.

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BOARD OF DIRECTORS

(May 2025)

Partnership Board members carry a special responsibility to oversee the organization and the effectiveness of our activities and programs. Board members serve as officers of the Partnership as well as committee chairs, engaging directly in our day-to-day operations. Coming from an array of businesses, local government agencies, healthcare institutions, and higher education, the Board of the Partnership are truly regional leaders of the San Gabriel Valley.

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Pasadena City College

Vice Chair

FRANCES TEVES
California State Polytechnic
University, Pomona

Secretary

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Valley Project Access

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City of Pasadena

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Pacific Plaza Premier
Development Group

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PETER HIDALGO
Spectrum

FRAN INMAN
Majestic Realty

BOB KUHN
San Gabriel Basin Water
Quality Authority

THOMAS WONG
Southern California Edison



Dear San Gabriel Valley leaders and regional stakeholders,

Welcome to the 2025-26 *Legislative Guide*. As Co-Chairs of the San Gabriel Valley Economic Partnership’s Legislative Action Committee, we are proud to present this resource as a reflection of our shared commitment to advocating for policies that strengthen our regional economy and enhance the quality of life for all who live and work in the San Gabriel Valley.

The San Gabriel Valley Economic Partnership was established in 1991 by a committed group of business and community leaders to support economic and regional growth. Today, the Partnership continues to provide leadership in the San Gabriel Valley, not only as the voice of business, but also as an advocate for the prosperity of our entire region.

For the 2025-2026 legislative cycle, we will continue to focus on our ongoing priority to create opportunities for the San Gabriel Valley through job growth and economic development. We will continue to bring together stakeholders from all levels and all sectors to accomplish our shared vision of regional success.

This 2025–2026 *Legislative Guide* will help inform Partnership members, local elected officials, and our representatives in Sacramento and Washington D.C. about regional needs and the policies we support. It will provide you with quality policy information and the tools to contact and effectively advocate with our elected officials. It also features important statistical information that provides context for our policy recommendations.

Our region has come together to recover and rebuild from the catastrophic Los Angeles area wildfires while simultaneously facing the stress of uncertainty of the impacts on our region of the ongoing trade war. We will continue to address issues impacting the San Gabriel Valley with productive, innovative, and collaborative solutions. The relationships we have and continue to build with our representatives have made it possible for residents and businesses to continue to live, grow, and thrive in the region. Furthermore, we extend a warm welcome to our region’s new representatives and look forward to ongoing dialogue and partnership.

We appreciate the financial generosity of our leadership and advertising sponsors and thank them for their continued support of the Partnership and our mission. Additional information about the Partnership and its legislative advocacy program can be found at www.sgvppartnership.org.

Sincerely,

The San Gabriel Valley Economic Partnership Legislative Action Committee Co-Chairs



Peter Hidalgo
Co-Chair



Fran Inman
Co-Chair



Bob Kuhn
Co-Chair



Thomas Wong
Co-Chair

ABOUT THE SAN GABRIEL VALLEY ECONOMIC PARTNERSHIP



The San Gabriel Valley Economic Partnership is a regional economic development corporation covering eastern Los Angeles County that is committed to advancing the economic vitality and quality of life of the San Gabriel Valley. It is a membership organization comprised of major businesses, local governments, educational institutions, healthcare facilities and non-profit groups.

The San Gabriel Valley is home to over two million residents and is one of the most diverse regions in the United States, having close to no majority ethnic or racial group. In Southern California, the San Gabriel Valley is famous for its extraordinary Asian cuisine and for historic cultural centers such as the Rose Bowl, the Huntington Library, Santa Anita Park, and the Pomona Fairplex.

POLITICAL ADVOCACY

The Partnership advocates for pro-growth, pro-business policies with local, state, and federal officials. We carefully monitor new legislation, newly proposed fees, rules and regulations, and we work closely with business organizations in Southern California and around the state to create a friendlier business climate.

ECONOMIC DEVELOPMENT

The Partnership creatively promotes and markets the San Gabriel Valley. We bring our member cities to international trade shows, collaborate with the tourism and hospitality sector, and facilitate global marketing collaborations.

BUSINESS ASSISTANCE

The Partnership's Business Assistance Program provides support to businesses located in or relocating to the San Gabriel Valley to help them succeed. The Partnership acts as a confidential liaison between business, local government, educational institutions, and public agencies to facilitate the coordination of programs and assist with a variety of challenges.

WORKFORCE DEVELOPMENT

The Partnership helps businesses collaborate with educational institutions to expand the pool of skilled, work-ready graduates and professionals in growing job sectors in the San Gabriel Valley. The region is home to a broad range of world-class public schools, community colleges, research institutions and liberal arts colleges.



POLITICAL ADVOCACY PROGRAMS

The San Gabriel Valley Economic Partnership actively tracks and engages on many key local, state and federal policy issues through our political advocacy program. Through our advocacy efforts, the Partnership promotes positive pro-growth, pro-business policies that improve the San Gabriel Valley and the state and federal business climate.



FEDERAL POLICY

The Partnership tracks major items of federal policy, especially on taxes, trade, healthcare, transportation, and water infrastructure and works closely with our allies at the U.S. Chamber of Commerce to promote pro-business federal policies.



COUNTY ADVOCACY

The Partnership works on major economic issues with the County Supervisors, transportation issues with Metro, goods movement with the San Pedro ports, and other county departments.



LEGISLATIVE ACTION COMMITTEE

The Partnership educates its members on new developments in the political arena through monthly Legislative Action Committee meetings. This committee reviews and takes positions on legislation, hears updates on new projects or policy initiatives, and provides a forum for our members to solicit the political support of the Partnership.



SACRAMENTO & WASHINGTON TRIPS

The Partnership regularly travels to Sacramento and Washington to advocate for specific pieces of legislation or major projects here in the San Gabriel Valley. Board members and Partnership staff often visit our San Gabriel Valley representatives and join coalition partners in meetings with other lawmakers.

The Partnership meets frequently with many elected officials and representative staff. Meetings and their presence at Partnership events have been extremely valuable and productive in working towards aligned missions and goals for the San Gabriel Valley. Below is a list of the federal, state, and county elected officials and their offices that the Partnership and our members met with throughout 2023-2025.

ELECTED OFFICIALS WHO MET WITH THE PARTNERSHIP IN 2023-2025

Federal Officeholders

Representative Judy Chu (D), CD 28
Representative Grace Napolitano (D), CD 31
Representative Gil Cisneros (D), CD 31
Representative Linda Sanchez (D), CD 38

State Officers

Governor Gavin Newsom (D)
Lieutenant Governor Eleni Kounalakis (D)
Attorney General Rob Bonta (D)
Insurance Commissioner Ricardo Lara (D)

State Senators

Senator Susan Rubio (D), SD 22
Senator Anthony J. Portantino (D), SD 25
Senator Sasha Renée Pérez (D), SD 25
Senator Maria Elena Durazo (D), SD 26
Senator Josh Newman (D), SD 29
Senator Bob Archuleta (D), SD 30

State Assemblymembers

Assemblymember Carlos Villapudua (D), AD 13
Assemblymember Chris Holden (D), AD 41
Assemblymember John Harabedian (D), AD 41
Assemblymember Blanca Rubio (D), AD 48
Assemblymember Mike Fong (D), AD 49
Assemblymember Freddie Rodríguez (D), AD 53
Assemblymember Michelle Rodríguez (D), AD 53
Assemblymember Mark Gonzalez (D), AD 54
Assemblymember Lisa Calderon (D), AD 56

Los Angeles County Officeholders

Supervisor Hilda Solis (District 1)
Supervisor Kathryn Barger (District 5)
Los Angeles County Assessor Jeffrey Prang



MEETINGS WITH ELECTED OFFICIALS

The Partnership regularly hosts breakfasts, luncheons, and roundtable events with San Gabriel Valley legislators.

Small group meetings provide substantive interaction for our members as well as for our elected officials, giving them time to speak in-depth about their work in Sacramento and Washington.



LEGISLATIVE NETWORKING RECEPTION

The San Gabriel Valley Legislative Networking Reception, typically held during the Spring Recess for well over 20 years, regularly draws 250 attendees and is well attended by local city, water, school district, and college trustee elected officials in addition to our representatives from the County Board of Supervisors, the State Legislature, and Congress.

ANALYSIS OF THE 2023–2024 LEGISLATIVE SESSION

2023 began with an announcement from Governor Newsom that the 2023–2024 budget will be facing a deficit of about \$25 billion. After two years of a worldwide health crisis, policy focus moved to addressing an uncertain economic future while tackling the biggest needs of Californians. In the 2023–2024 legislative session, California’s State Legislature entered a new chapter shaped by economic uncertainty, evolving political leadership, and a shift in policy focus from pandemic response to long-term recovery and reform.

Leadership Changes and Legislative Focus

The session began with Assemblymember Robert Rivas officially assuming the role of Speaker of the California State Assembly in June 2023, following a transition agreement reached in late 2022. Speaker Rivas emphasized a renewed commitment to economic equity, housing production, climate action, and public safety. Under his leadership, the Assembly pursued a more inclusive agenda, leveraging the chamber’s growing diversity to tackle California’s most urgent issues.

From the State Senate, President Pro Tempore Toni G. Atkins (until February 2024) and her successor, Senator Mike McGuire, voiced strong support for bipartisan collaboration to address economic volatility and rising costs of living. In his first statements as Pro Tem, McGuire highlighted housing affordability, homelessness, and wildfire prevention as top Senate priorities.

Throughout the session, Governor Newsom and legislative leaders faced growing pressures tied to housing shortages, homelessness, and climate resilience. Collectively, they advanced legislation to accelerate affordable housing construction, protect reproductive rights, and enhance emergency response systems in wildfire-prone areas.

Conclusion: A Legislature in Transition, a State in Motion

The 2023–2024 session was marked by change, not just in leadership but in legislative tone. The pandemic no longer dominated policy conversations, but its ripple effects still shaped priorities. With economic caution replacing budgetary abundance, California lawmakers across both chambers grappled with tough choices. While the Legislature signaled its intent to guide the state through uncertain times with clarity and resolve, it will be interesting to see how the State of California navigates the uncertainty that is developing from policy and budget actions at the federal level.

POLICY POSITIONS HELD BY THE SAN GABRIEL VALLEY ECONOMIC PARTNERSHIP IN 2023–2024

Measure	Author	Subject	Position
AB 6	Friedman, D	Transportation planning: regional transportation plans: reduction of greenhouse gas emissions	Oppose
AB 7	Friedman, D	Transportation: planning: project selection processes	Oppose
AB 41	Holden, D	Telecommunications: The Digital Equity in Video Franchising Act of 2023	Oppose
AB 52	Grayson, D	Income tax credit: sales and use taxes paid: manufacturing equipment: research and development equipment	Support
AB 55	Rodriguez, D	Medi-Cal: workforce adjustment for ground ambulance transports	Support
AB 98	Carrillo, D	Warehouse design and build standards	Oppose
AB 316	Aguiar-Curry, D	Vehicles: autonomous vehicles	Oppose
AB 359	Holden, D	Pupil instruction: dual enrollment: College and Career Access Pathways partnerships	Support
AB 399	Boerner, D	Water Ratepayers Protections Act of 2023: County Water Authority Act: exclusion of territory: procedure	Oppose
AB 362	Lee, D	Real property taxation: land value taxation study	Oppose
AB 368	Holden, D	College and Career Access Pathways partnerships	Support
AB 376	Villapudua, D	Student financial aid: Cal Grant C: driver training programs: commercial motor vehicles	Support
AB 415	Rodriguez, D	Emergency Fairgrounds Communications Grant Act	Support
AB 524	Wicks, D	Discrimination: family caregiver status	Oppose

POLICY POSITIONS HELD BY THE SAN GABRIEL VALLEY ECONOMIC PARTNERSHIP IN 2023–2024 (CONTINUED)

Measure	Author	Subject	Position
AB 531	Irwin, D	The Behavioral Health Infrastructure Bond Act of 2023	Support
AB 627	Jackson, D	Drayage trucks: voucher incentive project	Oppose
AB 656	McCarty, D	California State University: doctoral programs	Support
AB 789	Berman, D	Student financial aid: Cal Grants: satisfactory academic progress	Support
AB 914	Friedman, D	Electrical infrastructure: California Environmental Quality Act: review time period	Support
AB 1516	Kalra, D	Labor and Workforce Development Agency: working group: minimum wage	Oppose
AB 1540	Fong, Mike, D	Postsecondary education: nonresident tuition: exemption	Support
AB 1714	Wood, D	Public utilities: broadband service providers	Oppose
AB 2535	Bonta, D	Trade Corridor Enhancement Program	Oppose
AB 2754	Rendon, D	Employment contracts and agreements: sufficient funds: liability	Oppose
AB 2797	McKinnor, D	Telephone corporations: carriers of last resort: tariffs	Support
AB 3155	Friedman, D	Oil and gas wells: health protection zones: civil liability	Oppose
AB 2239	Bonta, D	Digital discrimination of access: prohibition	Oppose
AB 2431	Mathis, R	Taxation: Transactions and Use Tax Law: limit increase	Oppose
AB 2535	Bonta, D	Trade Corridor Enhancement Program	Oppose
AB 3179	Carrillo, D	Emergency telecommunications medium- and heavy-duty zero-emission vehicles	Support
ACA 1	Aguiar-Curry, D	Local government financing: affordable housing and public infrastructure: voter approval	Oppose
SB 20	Rubio, D	Joint powers agreements: regional housing trusts	Support
SB 252	Gonzalez, D	Public retirement systems: fossil fuels: divestment	Oppose
SB 253	Wiener, D	Climate Corporate Data Accountability Act	Oppose
SB 308	Becker, D	Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations	Oppose
SB 326	Eggman, D	The Behavioral Health Services Act	Support
SB 399	Wahab, D	Water Ratepayers Protections Act of 2023: County Water Authority Act: exclusion of territory: procedure	Oppose
SB 366	Caballero, D	The California Water Plan: long-term supply targets	Support
SB 375	Alvarado-Gil, R	Employment: employer contributions: employee withholdings: COVID-19 regulatory compliance credit	Support
SB 466	Wahab, D	Costa-Hawkins Rental Housing Act: rental rates	Oppose
SB 525	Durazo, D	Minimum wages: health care workers	Oppose
SB 585	Niello, R	Disability access: construction-related accessibility claims: statutory damages: attorney's fees and costs	Support
SB 592	Newman, D	Labor standards information and enforcement	Support
SB 627	Smallwood-Cuevas, D	Displaced workers: notice: opportunity to transfer	Oppose
SB 674	Gonzalez, D	Air pollution: covered facilities: community air monitoring systems: fence-line monitoring systems	Oppose
SB 703	Niello, R	Employment: work hours: flexible work schedules	Support
SB 799	Portantino, D	Unemployment insurance: trade disputes: eligibility for benefits	Oppose
SB 950	Skinner, D	Energy: transportation fuels: inventories: turnaround and maintenance	Oppose
SB 938	Min, D	Electrical and gas corporations: rate recovery: political activities and advertising	Oppose
SB 983	Wahab, D	Energy: gasoline stations and alternative fuel infrastructure	Support
SB 1116	Portantino, D	Unemployment insurance: trade disputes: eligibility for benefits	Oppose

POLICY POSITIONS HELD BY THE SAN GABRIEL VALLEY ECONOMIC PARTNERSHIP IN 2023-2024 (CONTINUED)

Measure	Author	Subject	Position
SB 1116	Portantino, D	Unemployment insurance: trade disputes: eligibility for benefits	Oppose
SB 1169	Stern, D	Los Angeles County Flood Control District: finances	Support
SB 1330	Archuleta, D	Urban retail water supplier: water use	Support
SB 1420	Caballero, D	Hydrogen production facilities: certification and environmental review	Support
SB 1497	Menjivar, D	Polluters Pay Climate Cost Recovery Act of 2024	Oppose

WQA SAN GABRIEL BASIN
**WATER QUALITY
AUTHORITY**

**CLEANING UP GROUNDWATER FOR
FUTURE GENERATIONS**

BOARD MEMBERS

Lynda Noriega Chairwoman	Robert Gonzales Vice-Chairman	Valerie Munoz Secretary	Bob Kuhn Treasurer	Mark Paulson Board Member	Ed Chavez Board Member	Robert DiPrimio Board Member
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PUBLIC POLICY PLATFORM





City Hall in Azusa.

ECONOMIC DEVELOPMENT

The City of Industry.

Economic growth is vital to the San Gabriel Valley, providing new jobs, expansion for businesses and critical revenue to local governments and agencies. In order to have effective economic development, city governments must have the discretionary authority to implement their own incentive programs and have funding resources available to attract new businesses and address infrastructure challenges.

THE PARTNERSHIP SUPPORTS

- **Fast-Track Permitting:** Expediting the entitlement and permit approval processes in municipal and county government helps businesses save time and money. Parallel processing of permits, a full checklist of requirements for each permit along with estimated approval timelines and costs, quick online approvals, tracking of where permits are in the process, and dedicated customer service are ways local governments can greatly improve their business-friendliness.
- **Local Economic Development Staff:** Cities need dedicated economic development staff. These personnel are vital to working with prospective developers, attracting new investment to the city, and projecting a positive image for the community.
- **Restoration of Tax Increment Financing for Development and Infrastructure:** With the dissolution of redevelopment, California cities were deprived of a major financial resource to attract new businesses, facilitate development, create new jobs, and upgrade critical infrastructure. The Partnership supports re-establishing the authority of local governments to use tax increment financing to fund public infrastructure projects and greater flexibility in the creation and use of Enhanced Infrastructure Finance Districts.
- **Small Business Development Centers:** State funding to match local dollars will help support Small Business Development Centers (SBDCs) which provide extraordinary resources and services to small businesses.
- **Brownfield Cleanup Funds:** Federal and state governments should provide funding for cleanup of local contaminated sites when the polluter cannot be identified or no longer exists.
- **International Investment:** The San Gabriel Valley is a prime destination for international businesses to establish a base outside of their region. The Partnership supports efforts to not only bring more international business to the region, but also to locate international business development in the region.
- **Improving the Image of California and Los Angeles County:** California should continue to fund a strong marketing, tourism, film commission and global branding effort to attract new investment and visitors to the San Gabriel Valley.
- **Strategic Industry Incentives:** California should strive to improve its business environment for all sectors of the economy. In select cases, however, strategic industry-focused tax incentives should be used to help local companies compete for federal contracts or to attract out-of-state investment. This is especially true for high-wage industries such as aerospace, advanced manufacturing, and biotechnology.
- **California Manufacturing:** State and federal governments should support local manufacturing to boost economic growth, create well-paying jobs, and strengthen the regional supply chain. By investing in local production, the government can foster innovation, reduce reliance on imports, and enhance sustainability. Supporting manufacturers also attracts new businesses, increases tax revenue, and reinforces the area's reputation as a hub for industry and commerce.
- **Tax Incentives:** The establishment, renewal and/or expansion of tax credits that support the following industries: advanced manufacturing, aerospace, biotech healthcare, energy, film/television, recyclers, and transportation.

EDUCATION & WORKFORCE DEVELOPMENT



The K12 Foothill Consortium visits the California high-speed rail site.

A well-trained workforce is vital for the San Gabriel Valley to be competitive in the global economy. Businesses rely on the education system to prepare future employees. It is critical that school districts and institutions of higher learning integrate their curriculum with the workforce needs of the regional market and prepare students for a fast-changing economy.

THE PARTNERSHIP SUPPORTS

- **Quality Education:** Institutional reforms that provide a relevant, substantive, quality education that meets the needs of present-day demand for California students and increases graduation rates, thereby supporting K-12 and higher education to be more effective in preparing students to enter a dynamic economy.
- **Career Technical Education in the K-12 System:** State funding to expand Career Technical Education (CTE) courses that prepare students for careers in skilled trades, biotech, aerospace, and health sectors. Career Pathways in high school should include attainment of industry-recognized certifications.
- **Work-Based Learning:** The State should support work-based learning in curriculum, expand access to apprenticeships, and other approaches that provide hands-on experience. The State should explore a pilot program offering tax incentives to businesses to encourage them to participate in-job experience programs with local schools. This can include guest speakers, job shadowing, mock interviews, worksite tours, internships, and teacher externships.
- **State Funding for Adult Education:** The state should provide sustainable funding for Workforce Development Boards and other adult career training institutions such as Adult Schools and ROPs that can help students expand their job skills.
- **K-12 Teacher Externships:** Externship programs provide technical training for teachers and give them real-world workplace experience which can shape their curriculum and enable them to teach their students about the opportunities available in a variety of career paths.
- **Streamlined Teacher and Administrator Certification:** State certification for teachers and administrators should be streamlined, including substantive analysis of how to expand the pool of high-quality teachers and administrators.
- **Leveraging Industry Expertise in the Classroom:** Supporting programs that allow retired business professionals to teach in the classroom brings real-world experience and valuable industry insights to students. These programs bridge the gap between theory and practice, providing mentorship, career guidance, and practical knowledge that can better prepare students for the workforce.
- **Streamlined Matriculation:** Universities, community colleges, K-12 schools, as well as occupational training programs and workforce investment boards should regularly communicate and collaborate to respond to labor market needs and to expedite matriculation between educational institutions.
- **Veterans Programs:** Local communities should be encouraged to put programs in place that assist veterans to find quality jobs and help integrate former service members into the workforce.

Community members visit the Big Creek Power Station along with Partnership staff and Board Member Thomas Wong (Southern California Edison).



ENERGY

Reliable, affordable, and safe and secure energy is essential to the quality of life of residents and the success of businesses in the San Gabriel Valley. Climate change impacts continue to worsen in our state and region, including devastating wildfires, exhaustive drought conditions, and extreme heat, which cost our state and region billions of dollars a year. We need an energy system that is resilient to these impacts, that a transition to clean energy is done while balancing intermittent and baseload resources. Utilities should also strive to keep their prices affordable while maintaining and upgrading their infrastructure. The Partnership supports efforts to tackle climate change, improve the reliability of our energy supply, and keep energy costs affordable.

THE PARTNERSHIP SUPPORTS

- **Incentives for Energy Conservation:** Incentives for energy efficiency, energy conservation, and participation in demand response programs that are cost-effective to help businesses stay competitive.
- **Statewide Energy Plan:** California should develop a statewide energy plan to identify resource gaps and that would streamline regulatory oversight/permitting, eliminate rule duplication and encourage a variety of electrical generation and energy production methods throughout the state, thereby supporting competition and lowering costs, particularly to build out the infrastructure needed to serve our evolving needs in light of climate change.
- **Efforts to Build More a Resilient Energy Infrastructure:** We need to seek to ensure reliable, safe, and affordable energy supplies as climate risks and other natural disasters (such as wildfires and earthquakes) loom, including hardening our electrical grid and safety improvements on our natural gas system.

- **Market-Based Programs:** Market-based programs, such as the California cap-and-trade program, that include meaningful cost containment mechanisms that allow businesses to purchase carbon offset credits are far more effective in improving the environment than draconian command-and-control regulations. Strict oversight is necessary, however, to ensure the funds collected are properly and equitably allocated.
- **Alternative Transportation Fuels:** The Partnership supports the development of new technologies, infrastructure, and utilization of alternative energy sources, such as renewable natural gas, hydrogen fuel cells, electrification, and other drop-in low- and zero-carbon fuels like renewable diesel. As the state seeks to phase out internal combustion engine vehicles in the coming decades, the state must be thoughtful about helping to bring down the costs of zero-emission vehicles (ZEVs) and plug-in hybrid vehicles and deploying the infrastructure to support businesses and residents, particularly for those in rural, under-resourced and disadvantaged communities.
- **Fracking:** Reasonable and effective regulatory oversight of hydraulic fracturing, better known as fracking, to ensure that the methods employed meet with state standards and that water used in fracking is properly treated.

THE PARTNERSHIP OPPOSES

- **Phase-out of Fossil Fuels from Buildings in California:** The California Public Utilities Commission and the California Energy Commission have explored the option of phasing out fossil fuel use in buildings in California. This type of regulation would impose extremely high costs on Californians and have a major impact on key businesses here in the San Gabriel Valley that rely on fossil fuels in the primary operation of their enterprises. The Partnership opposes state regulatory efforts to mandate a phase-out of fossil fuel use in buildings. Instead, we urge the state to adopt a sensible, balanced approach that uses a mix of sources to provide reliable, cost-effective energy for the state.

Energy Facts¹

4th

largest electricity producer in the nation in 2023

7th

largest producer of crude oil among the 50 states in 2023

3rd

highest crude oil refining capacity in 2023

2nd

largest consumer of motor gasoline among the 50 states in 2022

54%

of California's in-state-electricity generated by renewable resources in 2023

23.9%

share of U.S. electric vehicle charging locations (16,680 as of March 2025)

60.7%

share of households using natural gas for home heating in California in 2023 (U.S. Average was 46.0%)

30.22 cents/kWh

average residential price of electricity in CA in March 2025 (U.S. Average 15.95 cents/kWh)

112 million

barrels of crude oil produced in California in 2023

ENVIRONMENT

Significant progress has been made in Southern California over the past 40 years to improve the water and air quality in the region while preserving open space for native wildlife. State policy and regulations should apply a thoughtful, balanced approach to safeguarding the environment while also preserving jobs and encouraging economic growth, including new construction and development. State and federal environmental policies, especially those regulating carbon emissions and other air pollutants, must consider the socio-economic cost of each rule that is implemented.

THE PARTNERSHIP SUPPORTS

- **Comprehensive CEQA Reform:** The California Environmental Quality Act (CEQA) must be reformed to expedite the project approval process and stop frivolous, predatory litigation that does not pertain to environmental protection.
- **Market-Based Mechanisms,** such as the California cap-and-trade program and Low Carbon Fuel Standard, must include meaningful cost containment mechanisms (such as that allow businesses to purchase carbon offset credits) and are far more cost-effective in improving the environment than draconian command-and-control regulations. Strict oversight is necessary, however, to ensure the funds collected are properly and equitably allocated.
- **Applying Carbon Credits to Permitting Fees:** The State of California should allow businesses to use the monetary value of purchased carbon offset credits, which they have not used but cannot sell, to their future permitting fees. This will allow businesses to get value for the money they invested in credits while not increasing carbon emissions.



- **Economic Impact Analysis for Regulations:** Environmental regulations should be technologically feasible, cost-effective, not result in “leakage” and be implemented only after a thorough economic impact and comparative emissions lifecycle analysis has been completed.
- **Incentives and Energy Efficient Retrofitting:** Incentives and transition programs for businesses to upgrade their facilities have a proven record of success in achieving greater energy efficiency, reducing energy costs and pollution.
- **Incentives for Clean Vehicles and Fuels:** Businesses can upgrade commercial vehicle fleets much faster with the assistance of state incentive programs to offset the purchase cost of new vehicles. State funding is also critical to construct the supporting infrastructure for low and zero-emission vehicles.
- **Regional Green Space:** Preservation of regional green space is an important part of the quality of life in the San Gabriel Valley, especially for the residents of cities with limited park availability. The Partnership supports the efforts of the Rivers and Mountains Conservancy to develop regional parks such as the

Azusa River Wilderness Park. The Partnership also supports the Tres Hermanos Conservation Authority to maintain that property as open space at this time.

THE PARTNERSHIP OPPOSES

- **Indirect Source Rules and Facility Emission Caps:** Local air quality management districts in California have considered capping the number of vehicles and trucks that can visit logistics facilities or warehouses each day. These vehicle caps would then be reduced over time to decrease the emissions these facilities indirectly produce due to the volume of traffic. The Partnership opposes these indirect source rules or facility emission caps as fundamentally flawed. Rather than limiting the number of vehicles that may visit a warehouse, port, railyard or airport, air quality agencies should focus on incentivizing the conversion of vehicles to cleaner, zero-emission engines making it unnecessary to impose limits on the economic activities of the goods movement sector. Additionally, costs should not be placed onto businesses that do not take part in adding/ subtracting emissions.



North Fork, near the historic Edison Big Creek Powerhouse.
Photo: Bureau of Land Management, via Wikimedia Commons.



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Emanate Health, a collective of local hospitals, is one of the largest healthcare providers in the region.

HEALTHCARE

The largest employment sector in the San Gabriel Valley is healthcare. With several significant hospitals and medical care centers in the region, healthcare policy is a major concern to our residents for the effect it has on their own health and their families as well as the broader local economy. Our healthcare system is also facing two major changes in the next few years: an aging workforce and technological change. There will likely continue to be modifications to the Affordable Care Act in the future, but much progress has been made in providing more Americans greater medical insurance coverage. State and local governments must find ways to streamline their healthcare outlays and reduce costs while striving to ensure the care provided is effective and adequate for all.

THE PARTNERSHIP SUPPORTS

- **Competition in the Health Care Market:** Competition among private-sector providers is the best means to achieve a more efficient, affordable, and quality-driven healthcare system.
- **MediCal Reimbursement Rates:** California should update its medical reimbursement rates to at least cover the actual costs of providing care to ensure patients receive timely, high-quality treatment. Underfunded rates strain healthcare providers, forcing some to limit services or close their doors, reducing access to care—especially for vulnerable populations. Fair reimbursement keeps clinics and hospitals sustainable, supports medical professionals, and strengthens the overall healthcare system.
- **Preservation of MICRA in California and Adoption of Similar Federal Policies:** Meritless lawsuits should be restricted against hospitals and other providers alleging breach of government obligation to provide medical care to uninsured patients.

- **Reasonable Flexibility in Nurse/Patient Ratios:** California should adopt a reasonable flexibility in nurse-to-patient ratios that recognize the practical workplace challenges that are consistent with the provision of quality hospital care.

THE PARTNERSHIP OPPOSES

- **Single-Payer Health Care:** Ensuring that all Californians have access to quality, affordable health care is an admirable goal, but a single payer model would of necessity limit the choices available in health care and denies individuals the option to pay for health care outside of public sources. It restricts the freedom to choose a health care provider and would subject Californians to long waits to receive care. High taxes required to fund such a system – which has no cost containment measures – would crowd out other state services and require overturning the Prop 4 appropriations limit and the Prop 98 education finance guarantees.

HOUSING AND HOMELESSNESS

Housing affordability remains the foremost economic and policy challenge facing California today. The high cost of housing is the primary driver of California's high poverty rate and homelessness. Lowering housing prices ultimately depends on increasing the available housing supply, which requires more construction, and in many urban areas of the state, greater density. State, county, and municipal governments are each responsible to expedite development by reducing barriers that inhibit new housing construction. State policy should focus on removing regulatory delays and costs that impede development, especially reforming the California Environmental Quality Act that is often used to kill new housing projects. City governments should make housing development a top priority in their general and specific plans, rezoning land where appropriate for greater density, and finding ways to reduce impact fees. State lawmakers should find ways to restore local tax increment financing to allow cities the funding and flexibility to subsidize affordable housing development.

THE PARTNERSHIP SUPPORTS

- **A Well-Balanced Real-Estate Market:** Promote affordability, economic growth, and regional resilience by increasing the availability of housing units, retail space, warehouses, and manufacturing facilities, which can alleviate upward pressure on rents, reduce housing insecurity, and improve opportunities for job creation and business development. Supported efforts include streamlining permitting processes, incentivizing infill and redevelopment projects, and reducing regulatory barriers that hinder new construction. A well-balanced real estate market helps stabilize costs for both property owners and renters, while supporting broader economic and community development goals.
- **State and Regional Funding Incentives For Cities That Achieve Housing Goals:** The state should give cities that meet their assigned Regional Housing Needs Assessment (RHNA) zoning goals additional property tax revenues, with added bonuses when the housing includes affordable units.
- **RHNA Flexibility:** California should provide cities with flexibility in meeting RHNA (Regional Housing Needs Allocation) goals by allowing them to collaborate with neighboring communities to build housing. This approach recognizes geographic, economic, and infrastructure constraints while still addressing the state's housing shortage. By fostering regional cooperation, cities can strategically place new housing where it makes the most sense—near jobs, transit, and available land—ensuring smarter growth while still meeting overall housing targets.
- **Restoration of Tax Increment Financing to Cities to Subsidize Affordable Units:** The state should restore tax increment financing to cities to enable them to subsidize affordable housing construction and have a permanent source of funding for affordable housing. Counties and school districts would benefit from yielding their property tax increment through the construction of more affordable housing.
- **Local Zoning Control:** Cities should have autonomy to maintain their own zoning control and meet the demand of housing within their communities.
- **Limits on Permitting Fees and Development Assessments:** Communities often saddle new developments with heavy fees to pay for infrastructure needs. Counties and cities should be empowered to set a reasonable limit on how much can be charged to a developer in permitting fees and development assessments within their jurisdictions.
- **Amending State Law to Encourage School Districts to Sell Surplus Property for Housing:** State law expedites the community review process for school districts if they sell or lease surplus school property for housing but also restricts sale or lease revenues to only be used for capital expenditures. State law should be amended to allow surplus property sale or lease revenues to also be deposited in new special funds to pay for future pension obligations. This option would only be available if the property is sold or leased for housing. Districts could also require units to be affordable or made available to district employees.

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- Equitable Distribution and Effective Implementation of Measure A:** The San Gabriel Valley has experienced a significant rise in the persistently high number of homeless in the region. The Partnership advocates for a fair distribution of Measure A dollars that will provide the SGV resources it needs to address issues of homelessness. While a dollar for dollar return from Measure A funds is not the most effective way to address regional needs, we urge the Board of Supervisors to establish a minimum return for each Service Planning Area (SPA). This will ensure that the program funds are not disproportionately directed to a particular city or region but rather shared throughout LA County.
- Equal Protection Against Harassment in Housing:** Effective housing policy must uphold the principle that all individuals—renters, housing providers, and their agents—are entitled to equal protection under the law. Harassment, intimidation, and abuse have no place in any housing relationship, regardless of who the perpetrator or victim may be. Unfortunately, many current or proposed local policies focus solely on protecting renters, overlooking the fact that housing providers and their representatives are also increasingly subject to harassment. We urge policymakers to adopt a balanced and equitable approach that recognizes the rights and responsibilities of all parties.
- Direct Assistance for Individuals and Households in Need:** Government-administered financial assistance programs for individuals and households facing economic hardship are a more effective and equitable alternative to policies that shift financial responsibility onto private property owners or housing providers. Housing vouchers, emergency rental assistance, and income-based subsidies ensure that those in need receive timely support without undermining the financial stability of the housing sector. This approach promotes housing stability, preserves the long-term viability of rental housing, and helps maintain the trust and cooperation needed between renters and providers. Cost-shifting policies—such as eviction moratoria without compensation, or mandated forgiveness of payments—place disproportionate burdens on private entities, many of whom are small-scale landlords operating on narrow margins.

THE PARTNERSHIP OPPOSES

- Erosion of Municipal Land-Use Authority:** Local governments are closest to the people and have the best understanding of the character their communities. The state must respect local land-use decisions and stop imposing a heavy-handed, top-down land-use

regime that dictates height, density, and zoning. Incentives for cities to actively encourage housing construction should be the primary approach of the state rather than revoking local land-use decision-making authority.

Housing and Homelessness Facts

48 per 10k¹

People in California who experienced homelessness in 2024

161,445¹

Individuals who experienced homelessness in California in 2024

25,639¹

People in families with children who experienced homelessness in California in 2024

28%¹

of all veterans experiencing homelessness (9,310) were accounted for in California in 2024

\$829,260²

Median price in Los Angeles County (existing single-family detached homes only, March 2025)

\$2,625³

HUD established Fair Market Rents for FY 2025 for a two-bedroom unit in unincorporated Los Angeles County

\$3,184.40⁴

Median rent in Los Angeles-Long Beach for a two-bedroom apartment

15.5%⁵

of Los Angeles County residents living in poverty (1st Qtr 2023)

43.8%⁵

of Californian families living in poverty with at least one family member working full time for the entire year



Marv's Place affordable housing in Pasadena.
Photo courtesy of National CORE.

- **Legislative and Regulatory Barriers that Inhibit Housing Construction:** Urban limit lines, building moratoriums, prevailing wage requirements, and excessive development fees all increase the cost of housing construction.
- **Rent Control:** Rent control does not improve the affordability of housing. It benefits relatively few renters and discourages new developments in cities while requiring municipal governments to shoulder expensive enforcement costs. Several prominent California cities have had rent control for over 40 years and every indication shows that housing affordability has not improved in these communities.
- **Rent Caps:** With the passage of AB 1482 (2019), California has imposed a statewide cap on rent increases (plus inflation) for the next decade. This cap should be allowed to expire – it distorts the operation of the free market and discourages new housing construction.
- **Unfunded Mandates on Property Owners and Businesses:** Whether related to infrastructure modernization, life safety improvements, accessibility compliance, or environmental regulations, unfunded mandates can result in

significant financial strain, particularly on small housing providers and independent business owners. Policymakers should ensure that any regulatory requirements are accompanied by clear funding mechanisms, financial assistance or tax incentives, or phased implementation plans to prevent unintended consequences and economic displacement.

- **Imbalanced Legal Landscape:** While access to legal representation is important, the expansion of government-funded legal aid programs in the housing sector when implemented in ways that disproportionately target rental housing providers without addressing the broader, systemic issues contribute to housing instability by encouraging excessive litigation, delay resolution of housing disputes, and increase the financial and administrative burden on providers, often to the detriment of the overall rental housing ecosystem. To be truly effective and fair, housing policy must prioritize holistic solutions—such as rental assistance, mediation services, and streamlined dispute resolution processes—that protect both tenants and housing providers. Legal aid programs should not be a substitute for addressing root causes like unaffordability, lack of supply, and underinvestment in supportive services.



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INSURANCE

The California insurance market is facing significant challenges driven by rising climate risks, particularly wildfires, floods, and earthquakes. Insurers are struggling with increasing claims costs, stricter regulations, and the high cost of reinsurance. These factors have led several major companies to reduce their coverage offerings or exit the state's homeowners market altogether. Additionally, outdated pricing models and regulatory constraints under Proposition 103 make it difficult for insurers to adjust premiums in line with growing risks, creating uncertainty and reduced availability for consumers.

THE PARTNERSHIP SUPPORTS

- **Addressing Market Volatility and Availability Issues:** Un-restrict insurers' ability to adjust rates in response to changing risk conditions, such as increased wildfire frequency and severity due to climate change.
- **Aligning Insurance Pricing with Actual Risk:** Allow for the use of catastrophe modeling and forward-looking risk assessments in pricing. The use of up-to-date risk models (e.g., factoring in climate change and wildfire mitigation efforts) ensures that prices reflect real risk rather than outdated historical data.
- **Encouraging Choice and Competition:** Predictable rate adjustments would encourage more insurers to stay in the market, offer new products, and even expand in California, which has the potential consumer benefit of increasing competition and lowering costs in the long run.
- **Speeding Up the Rate-Approval Process:** Introduce a more efficient approval process that reduces regulatory bottlenecks while maintaining necessary consumer protections.
- **Reducing Reliance on the FAIR Plan:** Strengthen the private insurance market by modernizing Proposition 103 to allow for risk-based pricing and streamlined regulatory approvals to create a more competitive, stable, and consumer-friendly environment in California.
- **Premium Cost Containment:** Insurance premium cost containment for property owners should be a key consideration in any insurance reform measures to ensure that coverage remains accessible and affordable, especially in disaster-prone areas. Rising premiums can lead to coverage gaps, increased underinsurance, or force homeowners out of the market altogether.
- **Incentivizing Insurer Participation:** Provide incentives for insurers to remain active, especially in high-risk areas, to ensure businesses and consumers have access to necessary coverage.
- **Incentivizing Mitigation Efforts:** Insurance companies should encourage more home hardening by offering reduced rates to offset the costs of the investment. Rewarding these efforts with premium discounts not only incentivizes safer homes but also helps create more resilient communities.
- **Intervenor Reform:** Introduce stronger oversight, establish clear deadlines, and streamlined procedures to ensure intervenors act in the public's best interest, rather than profiting from the system.

LABOR AND EMPLOYMENT

A significant cost of doing business is the perpetual challenge of maintaining a safe workplace, complying with government labor regulations, and hiring and properly compensating employees. This is especially challenging in California, where rising health care expenses, the expansion of employer liability, and frivolous lawsuits continue to increase costs and hamstringing businesses with rules that confuse both employers and employees. State lawmakers should enact legislation that keeps an even playing field between labor and management.

THE PARTNERSHIP SUPPORTS

- **Adjusting Workplace Regulations to Allow for Greater Flex Scheduling:** Policymakers should embrace the adaptability employers used during the pandemic and adjust labor standards for remote work, teleconferencing, and extended flex scheduling. As employees work increasingly from home, policy makers should embrace these as positive changes that often improve quality of life, reduce traffic congestion, and decrease greenhouse gas emissions.
- **Avoiding a Patchwork of Policies:** It is critical that local, federal, and state governments strive for uniform policies and regulations, rather than allow a patchwork of different rules. The business community desperately needs clear, precise rules to follow, especially on labor and employment issues and health and safety standards. Aligning policies going forward will help businesses comply with new health standards.
- **Fair Wages and Safe Working Conditions:** Employers are obligated to fairly compensate their employees and comply with all employment rules required by law. They are to ensure that all employees work in safe and healthy conditions.



Spectrum field workers laying lines in Southern California.

- **An Honest, Level Playing Field:** Legislation should provide clear, precise, and reasonable rules for employee-employer relations and an honest, level playing field for management, employees, and labor unions.
- **Limiting Frivolous Litigation:** State lawmakers should enact laws that minimize frivolous litigation by limiting punitive damages and encouraging the use of mediation or arbitration to resolve disputes.
- **Balanced Workers Compensation:** Workers compensation laws should balance disability benefits with reasonable employer liability while discouraging fraud, dishonesty, and abuse of the legal system.
- **Arbitration Agreements as Part of Employment Contracts:** Several bills have been introduced in California to challenge federal law regarding arbitration agreements as a condition of employment contracts. Arbitration is a proven process that reduces costly litigation, can effectively settle employment disputes and is much better alternative than expensive, drawn-out litigation.
- **Company Option to Contest Workers Compensation Claims:** Under current state law, insurance companies are the ones that determine whether or not to contest a worker's compensation claim. Once the insurance company has decided not to contest the claim, businesses are left with no recourse. New legislation should allow companies the option of contesting compensation claims if the insurance company has chosen to forego it.
- **Clarification of Meal and Rest Periods:** State law should clarify and provide greater flexibility in meal and rest period rules, including flexibility in when those meal and rest periods can be taken as well as clarification on when those periods may be waived by employees.
- **Travel-Time Compensation:** State law should clarify travel-time compensation rules, including a definition of what is an ordinary commute.
- **Primary Cause of Injury:** State law should enact a determination threshold by which a workplace is determined to be the primary cause of an injury before claims are compensable.
- **Restoration of Independent Contractor Employment Status:** The California Supreme Court Dynamex decision threw out established state law and put in its place the 'ABC' test, thereby clouding

the employment status of independent contractors. The Dynamex ruling has been codified in AB 5, which provides numerous exceptions obscuring the impact and consistency of the applicable legal standard distinguishing employees from lawfully existing independent contractors. State law should be amended to allow independent contractors to remain as an employment status while addressing the reasonable concerns regarding employee benefits and protections.

- **Minimum Wage Increase Examination:** Should California pursue an increase of the minimum wage; California should require the examination of the impact of the increase on small businesses to ensure that policies support both workers and local economies. While higher wages improve living standards, rapid increases can strain small businesses, leading to job losses, reduced hours, or closures. A thorough analysis can help strike a balance between fair wages and economic sustainability, ensuring that small businesses remain viable while workers receive fair compensation.

THE PARTNERSHIP OPPOSES

- **Automatic Minimum Wage Increases:** California should oppose automatic increases to its minimum wage to ensure wage policies are responsive to economic conditions rather than rigid mandates. Automatic hikes can put undue strain on small businesses, leading to job losses, higher consumer prices, and reduced economic flexibility during downturns. Instead, wage adjustments should be carefully evaluated by the Legislature based on inflation, business sustainability, and overall economic health to balance fair pay with economic stability.
- **Card-check Unionization:** Card-check removes the private ballot for employees who may wish to keep their vote on unionization anonymous. Votes on whether to unionize should adhere to basic privacy privileges.



The Azusa Civic Center.

LOCAL CONTROL

Local governments are closer to the people, more responsive to citizens, and better equipped for representing their constituents on many important issues. Local control in the sense of local awareness, involvement, and influence has always been, and always will be, the best way to have open and efficient governance. Their first-hand knowledge of the needs of those they represent is what helps inform state and federal officials when making policy decisions. It is the best way to get the best outcomes for the greatest number of citizens for the least use of resources.

THE PARTNERSHIP SUPPORTS

- **State and federal governments setting overarching goals** but maintaining decision making on how to best achieve the goals at the local level.
- **Providing local governments with adequate tools and resources** to implement state and federal mandates. These include reform to overly burdensome regulations and funding formulas.
- **Efforts to update the state reimbursement formulas** to equalize the distribution of funds to local governments.
- **Establishing clear and consistent rules and regulations** for local governments to comply with state and federal mandates.



The University Police Department of Cal Poly Pomona with the Pomona Police Department.

PUBLIC SAFETY

The San Gabriel Valley Economic Partnership is committed to fostering economic growth and enhancing quality of life in our region by prioritizing public safety, supporting fair justice reforms, and creating a thriving environment for businesses and residents. Our policy platform reflects a balanced approach to achieving these goals by integrating the principles of Proposition 36, addressing public safety priorities, and collaborating with key stakeholders, including law enforcement and local government leaders.

THE PARTNERSHIP SUPPORTS

- **Economic Development through Safety and Fairness:** Promote policies that balance public safety with economic vitality, ensuring businesses can operate in a secure environment that encourages growth and innovation.
- **Strengthening Public Safety through Targeted Enforcement:** Support enhanced penalties for organized retail theft, ensuring swift and proportional consequences for individuals and groups committing large-scale property crimes.
- **Training and Resources:** Data driven funding that addresses the needs of law enforcement training and resources, emphasizing community policing and advanced technological solutions to prevent and address retail crime and serious and violent crimes.
- **Rehabilitation Programs:** Mandate treatment programs for offenders with substance abuse issues, recognizing the importance of rehabilitation in breaking the cycle of crime.
- **Community Based Solutions:** Collaborate with cities, nonprofit, community organizations, and the San Gabriel Valley Council of Governments to support local programs that enhance economic opportunities and reduce the root causes of crime, such as unemployment and poverty.
- **Regional Coordination:** Maintain and improve the coordination between law enforcement agencies, businesses, and community stakeholders to create comprehensive solutions to public safety and retail theft issues.
- **Grant Opportunities:** For businesses affected by retail theft, ensure they can recover and thrive in the local economy. Provide resources to businesses for implementing theft deterrence measures, such as security systems and employee training programs.
- **Adequate Public Safety Realignment Funding:** Maintain sufficient Public Safety Realignment (AB 109, 2011) funding and equitable county allocations to adequately manage the shifting of inmates from state prisons to local jails.
- **State Legislation:** Address statewide, regional, and community specific safety challenges while respecting local control.

REGULATION

Governments should enact policies that allow businesses to thrive, with a balanced approach towards reasonable taxation and regulation. The cost of doing business in California is significantly higher than in other states, making it more challenging for our businesses to compete. Excessive regulation is a major drag on the economy, requiring businesses to invest more time, money, and effort to comply with ever-changing rules. State and local governments should undertake serious efforts to reduce the regulatory burden on business by eliminating outdated regulations, use cost/benefit analysis to determine the effect of proposed fees and rules, and create performance metrics to gauge the effectiveness of current regulations. A modern, balanced regulatory system gives businesses the confidence and certainty they need to hire, invest, and innovate.

THE PARTNERSHIP SUPPORTS

- **Congressional Review of Major Federal Regulations:** Regulatory agencies issue tens of thousands of rules and regulations every year with little congressional oversight. The Partnership supports legislation like the Regulatory Review Act and Regulatory Accountability Act that enable Congress to review and vote on major regulations that have a significant effect on the economy.
- **Level Playing Field:** California should be required to comply with the same laws and regulations that apply to businesses if it operates a comparable service or industry. Holding the state to the same standards ensures fairness, prevents government-run entities from gaining an unfair advantage, and promotes accountability. Consistent regulations create a level playing field, fostering a competitive and transparent economic environment that benefits businesses, workers, and consumers alike.
- **Mandatory Cost/Benefit Analysis for Proposed Regulations:** California should require a full cost/benefit analysis to be completed by external peer review for major regulations (that have an estimated economic impact of over \$50 million) before they are implemented.
- **Establish a Regulatory Revision Process:** Regulations can quickly become outdated through technological innovation. Regulatory agencies tend to focus on writing new regulations or enforcing those already on

the books; they rarely revisit longstanding rules. Lawmakers should require regulatory agencies to periodically revise established rules to either update the regulation or eliminate them where possible.

- **Critical Business Engagement:** The Governor's Office of Business and Economic Development (GO-Biz) should identify the top 50 most critical businesses in California and meet with them on at least an annual basis to identify problems they may be experiencing, expansions they may be considering or ways to support them.
- **Increased Cyber Security:** The State of California should partner with the federal government to assist businesses to improve cyber security and their response capabilities to mitigate cyber-attacks. Lawmakers should expand the legal authority to pursue those responsible for hacks and the theft of trade secrets and other sensitive information.
- **Property Rights:** Maintaining intellectual property rights is critical for businesses to profit from their research and development.

THE PARTNERSHIP OPPOSES

- **Anti-Business Policies:** Legislation, regulations and policies that will create a competitive disadvantage for San Gabriel Valley businesses and harm the business climate of the state.



The State Legislature in Sacramento. Photo courtesy of Wikimedia Commons.



Volunteers pass out food at Santa Anita Park following the Eaton Fire. Photo credit: Zoe Metz.

STATE-REGULATED EMERGENCY RESPONSE

In times of emergencies like pandemics and natural disasters, it is critical for the government to take strong, decisive action to protect public safety, maintain essential services, and support economic stability. Swift government response ensures resources are mobilized, vulnerable populations are protected, and recovery efforts are coordinated effectively. Proactive leadership not only reduces the immediate impact of a crisis but also helps communities recover faster and build resilience against future emergencies.

THE PARTNERSHIP SUPPORTS

- **Coordinated and Centralized Emergency Response:** A well-organized, coordinated, and centralized response which ensures that aid reaches those in need promptly is critical in minimizing duplication of efforts and optimizes the use of available resources. During any disaster, the government should identify the most appropriate agency or department that will oversee the unified response and serve as a one-stop shop for impacted individuals. Centralized coordination among government agencies, humanitarian organizations, and local responders enhances efficiency, reduces confusion, and fosters a unified strategy for relief and recovery.
- **Waiving Rules and Regulation:** During disaster responses it is crucial to ensure aid and resources reach affected communities quickly and efficiently. Strict regulations that may be appropriate under normal circumstances can create harmful delays during emergencies, slowing down relief efforts, medical care, and the deployment of critical supplies. Allowing the government to suspend rules that inhibit recovery is necessary to ensure governments and responders act with the flexibility and speed needed to save lives, protect property, and support faster recovery when every moment counts.
- **Embracing the Pandemic Adaptations for Businesses:** Many city governments were swift to help their small businesses find innovative ways to still serve customers, like closing entire streets to provide outdoor dining, allowing alcohol sales as part of takeout food orders, or providing small grants to keep their businesses afloat. Local governments should retain this innovative approach as they seek to help their business communities grow.
- **Ending the Eviction Moratorium:** While intended to protect vulnerable tenants during crises, eviction moratoriums can create significant financial strain on property owners—especially small landlords who rely on rental income for mortgages, maintenance, and basic living expenses. Prolonged moratoriums may discourage investment in rental housing, reduce the availability of affordable units, and shift financial burdens without providing long-term solutions. Instead, policies that offer targeted rental assistance or other support can better balance the needs of both tenants and property owners while maintaining housing stability.

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TAXATION AND BUDGETARY POLICY



The Capitol Building in Sacramento. Photo courtesy of Wikimedia Commons.

The financial stability of local, state, and federal governments has an immense effect on the economy. Governments should balance their budgets and carefully manage the revenues they receive through taxes and fees. Businesses pay a significant portion of local taxes and fees – in many cases at least two-thirds or more of total revenues – and therefore have a vested interest in assuring that taxes are equitable and that revenues are effectively spent.

THE PARTNERSHIP SUPPORTS

- **Limited State Spending Increases:** The Partnership supports a budgetary policy that limits annual increases by population growth and inflation. Excessive spending increases the financial burdens on Californians, who must pay higher taxes and fees to sustain these high levels of spending. The state should limit spending increases, avoiding deficits, and borrowing, and working within the available revenues to support state spending priorities.
- **Sunset Reviews:** The Partnership supports a thorough budgeting review of state programs every ten years. Every department should have a regular review process in place and should include the program impact(s) on the business sector.
- **State Rainy Day Fund:** California should exempt the “rainy day fund” (Budget Stabilization Account) from the Gann Limit to ensure the state can effectively save for economic downturns and emergencies. The Gann Limit, which caps government spending based on inflation and population growth, can force surplus revenues to be refunded or spent rather than saved. Exempting the rainy day fund allows the state to responsibly prepare for recessions, wildfires, and other crises without being forced into short-term spending that may not align with long-term fiscal stability.
- **State Corporate Tax Reduction:** California has a high corporate tax rate which is passed on to consumers. The Partnership supports reducing the California corporate tax rate.

- **Inflation:** With trillions of dollars pumped into the economy, higher than normal inflation is likely to trouble the nation for the next decade. An aggressive monetary policy to limit the growth of inflation and maintain the purchasing power of the dollar should be pursued by the president, Congress, and the Federal Reserve regardless of party. This is especially important in California and the San Gabriel Valley, which already has a very high cost of living.
- **Unemployment Insurance (UI) Debt:** California should address its unemployment insurance debt to protect the state's economy and prevent future financial strain on employers. The debt, largely accumulated during the pandemic, forces the state to borrow from the federal government to cover UI benefits. If unpaid, this debt triggers automatic federal tax increases on businesses, raising costs for employers and potentially slowing job growth. Paying down the debt also strengthens the UI fund's solvency, ensuring it can better support workers in future economic downturns without relying on costly borrowing or burdening businesses and taxpayers.
- **Defined-Contribution Pension Reform:** Sustainable pension system reform is absolutely necessary to enable municipal governments, school districts, special districts, and the State of California to meet their long-term retirement obligations. The Partnership supports a switch to defined-contribution pensions rather than the current system of defined-benefit. Only in this way can the state's pension funds meet their long-term obligations.

THE PARTNERSHIP OPPOSES

- **Split Roll Property Taxes:** The Partnership supports Proposition 13 protections for commercial property, especially in any consideration of enacting split roll property taxes.
- **Tariffs:** Tariffs increase costs for businesses and consumers, disrupt supply chains, and hurt the state's trade-dependent economy. As a global economic hub with major ports and industries reliant on imports and exports—such as technology, agriculture, and manufacturing—California benefits from free and open trade. Tariffs can lead to retaliatory measures from other countries, harming local businesses that depend on international markets. By opposing tariffs, California can protect jobs, keep prices stable, and maintain its competitive edge in the global economy.

California Tax and Budget Facts

41st¹

out of 50 in California corporate taxes

49th¹

in individual income taxes

46th¹

in sales taxes

23rd¹

in property taxes

25th¹

in unemployment insurance taxes

8.84%¹

California state corporate tax rate

69.82 cents per gallon¹

California state excise taxes on gasoline

11th in U.S.

(\$5,631)²

*on state tax collections per capita
(Fiscal Year 2023-2024)*

\$100.31 billion³

*in personal income tax revenues
(Fiscal Year 2023-2024)*

OVER 1 TRILLION GALLONS RECYCLED

In Los Angeles County, about half of our drinking water comes from local water wells and the rest is imported from the Colorado River and Northern California. In 1962, we began producing recycled water that is used to refill our groundwater basins. Since then, we have been recycling at 10 of our 11 wastewater treatment plants and, along with our water agency partners, have recycled over 1 trillion gallons. That's enough water to fill an 8-foot diameter pipe that circles the earth 23 times! This recycling reduces the need to import water and makes our region more sustainable.

Nonetheless, we are striving to do more. We have partnered with the Metropolitan Water District of Southern California on the Pure Water Southern California program to reuse the water from our 11th plant. **This program could produce enough water for 1.5 million people, making it one of the world's largest water recycling efforts.**

For more info, contact us at info@lacsdc.org or 562-908-4288, ext. 2300. For more on the new recycling project, visit www.mwdh2o.com/purewater.



**LOS ANGELES COUNTY
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Water percolating into the ground to refill a groundwater basin.



ASSEMBLYMEMBER — DISTRICT 53

Michelle Rodriguez
ASSISTANT MAJORITY WHIP



Thank you to the San Gabriel Valley Economic Partnership for their unwavering commitment to driving our region forward. Your work strengthens our communities and fuels meaningful progress. I look forward to continuing our partnership for a stronger San Gabriel Valley.

Michelle Rodriguez

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TELECOMMUNICATIONS

Broadband access is critical to our daily lives and our local economy. Broadband allows individuals to find jobs, connect with loved ones, and learn virtually. The Partnership supports policies that promote private sector investment to expand and upgrade broadband networks to ensure that all San Gabriel Valley residents have access to affordable broadband. We also believe that state and local governments should work hand in hand with private sector Broadband providers in order to avoid duplication of services. These policies will help our residents gain access to greater educational, employment and healthcare opportunities and help our small businesses compete in a digital economy.

THE PARTNERSHIP SUPPORTS

- **Uniform state and federal policies** that encourage continued investment in telecommunications and improve access to new technologies.
- **Legislation and regulations** that will encourage innovative utility and telecommunications infrastructure.
- **The prompt permitting by local government requests** for the placement of infrastructure related to the expansion, construction, and implementation of advanced broadband networks, including the development of 5G Network.
- **Financial incentives** that help provide broadband internet to communities that lack access without prejudice.
- **A policy that protects the rights of business and residential consumers** to select the communications provider of their choice by providing communications companies the authority to enter buildings and businesses without prejudice, while complying with State and Federal laws.
- **A transparent process** when local governments are considering the establishment of Government Owned Broadband Networks. As part of the process, local governments should:
 - Focus on gaps in service, not on competing with existing providers and not undermining private sector investment.
 - Assess private sector options, including public-private partnerships and reducing barriers to private sector service.
 - Provide a clear plan for how they would avoid increasing public debt, raising taxes on businesses and residents, and prevent the diversion of resources from other critical public services.
 - Consider feedback from all groups to ensure that the decision considers all risks and options.



On-the-job training.
Photo courtesy of Spectrum.



Foothill Transit boasts the country's largest fleet of hydrogen-fueled buses.

TRANSPORTATION & GOODS MOVEMENT

Transportation is the lifeblood of the San Gabriel Valley economy, not only for local residents but for commuters across Southern California who travel through the region. It is critical that the network of major streets, highways, railways and mass transit bus and rail systems are properly maintained and remain effective at moving goods and people around the region. The Partnership has actively supported projects that expanded transit opportunities in and around the San Gabriel Valley such as the expansion of the Foothill Gold Line and I-10 Freeway interchange upgrades. With nearly half of the United States' imported container goods flowing through the Ports of Long Beach and Los Angeles, the condition, reliability, and speediness of the local ground-based transportation network is a vital national interest. Ready access to the freight network is also essential for many local businesses in the fast-growing logistics and goods movement sector.

THE PARTNERSHIP SUPPORTS

- **Ongoing San Gabriel Valley Council of Governments (SGVCOG) Measure M Priority Transportation Projects:** Measure M, which was a 1/2 cent sales tax measure to provide funding for transportation improvements across Los Angeles County, was approved by voters in November 2016. The funds generated from Measure M are expected to fund \$3.3 billion in transportation improvements in the San Gabriel Valley over the course of 40 years. Projects funded by Measure M enhance mobility and infrastructure and reflect the SGVCOG's commitment to utilizing Measure M funds effectively to address current transportation challenges and plan for future needs in the San Gabriel Valley.
- **Funding and Timely Completion of Projects Led by the SGVCOG:**
 - **SR 57/60 Confluence Chokepoint Relief Project:** The Project will reduce dangerous lane weaving movements by reconfiguring ramps and interchanges and adding mainline and bypass lanes, thus improving commuter safety and reducing traffic congestion. In addition, the Project will help alleviate supply chain challenges in the region.
 - **Alameda Corridor-East Project:** The Project is intended to mitigate the vehicle delays and collisions at rail-roadway crossings resulting from growing freight rail traffic in the San Gabriel

Valley through the implementation of at-grade improvements and 19 grade separation projects. These infrastructure improvements will improve safety, efficiency, and reliability of the movement of goods along the Alameda Corridor-East, a federally designated transcontinental rail corridor of national significance.

- **I-605/Valley Boulevard Interchange Improvements Project:** The Project will reduce congestion on Valley Boulevard, improve traffic operations, alleviate mobility constraints, and enhance overall safety in the City of Industry and unincorporated Los Angeles County.
- **ESGV SMIP & La Verne Pedestrian Bridge:** The East San Gabriel Valley Sustainable Multimodal Improvement Project, known as “SMIP,” will provide active transportation and first mile-last mile improvements near new Metro A Line stations. The Project includes a pedestrian bridge that will connect the future La Verne Station to the Fairplex in Pomona.
- **SGV Bus Corridor Transit Improvements Project:** The Project will design and implement a series of improvements throughout the SGV, including transit signal priority, dedicated bus lanes serving high-frequency routes, and all-day transit service.

Port of L.A. Top 5 Trading Partners, 2020¹

\$120 billion

China/Hong Kong

\$42 billion

Japan

\$40 billion

Vietnam

\$25 billion

South Korea

\$18 billion

Taiwan

Transportation and Goods Movement Facts

34th²

California state ranking in transportation (2024)

46th²

California state ranking in commute time (2024)

7th worst³

California state ranking in truck traffic (SR 60 at SR 57)

30.79 minutes⁴

Mean commuting time for workers in L.A. County

\$1.2 billion⁵

*Multiyear transportation funding for
Port and Freight Infrastructure Program (2024-25 budget)*

\$650 million⁵

*Multiyear transportation funding for
Active Transportation Program (2024-25 budget)*



The City of Covina offers free electric rides downtown on its mini-shuttles, Fric and Frac.

LOCAL TRANSPORTATION INITIATIVES

- Additional Funding to Complete the Foothill Gold Line Extension to Claremont and Montclair:** The Partnership supports efforts to fully fund the line to complete the line to Claremont and Montclair.
- Active Transportation:** The Partnership supports the efforts of local governments to encourage active transportation and bike sharing programs, especially as a means of economic development in the historic downtowns of the San Gabriel Valley. It also supports efforts to improve first mile-last mile connectivity with public transit.
- Public Transit:** The Partnership supports regional mass transit services to ensure residents have reliable transportation options, to reduce traffic congestion and improve local air quality. This includes support for the operations of Foothill Transit, Metro and Metrolink.
- I-10 Express Lane Expansion:** The Partnership supports expansion of the Express Lane tolling system on the I-10 corridor from the 605 junction to the San Bernardino County line with collected toll funds used to support local transportation projects within the region.
- Bus Rapid Transit Expansion:** Expansion by Metro and Foothill Transit, where appropriate, for bus rapid transit (BRT) routes in the San Gabriel Valley, including BRT routes to Ontario International Airport.
- Ontario International Airport:** Effective management and marketing, along with support from state and federal regulatory agencies, that will increase flights and passenger traffic out of Ontario International Airport, especially international flights to the Pacific Rim and non-stop service to more cities in the U.S.
- Light Rail to Ontario Airport:** The Partnership supports San Gabriel Valley light rail access to Ontario International Airport and encourages Los Angeles County and San Bernardino County to work cooperatively to develop a viable light rail access plan for the facility.
- Repair and Reopening of State Highway 39 in Azusa Canyon:** The state should repair and reopen State Highway 39 and keep open the junction with Highway 2 in the San Gabriel Mountains.
- Infrastructure Updates:** The state should provide ongoing funding to build the infrastructure necessary to transition to zero-emission vehicles per California's climate and environment goals.



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SAN GABRIEL VALLEY


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- Solid Waste Collection
- Street Sweeping
- Community Investment
- Construction and Demolition Removal



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The San Gabriel Valley is a major goods transportation hub, thanks to companies like Union Pacific Railroad.

- **Port Infrastructure Upgrades & Sustainability:** Reducing congestion and dwell times at the ports can lower emissions from idling trucks, ships, and trains. Streamlining operations with technology and infrastructure improvements leads to cleaner, more sustainable logistics, especially improving rail access and expanding on-dock rail at each port terminal.
- **Supply Chain Efficiency:** The Ports of Los Angeles and Long Beach serve as the primary gateway for goods moving between Asia and North America. Improving supply chain efficiency ensures the U.S. remains competitive in global trade by reducing delays, accelerating cargo movement, lowering costs, and maintaining strong economic relationships with international partners.

STATE AND FEDERAL POLICY

- **Federal Transportation Funding:** The Partnership supports sustainable long-term federal investment

in Southern California's highways, railways, ports, and public transportation networks. It supports ongoing funding for discretionary grant programs that provide critical resources for local and regional projects that improve safety, enhance transportation and freight infrastructure, and expand transit access.

- **TIFIA Credit Program:** The TIFIA Credit Program has been extremely successful and should be continued as a way of expediting the completion of more transportation and infrastructure projects across the country.
- **Private Activity Bonds:** The federal government should lift the cap on Private Activity Bonds to \$100 billion, thereby encouraging private investment in public transportation infrastructure.
- **State Funding Lockbox:** California state transportation dollars should be safeguarded and not be used for other budgetary purposes. Transportation funds in years past



have been diverted to shore up other programs. State reforms should ensure that a steady, reliable funding stream is guaranteed for ongoing transportation repair and maintenance.

- **Mileage-Based User Fees:** The Partnership supports funding for testing and pilot programs of mileage-based user fees as a potential funding alternative for the state and federal gas tax.
- **Public-Private Partnerships:** Public-private partnerships and design-build strategies to complete transportation projects quickly and cheaply.
- **Autonomous Vehicles:** Federal and state regulatory approval and ongoing oversight for pilot programs and testing of autonomous vehicles. These programs should include vehicles that are powered by combustion engines using gasoline, diesel and natural gas fuels, hybrid gas-electric vehicles, as well as all-electric vehicles.

- **Local Control Over Logistics:** Local governments play a critical role in land use planning and economic development within their jurisdictions. We believe that they should retain the ability to exercise discretion when determining the appropriate locations for logistics-related developments, such as warehouses, distribution centers, and fulfillment hubs. This local control ensures that communities can make decisions that align with their specific needs, infrastructure capacity, environmental considerations, and economic goals.

THE PARTNERSHIP OPPOSES

- **Blanket Warehouse Moratoriums** can discourage private investment, reduce tax revenues for local governments, and fail to address underlying concerns like land use or environmental impacts in a targeted way. A more balanced approach—focused on thoughtful planning and mitigation—can protect communities while supporting economic resilience.



WATER

A secure, reliable, and affordable water supply is essential to the quality of life for residents and businesses in the San Gabriel Valley. Many sectors of the economy use water as a fundamental component of their production process, notably agriculture and manufacturing. To effectively secure a reliable, long-term water supply, California must increase water storage capacity, clean up contaminated groundwater basins, upgrade and maintain conveyance infrastructure, continue efforts to improve water use efficiency, and explore the potential in desalination, storm water capture and wastewater treatment. Only by investing in water infrastructure can California prepare itself against periodic droughts and a potentially drier climate in the future. It is especially important that serious regulatory hurdles preventing the reasonable conveyance of water supplies be addressed.

THE PARTNERSHIP SUPPORTS

- **A Clean, Reliable Water Supply:** The implementation of sound plans, strategies, programs, and projects that ensure a reliable, high quality and affordable water supply for the San Gabriel Valley.
- **New Water Sources:** To meet the water needs and demands of future generations, the state needs to prioritize identifying new sources of water in response to climate change.
- **California Water For All Coalition:** It is beneficial for the future of water safety and accessibility to support efforts that focus on raising awareness among California policymakers about the enormous water supply crisis and the urgency that requires bold and immediate State action.
- **Delta Conveyance:** A comprehensive infrastructure solution is essential to the viability of long-term water supplies in California. Building the tunnel conveyance system will ensure a reliable source of fresh water for Southern California while reducing the impact on the Sacramento-San Joaquin River Delta. The Partnership strongly supports building a reliable Delta water conveyance system along with regulatory reforms to improve water conveyance across the state.
- **Pure Water Southern California:** A regional water recycling program that would purify and reuse



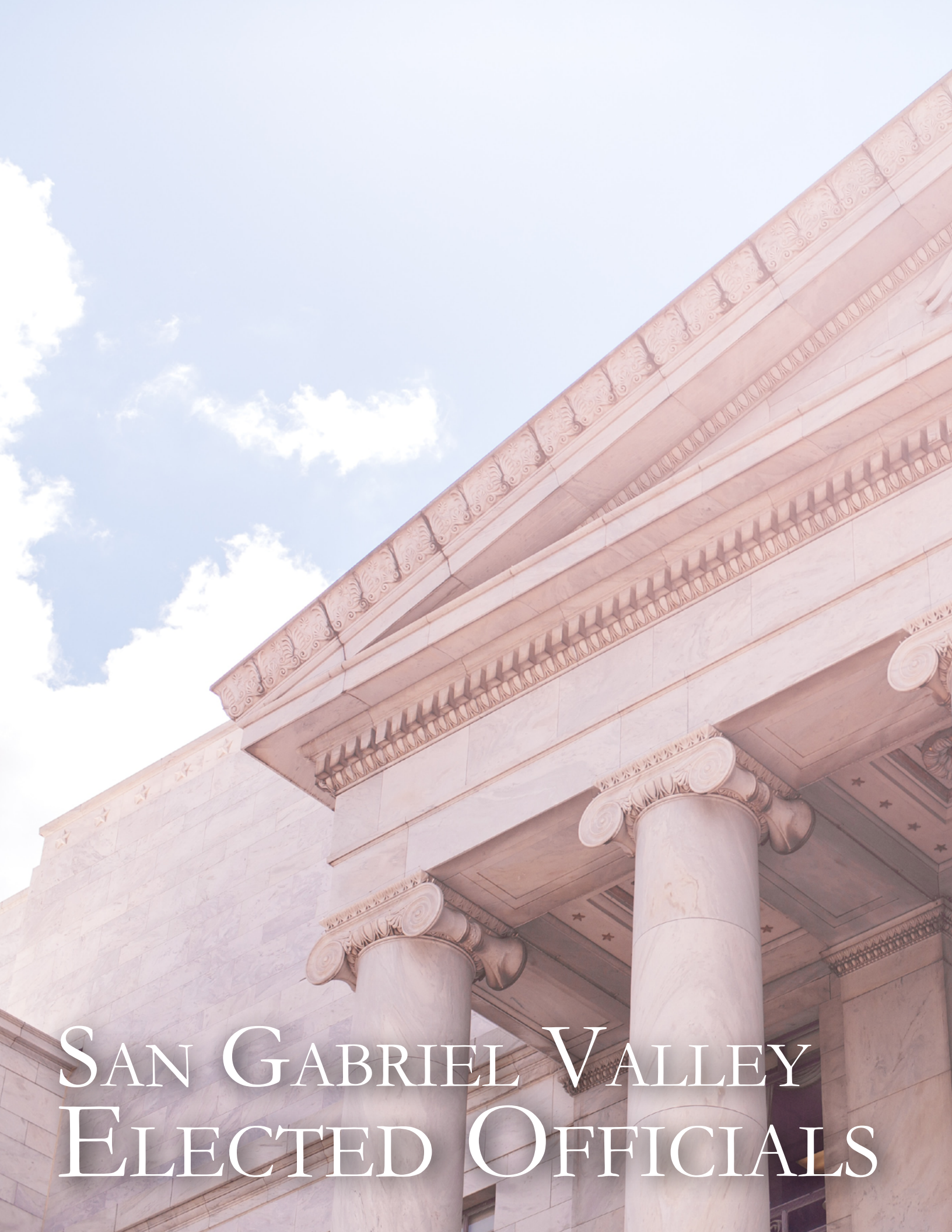
Weymouth Water Treatment Plant.
Photo courtesy of the Metropolitan
Water Districts of Los Angeles County.

cleaned wastewater that currently flows into the ocean. At full scale, Pure Water Southern California will produce 150 million gallons of purified water each day, benefiting the 19 million people living within the service area of the Metropolitan Water District of Southern California.

- **Measure W Implementation and Oversight:** L.A. County voters approved Measure W in 2018, a county-wide tax on private parcels to fund stormwater projects. The Partnership supports strong oversight of Measure W funds by the Board of Supervisors to see that funding for regional watershed projects and municipal projects are effective in capturing stormwater.
- **Funding to Address the Critical Failure of San Gabriel Valley Flood Control Dams:** The Army Corps of Engineers has found that the Whittier Narrows Dam is at extremely high risk of failing in the event of a catastrophic flood and that several other dams in the region have deteriorated and are also at a high risk of failure. The Partnership supports federal funding for studies, maintenance, and repairs to these dams as a top priority for the San Gabriel Valley.
- **Dam Sediment Removal:** Several dams in the San Gabriel Mountains have accumulated sediment behind them, diminishing the dams' storage capacity and their effectiveness for flood control. Removing sediment is a difficult process, frequently disturbing existing habitats and putting many earth-moving

trucks on local streets. The Partnership strongly supports L.A. County's efforts to remove dam sediment from the Devil's Gate, Morris, Cogswell, and Big Tujunga dams while balancing the traffic concerns of residents.

- **Additional State Storage Capacity:** California must add greater storage capacity in existing reservoirs and build new ones. If droughts may last ten years or more in the foreseeable future, significant additional storage capacity should be built beginning with the proposed Temperance Flat and Sites reservoirs and expansion of the current reservoirs, Pacheco and Los Vaqueros.
- **Groundwater Cleanup:** The San Gabriel Valley Restoration Fund should continue to receive federal funding so the cleanup of groundwater supplies in the Main San Gabriel Groundwater Basin may proceed.
- **Water Use Efficiency:** Implementation of effective conservation programs throughout California.
- **Desalination:** After clearing decades-long environmental and permitting reviews, several significant desalination projects are now operating in California to desalt brackish groundwater or sea water for potable use. The Partnership supports these projects, when cost effective, as alternative means of delivering fresh water for Southern California.



SAN GABRIEL VALLEY
ELECTED OFFICIALS

Photo credit: Katie Moum, Unsplash.



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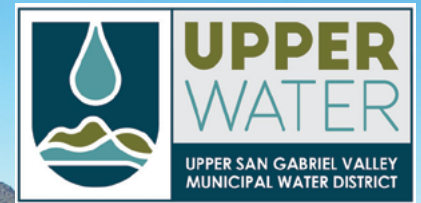
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MUNICIPAL WATER DISTRICT**
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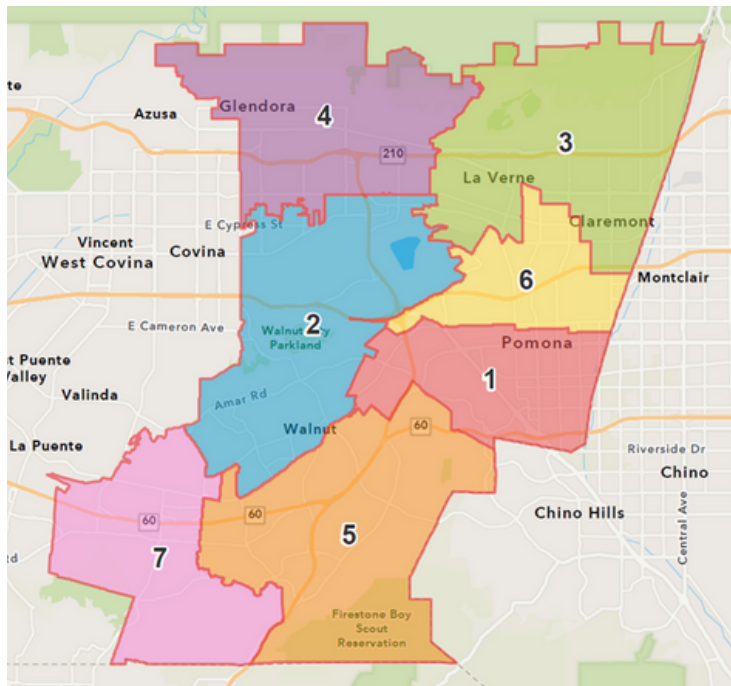
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Our mission is to supplement and enhance local water supplies to meet our region's needs in a reliable and cost-effective manner





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More Foothill Gold Line is on the Way



Foothill Gold Line

The Foothill Gold Line Construction Authority has completed 23 of the 25 planned Foothill Gold Line light rail stations from Union Station to Montclair. Three project segments have now been completed – each on time and on budget - with the most recent four-station segment completed in early-January 2025, extending the Metro A Line to the cities of Glendora, San Dimas, La Verne and Pomona. The process is now underway to complete the final two stations in Claremont and Montclair. Funding for the project segments has been mostly local (Prop A & C, Measure R & M), with support from state TIRCP and other state grants.

Sign up to stay updated: foothillgoldline.org

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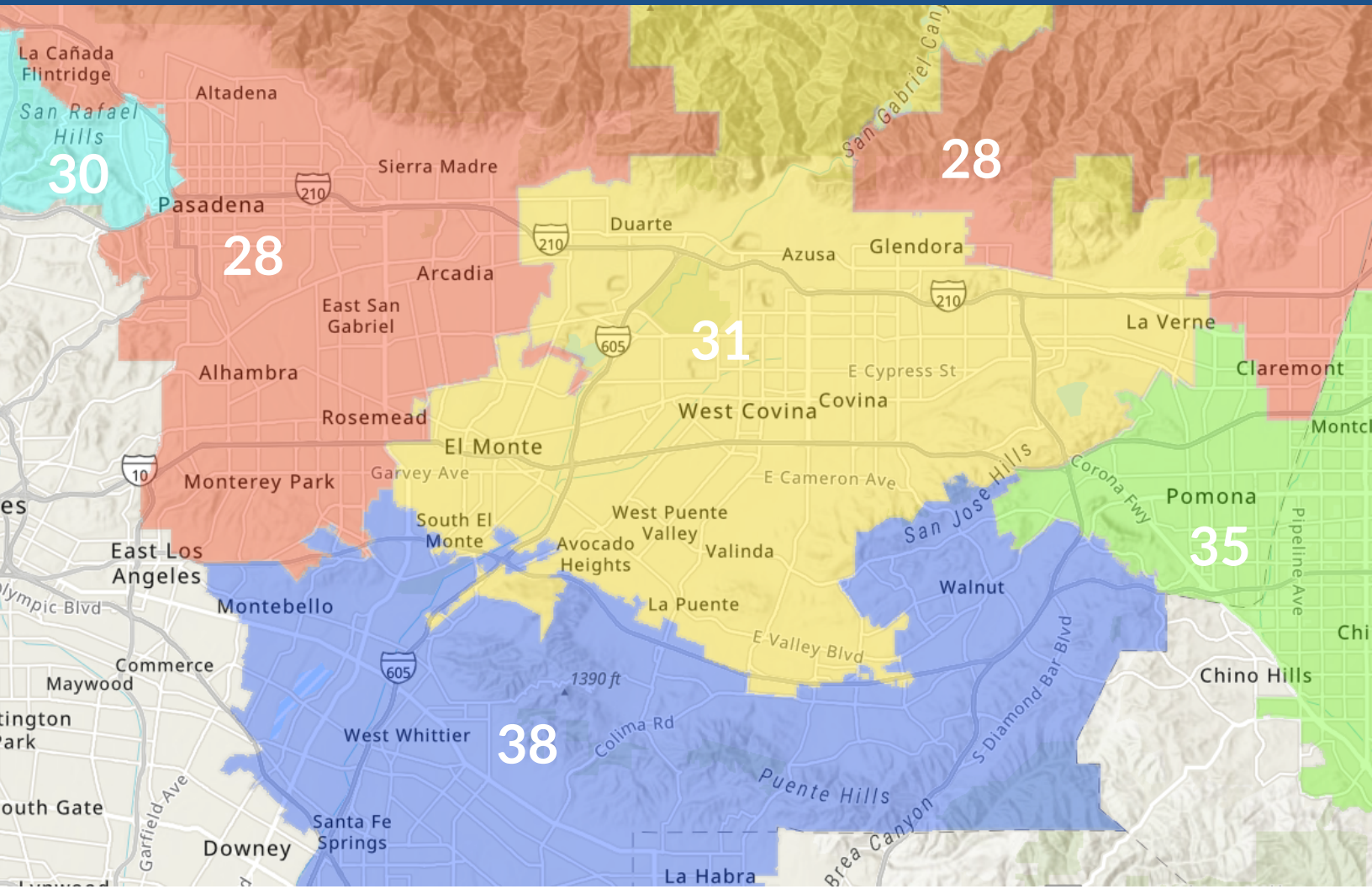
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South El Monte, CA 91733

Phone: (626) 258-6001

SAN GABRIEL VALLEY CONGRESSIONAL DISTRICTS



Map Source: gis.data.ca.gov



DISTRICT 28
Rep. Judy Chu



DISTRICT 35
Rep. Norma Torres



DISTRICT 30
Rep. Laura Friedman

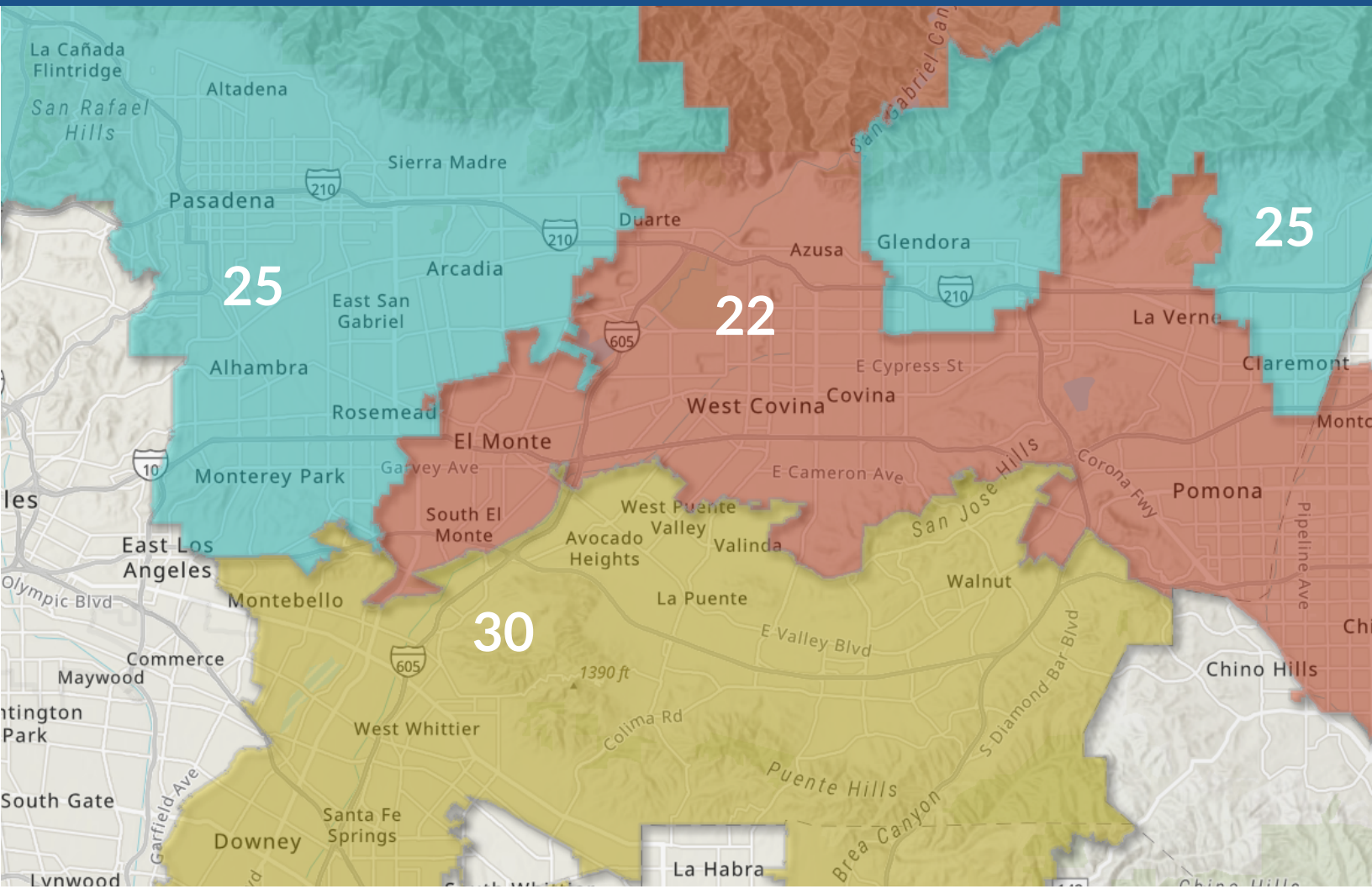


DISTRICT 38
Rep. Linda Sanchez



DISTRICT 31
Rep. Gil Cisneros

SAN GABRIEL VALLEY STATE SENATE DISTRICTS



Map Source: gis.data.ca.gov



DISTRICT 22
Sen. Susan Rubio

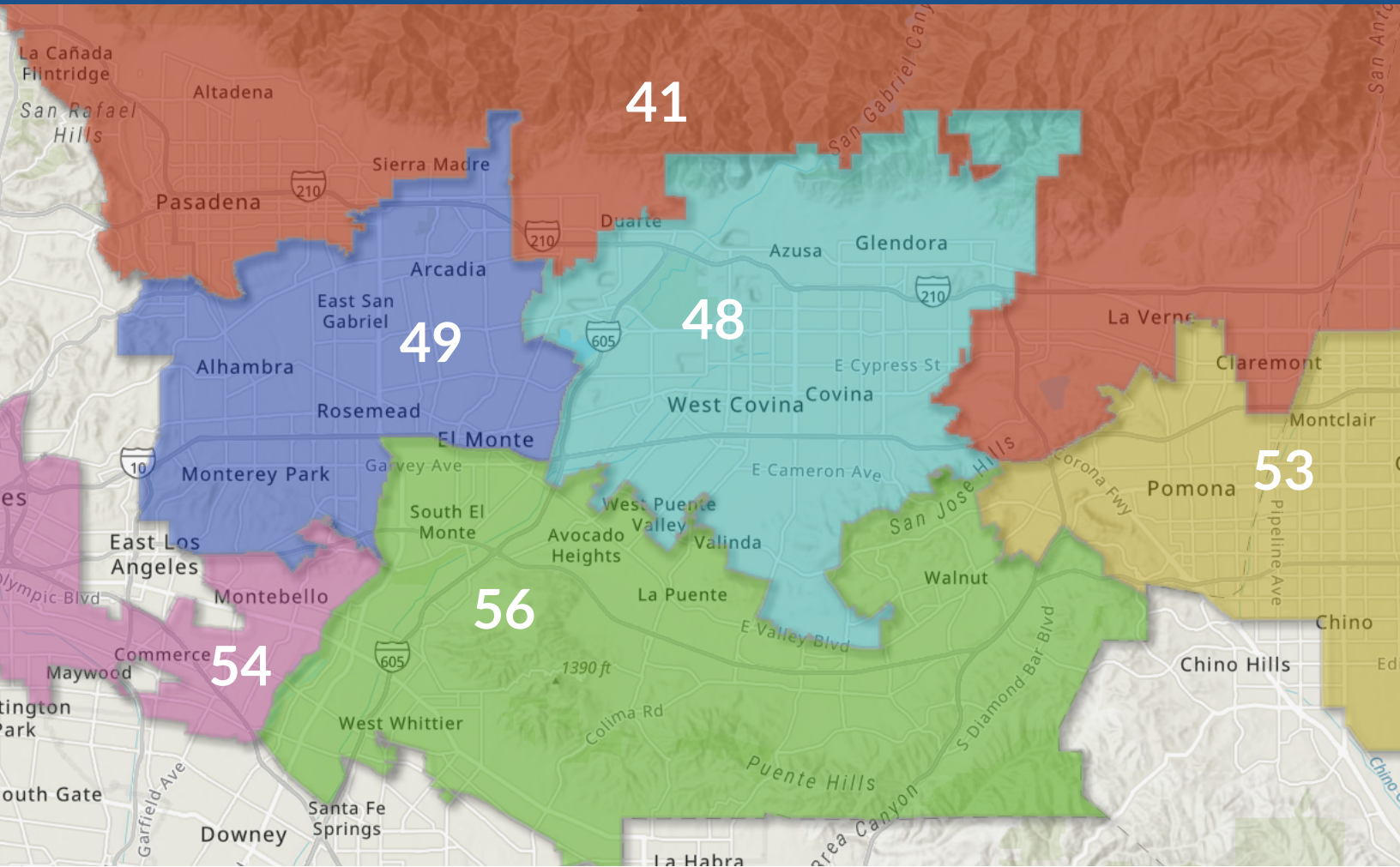


DISTRICT 25
Sen. Sasha Renée Pérez



DISTRICT 30
Sen. Bob Archuleta

SAN GABRIEL VALLEY STATE ASSEMBLY DISTRICTS



Map Source: gis.data.ca.gov



DISTRICT 41
Asm. John Harabedian



DISTRICT 53
Asm. Michelle Rodriguez



DISTRICT 48
Asm. Blanca Rubio



DISTRICT 54
Asm. Mark González

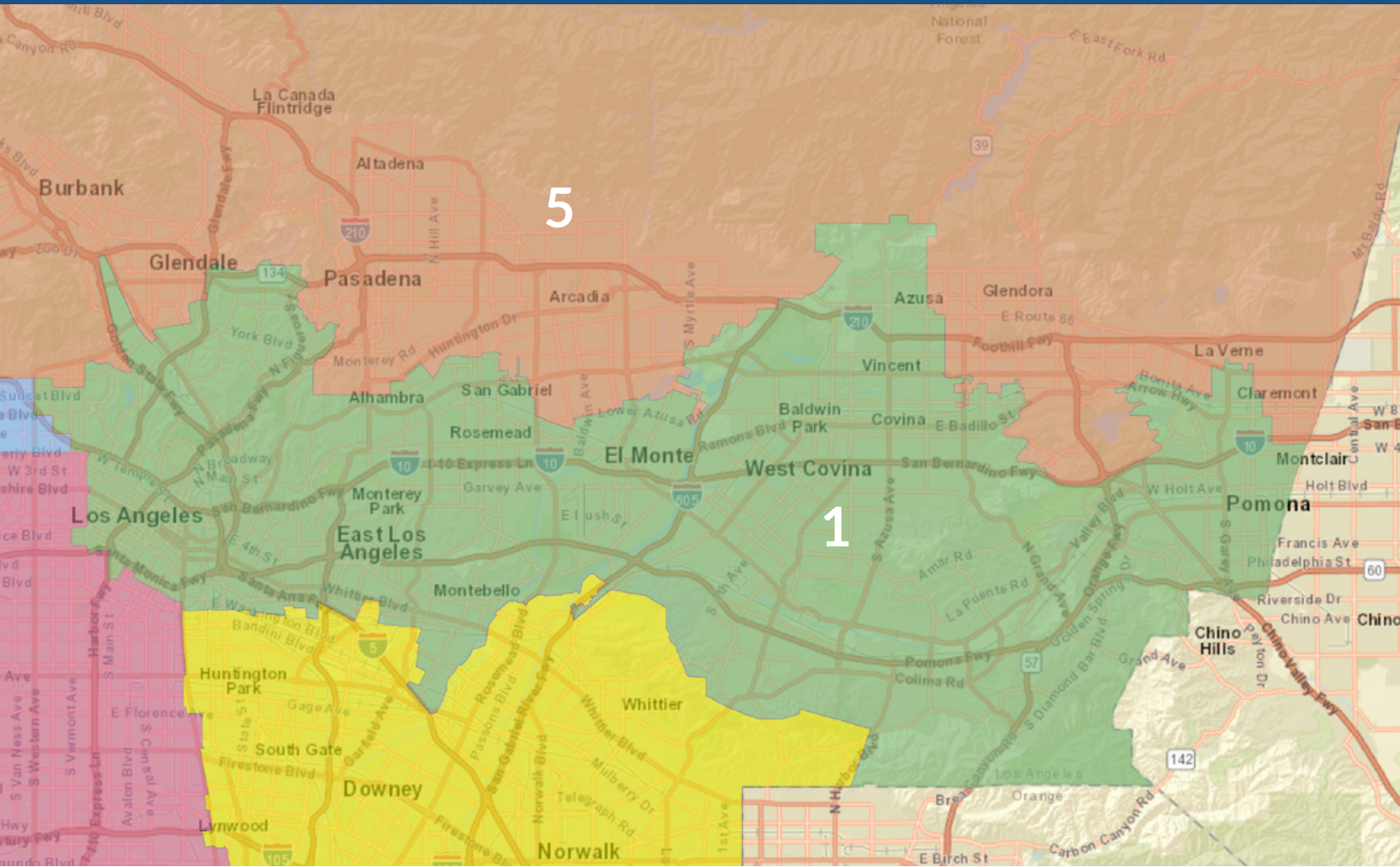


DISTRICT 49
Asm. Mike Fong



DISTRICT 56
Asm. Lisa Calderon

SAN GABRIEL VALLEY LOS ANGELES COUNTY SUPERVISORIAL DISTRICTS



Map Source: bos.lacounty.gov



DISTRICT 1
Supervisor Hilda Solis



DISTRICT 5
Supervisor Kathryn Barger

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With over 230 manufacturers employing over 19,000 area residents, the City of Industry is the San Gabriel Valley's regional leader in providing high quality jobs. The City's initiative, "**Made in the City of Industry**", coordinates workforce development, career placement and connections for area residents to thrive in rewarding jobs with plentiful opportunities for growth.

The City of Industry was established in 1965 with a laser-focus on its mission: **Jobs, Enterprise, and Regional Infrastructure**. A commitment that continues to this day and into the future.



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SAN GABRIEL VALLEY



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