



City of Whittier

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Joe Vinatieri
Mayor

Cathy Warner
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Octavio Martinez
Council Member

Fernando Dutra
Council Member

Mary Ann Pacheco
Council Member

Brian Saeki
City Manager

May 21, 2024

The Honorable Blanca Pacheco
Chair, Committee on Rules
1020 O St, Suite 6250
Sacramento, CA 95814

RE: SB 834 (Portantino) Vehicles: Preferential Parking: Residential, Commercial, Or Other Development Project
Notice of Opposition *(Amended February 22, 2024)*

Dear Chair Pacheco:

Thank you for all the work you have done to advocate for the needs of cities in your district and throughout the Gateway Cities. We appreciate your longstanding support of the residents and businesses we collectively serve. It is therefore with utmost respect for you that I reach out to express our opposition to SB 834 (Portantino), which proposes to amend Section 22507 of the Vehicle Code by prohibiting local authorities from issuing preferential parking privileges to residents and vendors within one-half mile of public transit facilities in developments exempt from parking minimums or subject to parking minimum restrictions.

As you know, preferential parking districts in our region are resident-driven. Even though their homes might be within a half-mile of a transit stop, the Southeast region of Los Angeles County is woefully unconnected by transit. The schools, daycares, grocery stores, employment centers, and healthcare centers are not connected in a walkable community – many of our neighborhoods lack sidewalks and evening streetlights, much less frequent-enough headways to allow families to get to school, work and the doctor's office in a reasonable time.

The City of Whittier has two preferential parking districts that were driven entirely by residents. In a map generated by our in-house GIS division, there are over 40 bus stops within a half mile radius of the two preferential parking districts. This means that if this bill were to go into effect, the City of Whittier and the residents of those areas would have to revise the boundaries of this resident-initiated process, creating an undue burden. The bill disproportionately affects residents who, despite living near transit options, may still rely on vehicles for various reasons such as childcare, healthcare and employment in areas not serviced by public transit, as well as constraints from family needs or physical limitations. The bill does not account for the nuanced needs of these populations, potentially leading to reduced quality of life and increased parking congestion in adjacent neighborhoods not subject to the bill's restrictions.

SB 834 disregards resident-initiated programs and undermines local determination

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by mandating how cities manage parking policies without considering unique local circumstances or the input from local governments and communities. This is yet another one-size-fits-all approach that undermines residents' already-expressed input to their local governments.

We respectfully urge you to reconsider this bill, taking into account the diverse needs and circumstances of all California communities. We are open to collaborating on alternative solutions that achieve our shared environmental goals without compromising local autonomy and the well-being of our residents.

Sincerely,



Joe Vinatieri
Mayor

c: Senator Anthony Portantino
Senator Bob Archuleta
Assembly Member Lisa Calderon
Whittier City Council
Kristine Guerrero, Cal Cities,
League of California Cities