



2020

SAN GABRIEL VALLEY

LEGISLATIVE GUIDE

© San Gabriel Valley Economic Partnership - October 2019

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The World War II Memorial in Washington, D.C. frames the Washington Monument, with the Department of Commerce and the National Museum of African American History and Culture to the left.

BOARD OF DIRECTORS

Partnership Board members carry a special responsibility to oversee the organization and the effectiveness of its 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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Vice Chair

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Past Chair

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Attorney at Law

PETER HIDALGO
Charter Communications

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San Gabriel Basin Water
Quality Authority

SAM PEDROZA
City of Industry

Workforce Development Committee Chairs

CLIFFORD DANIELS
Methodist Hospital

SALVATRICE CUMMO
Pasadena City College

BILL SCROGGINS, Ph.D.
Mt. San Antonio College

Marketing Committee Chairs

TOM HSIEH
Pomona Community
Foundation

WALTER MARQUEZ
Fairplex



Dear San Gabriel Valley leaders and regional stakeholders,

It's expensive to live in California – to buy a house or afford a decent apartment, to pay taxes, operate a business, buy gas or send your children to college. When factoring in the cost of housing, California has the highest poverty rate in the nation. Given the high price to live in the Golden State, it invites the question: If things are expensive now, how challenging will it be to live here with these high costs in five years? In ten years?

The high costs that California government and regulatory agencies levy on residents and businesses should be a critical concern for policymakers at all levels. Yes, funding government services is important but so, too, is to know how effective those services are, whether they can be delivered more efficiently, more swiftly and at less cost, and if there are funding alternatives besides yet another parcel tax, sales tax increase, user fee hike, or regulatory fines that must be paid by struggling Californians. Still more important is to evaluate whether a law, policy or regulation will increase delays, raises costs, and contribute to California's crisis with homelessness, lack of housing, the high price of energy, and statewide gentrification.

The Partnership advocates for policies that advance job growth, encourages a business-friendly environment in California and improves the quality of life of the San Gabriel Valley. The 2020 Legislative Guide is a valuable tool to inform our members of important political issues – local, state, and federal – and enable them to urge lawmakers to enact positive, pro-growth policies. The Guide contains the Partnership's public policy platform which outlines our longstanding positions on a variety of key issues. It lists the contact information for our San Gabriel Valley elected officials at their capitol and district offices. Whatever your interests may be, the Legislative Guide will provide you with quality information and the tools to contact and influence your elected officials.

We are grateful to our advertising sponsors and thank them for their continued support of the Partnership and our mission. Additional information about the Partnership can be found at www.sgvpartnership.org.

Sincerely,



Bart Doyle
Co-Chair



Peter Hidalgo
Co-Chair



Robert Kuhn
Co-Chair



Sam Pedroza
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 2 million residents and is one of the most diverse regions in the United States, having 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.

REGIONAL MARKETING

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 education 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.

ELECTED OFFICIALS THE PARTNERSHIP MET WITH, 2018-19

Federal Officeholders

Rep. Judy Chu (D-Pasadena)
Rep. Gil Cisneros (D-Fullerton)
Rep. Alan Lowenthal (D-Long Beach)
Rep. Grace Napolitano (D-El Monte)
Rep. Ed Royce (R-Fullerton)
Rep. Linda Sanchez (D-Whittier)
Rep. Adam Schiff (D-Glendale)
Rep. Norma Torres (D-Pomona)

State Officeholders

Gov. Gavin Newsom
Controller Betty Yee
Superintendent Tony Thurmond
Lenny Mendonca, Chief Economic and
Business Advisor

State Senators

Sen. Toni Atkins (D-San Diego), Senate
Pro Tem
Sen. Ben Allen (D-Santa Monica)
Sen. Pat Bates (R-Laguna Niguel)
Sen. Jim Beall (D-San Jose)
Sen. Ling Ling Chang (R-Diamond Bar)
Sen. Vanessa Delgado (D-Montebello)
Sen. Cathleen Galgiani (D-Stockton)
Sen. Steve Glazer (D-Orinda)
Sen. Connie Leyva (D-Chino)
Sen. Josh Newman (D-Fullerton)
Sen. Anthony Portantino (D-Glendale)
Sen. Susan Rubio (D-Baldwin Park)
Sen. Scott Weiner (D-San Francisco)

Assemblymembers

Asm. Ian Calderon (D-Whittier)
Asm. Ed Chau (D-Monterey Park)
Asm. Phillip Chen (R-Diamond Bar)
Asm. David Chiu (D-San Francisco)
Asm. Susan Eggman (D-Stockton)
Asm. Todd Gloria (D-San Diego)
Asm. Lorena Gonzalez (D-San Diego)
Asm. Chris Holden (D-Pasadena)
Asm. Evan Low (D-Campbell)
Asm. Patrick O'Donnell (D-Long Beach)
Asm. Sharon Quirk-Silva (D-Fullerton)
Asm. Freddie Rodriguez (D-Pomona)
Asm. Blanca Rubio (D-Baldwin Park)

County Officeholders

Supervisor Kathryn Barger
Supervisor Hilda Solis
Assessor Jeffrey Prang



MEETINGS WITH LAWMAKERS

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

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

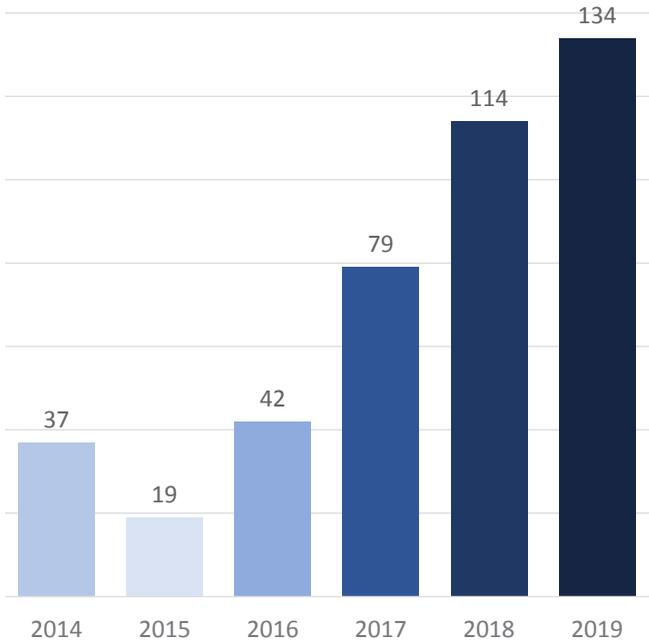
The Partnership has co-hosted this major political event with the San Gabriel Valley Council of Governments for the past 20 years. The San Gabriel Valley Legislative Networking Reception. This event, typically held during the Easter recess, draws 250 attendees and is well attended by local city, water, school district, and college trustee elected officials in addition to our representatives from the County Board of Supervisors, the State Legislature, and Congress.

CALIFORNIA STATE POLICY

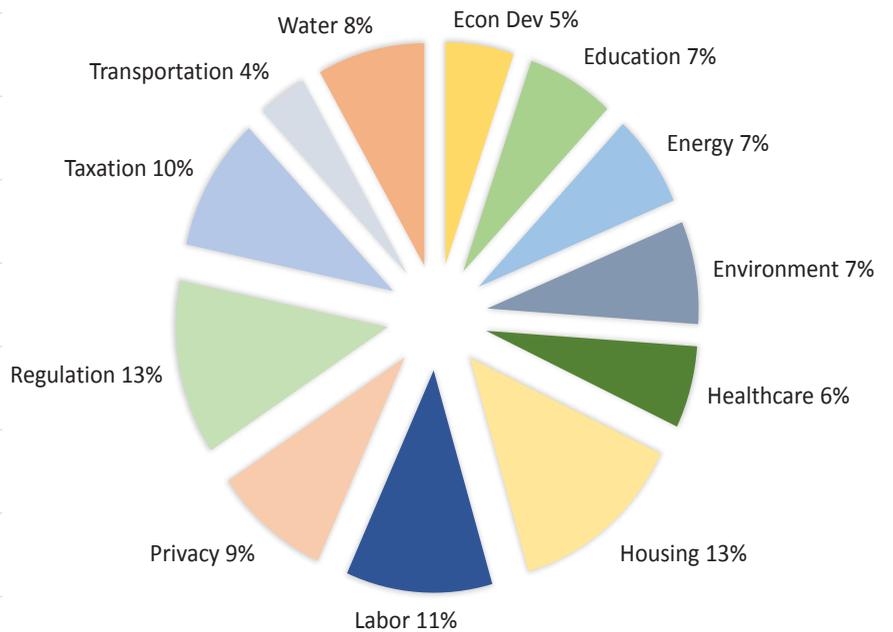
The Partnership’s political advocacy program is actively engaged in Sacramento, with an emphasis on state legislation and regulation. The Partnership has steadily expanded the amount of legislation it reviews each year,

scoring significant victories. This record is tempered by the state’s high tax rates, stringent regulation and difficult business climate.

Partnership State Legislative Positions, 2014-2019



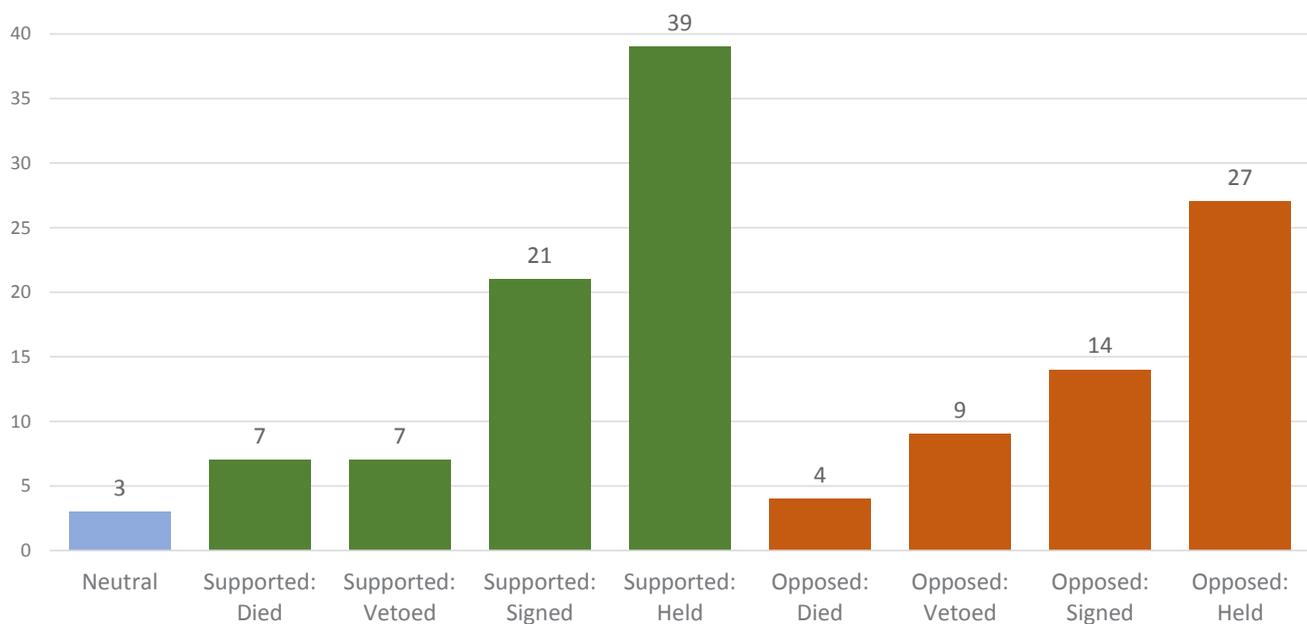
Partnership 2019 Legislative Positions by Topic



Final Status of Partnership Supported/Opposed Bills: 2019 California State Legislative Session

The Partnership took positions on 134 state bills in 2019, an increase of 20 bills from 2018. 21 bills supported by the Partnership were signed into law, including three significant bills clarifying language in the California Consumer Privacy Act as well as AB 1303 (O’Donnell) establishing the Incentive Grant Program for career technical education. Several bad bills were signed into law including AB 731 (Kalra) which requires

an expensive rate review process for large-group health care contracts, SB 227 (Leyva) which imposes fines on hospitals for violating arbitrary nurse-to-patient ratios, and AB 857 (Santiago) which allows local governments to charter banks. Overall, 14 bills the Partnership opposed were signed, although 9 bills we opposed were vetoed by the Governor, including several significant labor and energy regulation bills.



PUBLIC POLICY PLATFORM





Pasadena City Hall, built as part of the “City Beautiful” architecture movement. Photo courtesy of Visit Pasadena.

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 everchanging 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.
- **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.

- **Create a California Regulatory Review Office** The state should create a regulatory review division within the Governor's Office of Business and Economic Development charged with measuring the effectiveness of major regulations and conducting periodic retroactive reviews of their economic impact.
- **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 cyberattacks. Lawmakers should expand the legal authority to pursue those responsible for hacks and the theft of trade secrets and other sensitive information

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.
- **Property Rights Violations** Maintaining intellectual property rights is critical for businesses to profit from their research and development.

ECONOMIC DEVELOPMENT

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 clean-up of local contaminated sites when the polluter cannot be identified or no longer exists.
- **County and Council of Governments (COG) Land-Use Academies** Counties and COGs should partner with private businesses, developers and institutions of higher education to establish Land-Use Academies – regularly held instructional courses that educate city council members, planning commissioners, and municipal regulators on a range of land-use issues and policies. Better education and familiarity with key issues in land-use planning may help improve policymaking in local municipalities.
- **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 state. For the San Gabriel Valley, it is especially important that Los Angeles County develop an effective Asian marketing strategy to attract investment and tourism from the Pacific Rim.
- **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. The Partnership supports making permanent these existing incentive programs:
 - The California Competes Tax Credits
 - Manufacturing/R&D/Biotech Sales and Use Tax Exemption
 - The New Employment Credit

TAXATION AND BUDGETARY POLICY

Rotunda of the U.S. Capitol.

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. Business pays 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 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.
- **Zero-based Budgeting Decennial Review** The Partnership supports a thorough, zero-based budgeting review of state programs every ten years. Zero-based budgeting helps determine the effectiveness of current state programs and funding commitments. A zero-based budgeting review could be initiated for education and higher education programs over a three-year period following the 2018 gubernatorial election. It would be followed by a three-year review of state healthcare spending followed by a three-year review of the remaining programs in the state budget.
- **State Rainy Day Fund** We support an ongoing commitment from the governor and state legislature to continue making substantial deposits into the state's rainy-day fund.
- **State Income Tax Reform** California is dangerously dependent on high personal income taxes. These taxes, in turn, are highly volatile to booms and downturns in the economy, making state revenue erratic and unreliable. The state should reform the personal income tax, reducing rates for top earners to encourage investment in the state, while striving to expand the base of taxpayers.
- **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 by half.



California Tax and Budget Facts

55.22 cents¹

Total state taxes and fees per gallon of gasoline

2nd Highest²

Pennsylvania has the nation's highest gas taxes, followed by California

13.3%³

Highest personal income tax rate in the nation

8.84%⁴

Highest corporate tax rate among Western States

7.25%⁵

California's state sales tax rate, the highest in the country

7.75% - 9.5%⁶

Half of Californians live in counties or cities with a sales tax rate in this range

\$1.6 trillion⁷

Total LA County property tax assessments in 2019

\$94.41 billion⁸

Increase in LA County property tax assessed value over 2018

\$197 billion⁹

Total State General/Special Fund Spending 2018-19

- **Deferred-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 deferred-contribution pensions rather than the current system of deferred-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.

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

- **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.
- **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.
- **Reduced Barriers for Accessory Dwelling Units (ADUs)** Cities should identify opportunities to help homeowners create accessory dwelling units, including waiving off-street parking requirements (where appropriate), expediting permitting, and reducing development fees depending on the size of the ADU.
- **Reasonable Tenant Protections** Tenants should have reasonable protections under state law in the face of exorbitant rent hikes or clear efforts to evict without cause. Just cause protections have been enacted in state law. State policy makers should strive to help property owners to comply with and understand these new provisions to provide a balanced policy for owners and renters alike.
- **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.
- **Amend 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.
- **Equitable Distribution and Effective Implementation of Measure H** The San Gabriel Valley has seen a significant rise in the number of homeless in the region. Los Angeles County has struggled to properly use the available funding in Measure H to provide critical services in a timely manner although progress is being made. The Partnership supports ongoing efforts by the L.A. County Board of Supervisors to ensure substantial Measure H funding is available to city governments, sub-regions and nonprofit organizations that can best utilize those limited tax dollars to effectively help the homeless.



Housing and Homelessness Facts

12%¹

Increase in LA County homeless population from 2018

24%²

Increase in San Gabriel Valley homeless population from 2018

4,479³

Estimated San Gabriel Valley homeless population as of 2019

17.8%

(6.9 million)⁴

Number of Californians living in poverty

36.4%

(4 of 10 residents)⁵

Number of Californians living in or near poverty

23%⁶

Number of LA County residents living in poverty

79.6%⁷

Percent of California families living in poverty with at least one working adult

\$1,850⁸

Average Rent in California for a Two-Bedroom Apartment

\$542,000⁹

Average Price of a House in L.A. County in 2018

22,534¹⁰

Number of housing permits issued in LA County in 2018

43 years¹¹

Time it takes to save for a 20% down payment on a median-priced home in Los Angeles on a median income

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.
- 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 development 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, 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.

HEALTHCARE



Dental students training at Western University of Health Sciences in Pomona.

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.
- **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:

- **State-Level Individual Health Insurance Mandates** Elimination of the federal individual mandate penalty has raised questions about the

long-term financing of health care at the state level, possibly leading to destabilization in the health insurance market. California is considering a state-level mandate requiring the purchase of health insurance. The State Legislature should carefully weigh all policy options to stabilize the market to ensure small businesses and individuals still have a variety of health insurance choices.

- **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.



Choose a plan that cares for you

Choose a doctor who's right for you

Many of our doctors graduated from top medical schools and are now part of your community. Some speak multiple languages, plus we offer interpreter services for more than 150 languages.

Get medical advice from anywhere

Email your doctor's office nonurgent questions and get a response usually within two business days. Or call a care provider for advice anytime, 24/7.

Do more in less time

In most of our facilities, you can see your doctor, get a lab test, and pick up prescriptions – all in a single trip.

Sign up for kp.org to make or cancel most routine appointments, refill most prescriptions, email your doctor with nonurgent questions, check most lab results, and more.

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For individual and family plans, call **1-866-329-3468**.

For small business plans, call **1-800-730-4661**.

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the San Gabriel Valley
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EDUCATION & WORKFORCE DEVELOPMENT

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.



A happy graduate receives her degree at Pasadena City College.

THE PARTNERSHIP SUPPORTS

- **Quality Education** Institutional reforms that provide a substantive, quality education to California students and increase 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 the skilled trades, biotech, aerospace, and health sectors. Career Pathways in high school should include attainment of industry-recognized certifications.
- **State Tax Incentives for Business-based Job Training** 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 could include guest speakers, job shadowing, mock interviews, worksite tours, internships and teacher externships.
- **State Budget Surplus to Offset Local Pension Obligations** The pension obligations of school districts and higher education institutions have rapidly increased in the past decade, eating into budgets and limiting the funding available for teaching and services. The state should appropriate a significant portion of the projected \$7 billion 2020-21 budget surplus into a fund to assist districts, colleges and universities to pay their pension obligations to CalSTRS and CalPERS.
- **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.
- **Streamlined Matriculation** Universities, community colleges, K-12 schools, as well as occupational training programs and workforce investment boards should regularly communicate and collaborate in order to respond to labor market needs and to expedite matriculation between educational institutions.
- **Veterans** Programs that assist veterans to find quality jobs and integrate former service members into the workforce.

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 hamstring 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

- **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 under safe and healthy conditions.

- **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



Cal Poly Pomona ranks 2nd nationwide for improving social mobility for its students. In these photos, students learn professional skills in land surveying and culinary arts.

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 recent 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. The ambiguities in the new state law will invite further legal disputes and litigation. Millions of Californians work as independent contractors which provides employment on a schedule that suits their needs. 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.

THE PARTNERSHIP OPPOSES

- **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.



ENVIRONMENTAL POLICY

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 safeguard 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. Some air and emission regulations, especially those mandating the adoption of costly, unproven or as-of-yet non-existent zero-emission technologies, often inflict high costs on local businesses and freight moving companies for marginal benefit to the environment.

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.
- **Cap-and-Trade** Market-mechanisms, such as the California cap-and-trade system, 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 from California's cap-and-trade program are properly allocated to the project areas authorized by state law.
- **Applying Carbon Credits to Permitting Fees** The State of California should allow businesses to use the monetary value of purchased carbon offset credits,



Children from La Fetra Elementary School in Glendora learn about plant life at the Pomona Fairplex.

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, and be implemented only after a thorough economic impact 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 fuel infrastructure for low-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 Duck Farm and 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.



ENERGY POLICY



Senator Ling Ling Chang and Partnership CEO Bill Manis tour Proterra, an electric bus manufacturer in the City of Industry.

A dependable, affordable energy supply is essential to the quality of life for residents and the success of businesses in the San Gabriel Valley. It is critical to properly maintain a reliable local electrical generation capacity, especially in times of peak demand. As the recent wave of devastating wildfires in California has shown, it is vital that utility companies maintain and monitor the vast system of key transmission lines to avoid accidentally starting wildfires. Public utilities should strive to keep their prices affordable while maintaining and upgrading their generation and transmission systems. The Partnership supports efforts to increase the energy supply, improve the reliability of the electricity supply, and lower the cost of energy.

THE PARTNERSHIP SUPPORTS

- **Incentives for Energy Conservation** Tax and fee incentives for energy conservation and cost-effective use of alternative energy resources to help businesses stay competitive.
- **Statewide Energy Plan** California should develop a statewide energy plan that would streamline regulatory oversight, eliminate rule duplication and encourage a variety of electrical generation and energy production methods throughout the state, thereby supporting competition and lowering costs.
- **Cap-and-Trade** Market-mechanisms, such as the California cap-and-trade system, 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 from California's cap-and-trade program are properly allocated to the project areas authorized by state law.
- **Alternative Transportation Fuels** The

Partnership supports the development of new technologies, infrastructure and utilization of alternative energy sources, such as renewable natural gas, electrification and other low and zero-carbon fuels.

- **Focus on Effective Achievement of the Renewable Portfolio Standard** Lawmakers have a long habit of increasing state goals on how much electricity used in California is generated from renewable sources, primarily wind and solar. These efforts to increasingly rely on intermittent generating sources comes with challenges to maintain grid reliability (especially base load capacity), scalable storage of electricity, as well as affordable rates for residential, industrial, and commercial users in the state. Policy makers should focus on improving the reliability and lowering the cost of energy.
- **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, as well as the state 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.
- **State Bans on Combustion Engines** State lawmakers have introduced bills to stop selling new vehicles with combustion engines in each of the last two years and will likely continue to do so. Bans on combustion engine vehicle sales may disproportionately harm poor, minority, and middle-class workers who commute long distances in older vehicles due to high housing costs in California's major cities. Most working Californians simply cannot afford zero-emission vehicles (ZEV) at this time.

Energy Facts

19.86 cents/kWh¹

Average Retail Price of Residential Electricity in California – August 2019

6th Highest in U.S.²

California Ranking in Average Retail Residential Electricity Price

21,726

(thousands of MWh)³

Total Net Electricity Generation – August 2019

105.24%⁴

Percentage of California Industrial Electricity Price Above U.S. Average

73.18%⁵

Percentage of California Commercial Electricity Price Above U.S. Average

49.32%⁶

Percentage of CA Residential Electricity Price Above U.S. Average

\$13.23/thousand cubic foot⁷

CA Natural Gas Residential Prices – August 2019

43rd Lowest in U.S.⁸

California Ranking in Natural Gas Residential Price

439,000⁹

Barrels of Crude Oil Produced Per Day in California

\$1.03¹⁰

Price Per Gallon of California Diesel Above U.S. Average

5,404 MWh Renewables 8,474 MWh Natural Gas¹¹

California Net Electricity Generation by Source as of September 2019 (in thousands)



TRANSPORTATION & GOODS MOVEMENT

East Asian trade accounts for more than 90% of the shipments through the Port of Long Beach.³

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 was a strong supporter of Measure M, the 2016 LA County sales tax measure that created a detailed plan to complete roughly 50 major new transportation projects over the next 50 years, including several key projects in the San Gabriel Valley like the Foothill Gold Line, reconfiguration of the 57/60 confluence, and finishing the SR-70 highway in Pomona. The Partnership also supported the 2017

state gas tax increase which will pay for important maintenance on highways across the state as well as provide funding for cities to maintain their streets. Transparency and accountability are top priorities for the Partnership to ensure that those funds are spent effectively.

The San Gabriel Valley is also a critical freight corridor in the nation's goods movement system. 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.



Port of LA Top 5 Trading Partners, 2018

\$153 billion¹
China/Hong Kong

\$36 billion
Japan

\$19 billion
Vietnam

\$15 billion
South Korea

\$14 billion
Taiwan

Transportation and Goods Movement Facts

41st out of 50²
*California State Ranking in
Transportation Conditions*

51,000³
Highway Lane Miles in California

335,000⁴
Miles of Local Roads in California

6,735⁵
*Miles of freight railway in
California*

**4th Worst
in U.S.**⁶

*Ranking of 57/60 highway
confluence in truck traffic*

74%⁷

*Percentage of LA County workers
who drive to work alone*

31 minutes⁸

*Average travel time to work
in LA County*

992,000 (1 in 9)⁹
*San Pedro Ports-related jobs in
Southern California*

\$562 billion¹⁰
*Value of International Trade
moving through SoCal 2018*

111 million¹¹
*Average vehicle miles traveled
daily on CalTrans District 7
(Ventura/LA Counties) highways*

THE PARTNERSHIP SUPPORTS

ONGOING MEASURE M – SAN GABRIEL VALLEY REGIONAL PROJECTS SUCH AS:

- Completion of the Foothill Gold Line Extension from Azusa to Montclair
- Restructuring of the SR-57/SR-60 Confluence
- Expeditious completion of the SR-71 freeway gap in Pomona by CalTrans
- Selection of the SR-60 Alignment of the Gold Line Eastside Extension to be built in the 2020s
- Completion of the I-10/I-605 freeway interchange upgrades
- SR-60/I-605 interchange HOV lane connectors

FUNDING AND TIMELY COMPLETION OF PROJECTS LED BY THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS:

- **Alameda Corridor-East (ACE) Grade Separations** Support for remaining ACE grade separations and freight mitigation projects in the region
- **SGV Bike Network** Planning, design and construction of the SGV Bike Network with an emphasis on connecting the historic downtown business centers of the San Gabriel Valley
- **I-605 “Hot Spots”** Completion of the I-605 “hot spots” mitigation projects to improve traffic flow from freeway off-ramps

LOCAL TRANSPORTATION INITIATIVES

- **Additional Funding to Complete the Foothill Gold Line Extension to Claremont and Montclair** The

cost of completing the Foothill Gold Line Extension has significantly increased due to high demand for labor and materials. The Partnership supports efforts to find federal, state and local funding 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.
- **Transfer of the 710 Freeway “Stubs”** State legislation passed in 2019 removes a key segment of the 710-freeway corridor from Alhambra Avenue in Los Angeles to California Boulevard in Pasadena. The

Ontario International Airport is experiencing a remarkable renaissance, with month after month of double-digit percentage increases in passenger traffic.



Partnership supports the transfer of the 710 stubs properties to the control of the City of Pasadena due to the new development opportunities this substantial property offers

- **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.
- **Port Upgrades** Infrastructure upgrades and improved rail access to the Ports of Long Beach and Los Angeles, especially on-dock rail at each port terminal.

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 federal funding for the TIGER and INFRA Grant programs.

- **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 from \$15 billion 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.





The Metropolitan Water District of Southern California operates the Weymouth Water Treatment Plant in La Verne.

WATER

A secure, 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. In order 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 conservation, 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.
- **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.
- **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 capture of stormwater.

- **Funding to Address the Critical Failure of SGV 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 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 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 Conservation** 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.



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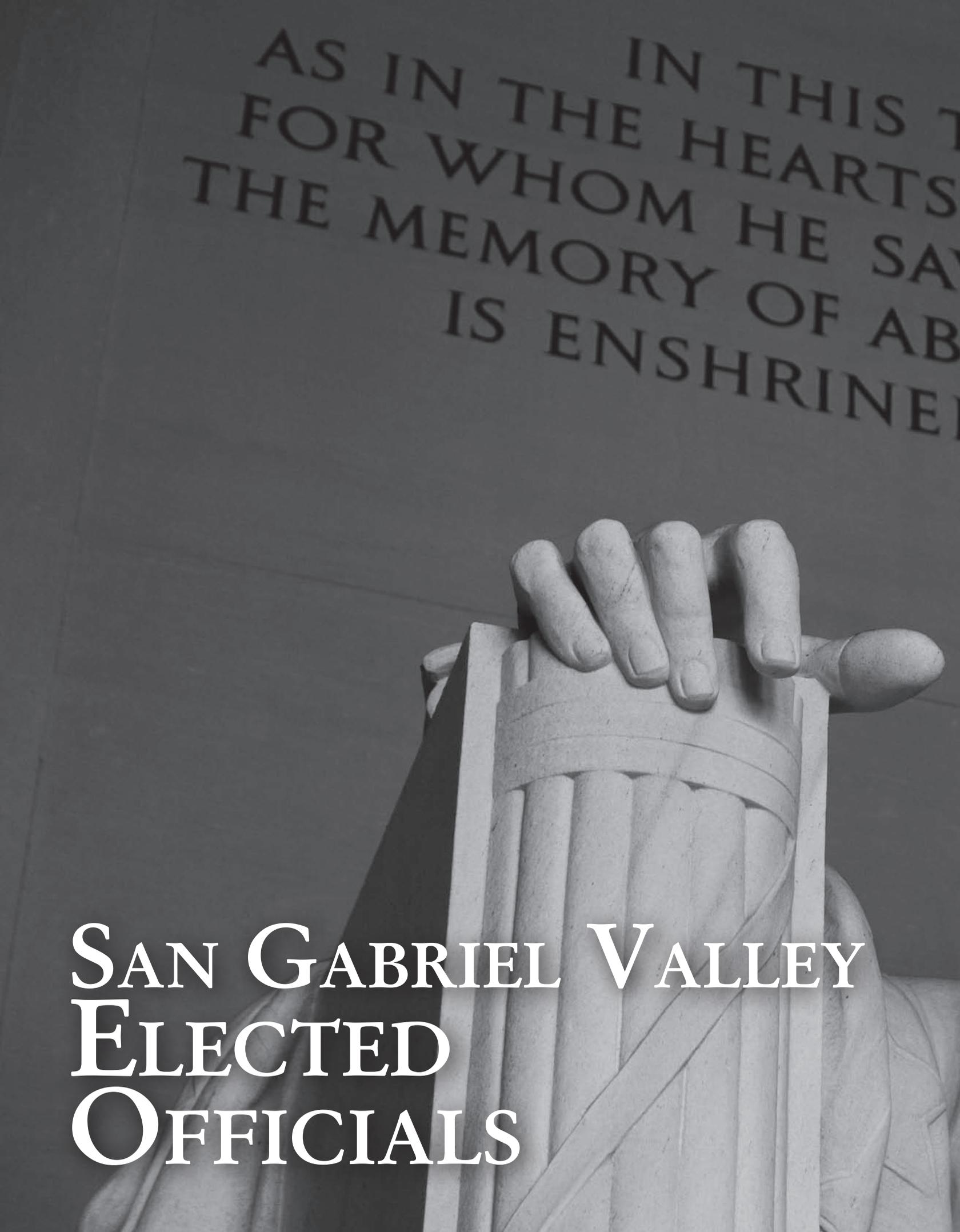
Making California carbon-neutral in less than 30 years will take collaboration and thoughtful leadership to create a balanced energy approach that can work for all Californians. SoCalGas® is proud to partner with the San Gabriel Valley Economic Partnership to advocate for sound policies that support a strong economy.

Learn more at socalgas.com/FutureTech

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IN THIS T
AS IN THE HEARTS
FOR WHOM HE SA
THE MEMORY OF AB
IS ENSHRINED

A black and white photograph of a hand holding a scroll, with a stone inscription in the background. The hand is positioned in the lower center, gripping a scroll that is wrapped with a band. The background is a stone wall with a large inscription. The overall tone is solemn and historical.

SAN GABRIEL VALLEY
ELECTED
OFFICIALS

TEMPLE
S OF THE PEOPLE
AVED THE UNION
BRAHAM LINCOLN
ED FOREVER



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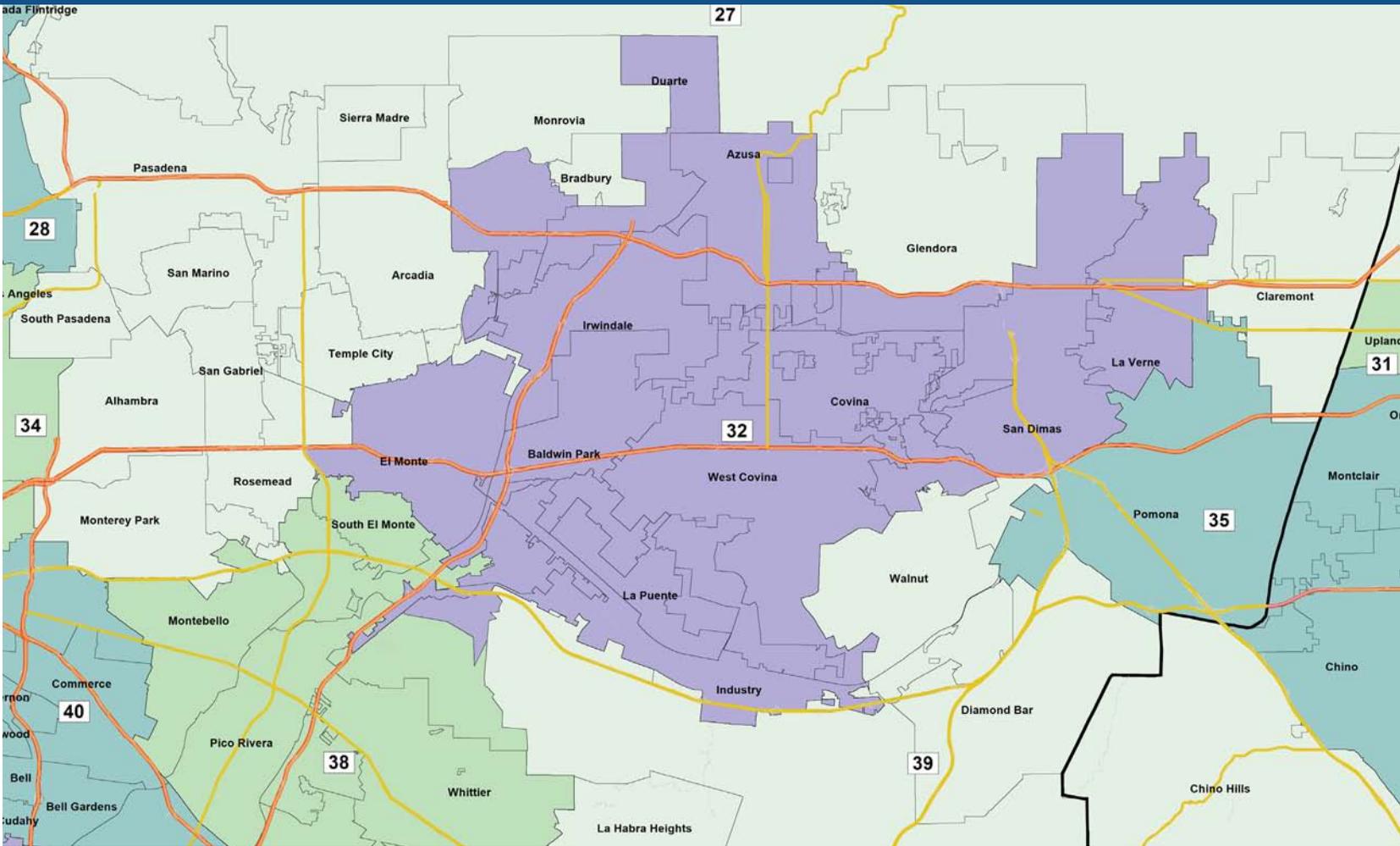


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DISTRICT 35
Rep. Norma Torres



DISTRICT 28
Rep. Adam Schiff



DISTRICT 38
Rep. Linda Sanchez

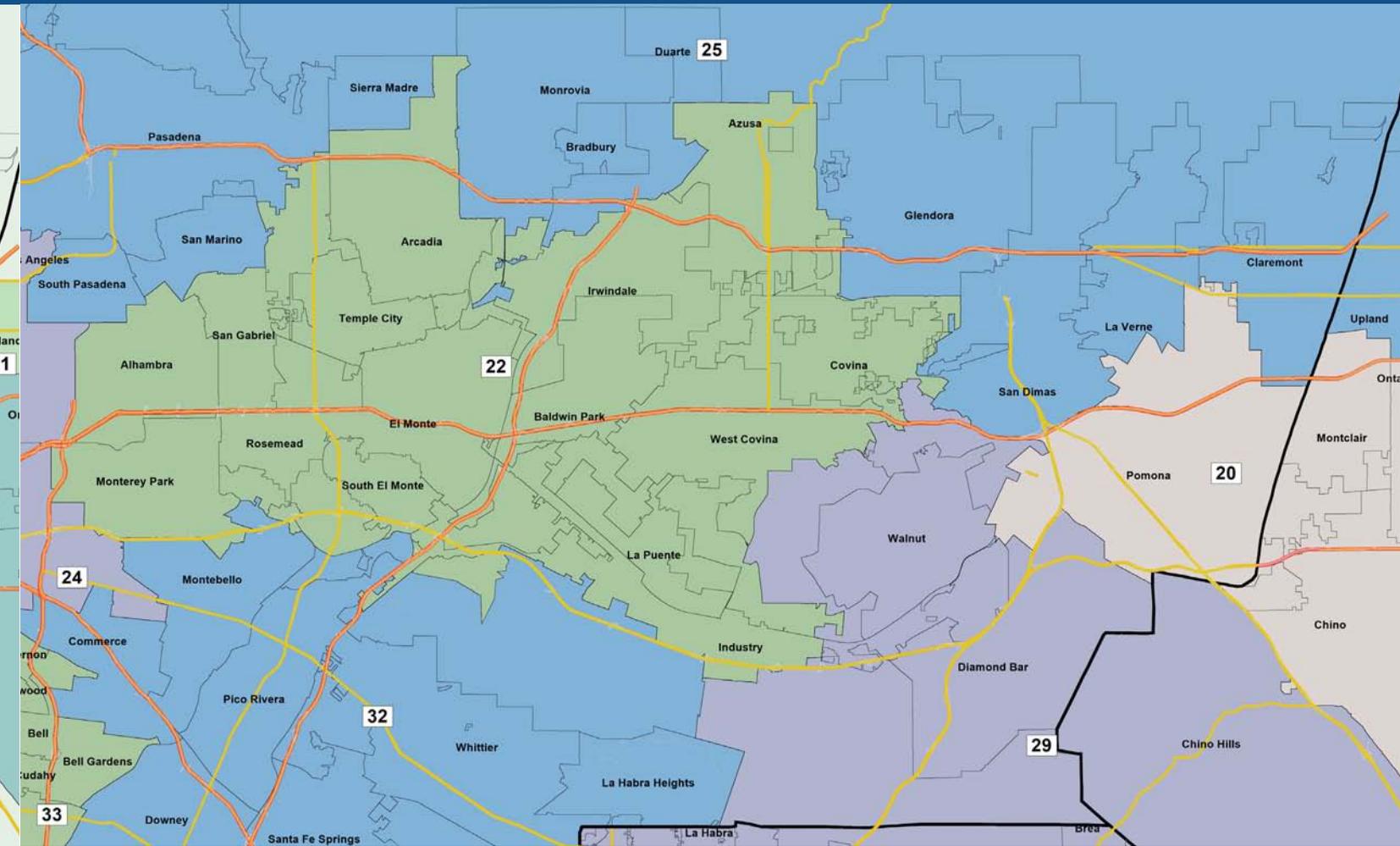


DISTRICT 32
Rep. Grace Napolitano



DISTRICT 39
Rep. Gil Cisneros

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DISTRICT 20
Sen. Connie Leyva



DISTRICT 29
Sen. Ling Ling Chang



DISTRICT 22
Sen. Susan Rubio

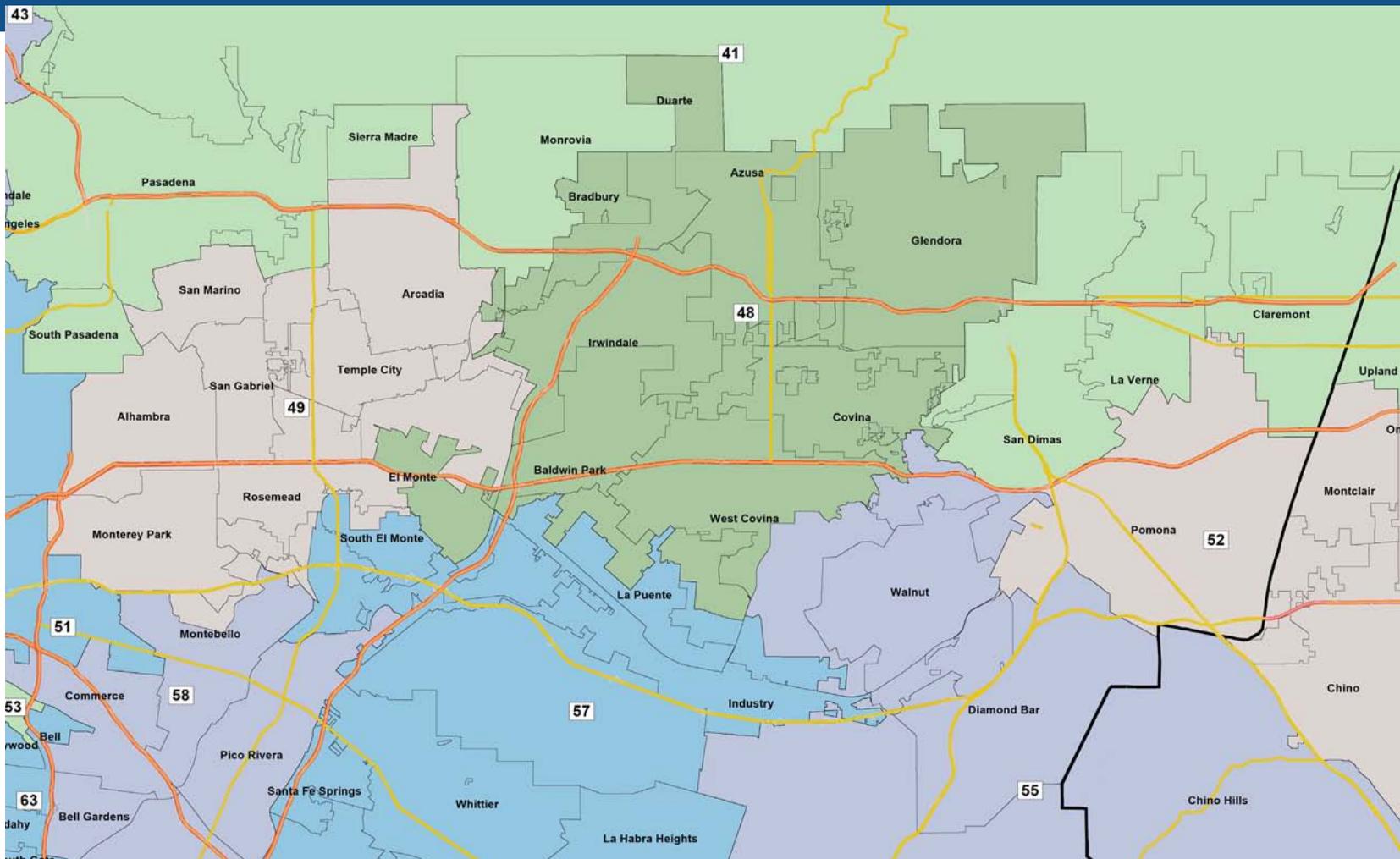


DISTRICT 32
Sen. Bob Archuleta



DISTRICT 25
Sen. Anthony Portantino

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DISTRICT 41
Asm. Chris Holden



DISTRICT 49
Asm. Ed Chau



DISTRICT 57
Asm. Ian Calderon



DISTRICT 43
Asm. Laura Friedman



DISTRICT 52
Asm. Freddie Rodriguez



DISTRICT 58
Asm. Cristina Garcia



DISTRICT 48
Asm. Blanca Rubio



DISTRICT 55
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Foothill Gold Line's Journey Continues



Foothill Gold Line

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The Foothill Gold Line from Glendora to Montclair will extend Metro Gold Line service to the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The project is mostly funded by LA County's Measure M and state funds (including SB1). Work began in late 2017. With the design-builder now hired, major construction will start in 2020 and may be completed in two phases.

GLENDORA | SAN DIMAS | LA VERNE | POMONA | CLAREMONT | MONTCLAIR

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