



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

TECHNICAL WORKING GROUP

*Thursday, March 21, 2019
10:00 a.m. – 12:00 p.m.*

SCAG OFFICES

**900 Wilshire Blvd., Ste. 1700
Room Policy B
Los Angeles, CA 90017
(213) 236-1800**

HOW TO PARTICIPATE IN MEETING ON NEXT PAGE

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Arnold San Miguel at (213) 236-1925 or via email at sanmiguel@scag.ca.gov. Agendas & Minutes for the Technical Working Group are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



How to Participate

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Videoconference

San Bernardino County	Imperial County
1170 West 3 rd Street, Suite 140	1405 North Imperial Ave, Suite 1
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Join from PC, Mac, Linux, iOS or Android:
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Technical Working Group

March 21, 2019
10:00 a.m. – 12:00 p.m.

SCAG Downtown Office – Policy Room B
900 Wilshire Blvd., 17th Floor
Los Angeles 90017

Agenda

Introductions

Discussion Items

- | | | |
|--|----------------|------------|
| 1. TWG Survey | | Attachment |
| 2. RHNA Methodology Surveys | Ma'Ayn Johnson | Attachment |
| 3. 2019 Local Profiles Jurisdiction Review | Michael Gainor | Attachment |
| 4. SB 743 Implementation Assistance Workshop | Ping Chang | Attachment |



Technical Working Group

Agenda Item 2

Affirmatively Furthering Fair Housing (AFFH) Survey

Jurisdiction	
County	
Survey Respondent Name	
Survey Respondent Title	

SCAG is surveying cities and counties on information related to affirmatively further fair housing* as part of its development of the Regional Housing Needs Assessment (RHNA) proposed methodology. Information related to AFFH may be obtained from local analysis for housing choice, housing elements, and other sources. Using your jurisdiction’s Analysis of Impediments to Fair Housing Choice, Assessment of Fair Housing, and/or local housing element, please answer the questions below about local issues, strategies and actions regarding AFFH and submit your answers no later than April 30, 2019 to housing@scag.ca.gov.

Data Sources

1a. Does your jurisdiction have an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing due to U.S. Department of Housing and Urban Development (HUD) requirements?

Yes	
No	

2. When did your jurisdiction last update the General Plan?

Year	
------	--

3a. Does your General Plan have an environmental justice/social equity chapter or integrate environmental justice/social equity, per SB 1000?

Yes	
No	
In process	

3b. If you answered yes or in process to question 3a, how does your General Plan integrate or plan to integrate environmental justice?

A) An environmental justice chapter	
B) Throughout the General Plan in each chapter	
C) Both	

* Per Government Code 65584(e), affirmatively furthering fair housing is defined as “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.”

Fair Housing Issues

4. Describe demographic trends and patterns in your jurisdiction over the past ten years. Do any groups experience disproportionate housing needs?

--

5. To what extent do the following factors impact your jurisdiction by contributing to segregated housing patterns or racially or ethnically-concentrated areas of poverty?

Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements	
Occupancy restrictions	
Residential real estate steerings	
Patterns of community opposition	
Economic pressures, such as increased rents or land and development costs	
Major private investments	
Municipal or State services and amenities	
Foreclosure patterns	
Other	

6. To what extent do the following acts as determinants for fair housing and compliance issues in your jurisdiction?

Unresolved violations of fair housing or civil rights laws	
Patterns of community opposition	
Support or opposition from public officials	
Discrimination in the housing market	
Lack of fair housing education	
Lack of resources for fair housing agencies and organizations	

Fair Housing Strategies and Actions

7. What are your public outreach strategies to reach disadvantaged communities?

Partnership with advocacy/non-profit organizations	
Partnership with schools	
Partnership with health institutions	
Variety of venues to hold community meetings	
Door-to-door interaction	
Increased mobile phone app engagement	
Other	

8. What steps has your jurisdiction undertaken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?

--

9. What steps has your jurisdiction undertaken to avoid, minimize, or mitigate the displacement of low income households?

--

Regional Housing Needs Assessment (RHNA) Local Planning Factor Survey

The RHNA process requires that SCAG survey its jurisdictions on local planning factors (formerly known as “AB 2158 factors”) prior to the development of a proposed RHNA methodology, per Government Code 65584.04 (b). Information collected from this survey will be included as part of the proposed RHNA methodology.

Between October 2017 and October 2018, SCAG included these factors as part of the local input survey and surveyed a binary yes/no as to whether these factors impacted jurisdictions. If your jurisdiction answered this part of the survey, your reply has been pre-populated in the table. Please review each factor and provide any information that may be relevant to the RHNA methodology. You may attach additional information to the survey. Please keep in mind that recent housing-related legislation has updated some of the factors listed, which were not included in the prior survey.

Per Government Code Section 65584.04 (g), there are several criteria that **cannot** be used to determine or reduce a jurisdiction’s RHNA allocation:

- (1) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by the jurisdiction
- (2) Underproduction of housing units as measured by the last RHNA cycle allocation
- (3) Stable population numbers as measured by the last RHNA cycle allocation

The planning factors in the table below are abbreviated. For the full language used, please refer to Government Code Section 65584.04 (e) or the attached reference list.

Please review and submit the survey by 5 p.m. April 30, 2019 to housing@scag.ca.gov.

RHNA Methodology Local Planning Factor Survey

Jurisdiction	
County	

Planning Factor	Impact on Jurisdiction
Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing	
Lack of capacity for sewer or water service due to decisions made outside of the jurisdiction's control	
Availability of land suitable for urban development	

<p>Lands protected from development under Federal or State programs</p>	
<p>County policies to preserve agricultural land</p>	
<p>Distribution of household growth assumed for regional transportation planning and opportunities to maximize use of public transportation</p>	
<p>Agreements between a county and cities to direct growth to incorporated areas of the county</p>	

Loss of low income units through contract expirations	
[NEW] Percentage of households that pay more than 30% and more than 50% of their income on rent	
[NEW] Rate of overcrowding	
Farmworker housing needs	

<p>Housing needs generated by the presence of a university campus within the jurisdiction</p>	
<p>[NEW] Loss of units during a declared state of emergency that have yet to rebuilt at the time of this survey</p>	
<p>[NEW] The region's greenhouse gas emission targets provided by the California Air Resources Board</p>	
<p>Other factors</p>	

Housing Unit Demolition Data Survey Form

Please complete and return the survey by April 30, 2019 to housing@scag.ca.gov.

City: Brawley
County: Imperial

Report Year	Demolished Housing Units Lost								Newly Constructed or Permitted Housing Units (on site of demolition)								Not Developed Nor Permitted for Housing Uses After the							
	Single Unit Structure				Multi-unit Structure				Total units lost	Affordable units out of total units	Single Unit Structure				Multi-unit Structure				Total units gained	Affordable units out of total units	Not Developed		Land Use Change	
	Detached	Attached	Mobile Homes	Total	2,3, or 4-plex	5 or more	Total	Detached			Attached	Mobile Homes	Total	2, 3, or 4-plex	5 or more	Total	Parcels	Units			Parcels	Units		
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W		
2009	-4	0	0	-4	0	0	0	-4					0			0	0							
2010	-12	0	0	-12	-2	0	-2	-14					0			0	0							
2011	-4	0	0	-4	0	0	0	-4					0			0	0							
2012	-11	0	0	-11	-2	0	-2	-13					0			0	0							
2013	-3	-3	0	-6	0	0	0	-6					0			0	0							
2014	-14	0	0	-14	0	0	0	-14					0			0	0							
2015	-9	0	0	-9	0	0	0	-9					0			0	0							
2016	-6	0	0	-6	0	0	0	-6					0			0	0							
2017	-8	0	0	-8	0	0	0	-8					0			0	0							
2018	-9	0	-45	-54	-1	0	-1	-55					0			0	0							

Directions

Column A-I	Confirm that the number of demolished units for each category is correct.
Column J	Enter the number of affordable housing units that were among the demolished housing units.
Column K-R	Enter the number of newly constructed or permitted housing units on the site of demolition.
Column S	Enter the number of affordable housing units among the newly constructed or permitted housing units on the site of demolition.
Column T-U	For sites that remained vacant after the demolition where zoning is designated for housing uses, enter the number of parcels and potential housing unit capacity on these sites
Column V-W	For sites that have been converted to non-housing units after the demolition or sites that have remained vacant after the demolition where zoning is designated for non-housing uses, enter the number of parcels and the potential loss of housing unit capacity from the changes.



Technical Working Group

Agenda Item 3



(DRAFT) Profile of the City of Anaheim

Southern California Association of Governments (SCAG) Regional Council
includes 69 districts which represent 191 cities in the SCAG region

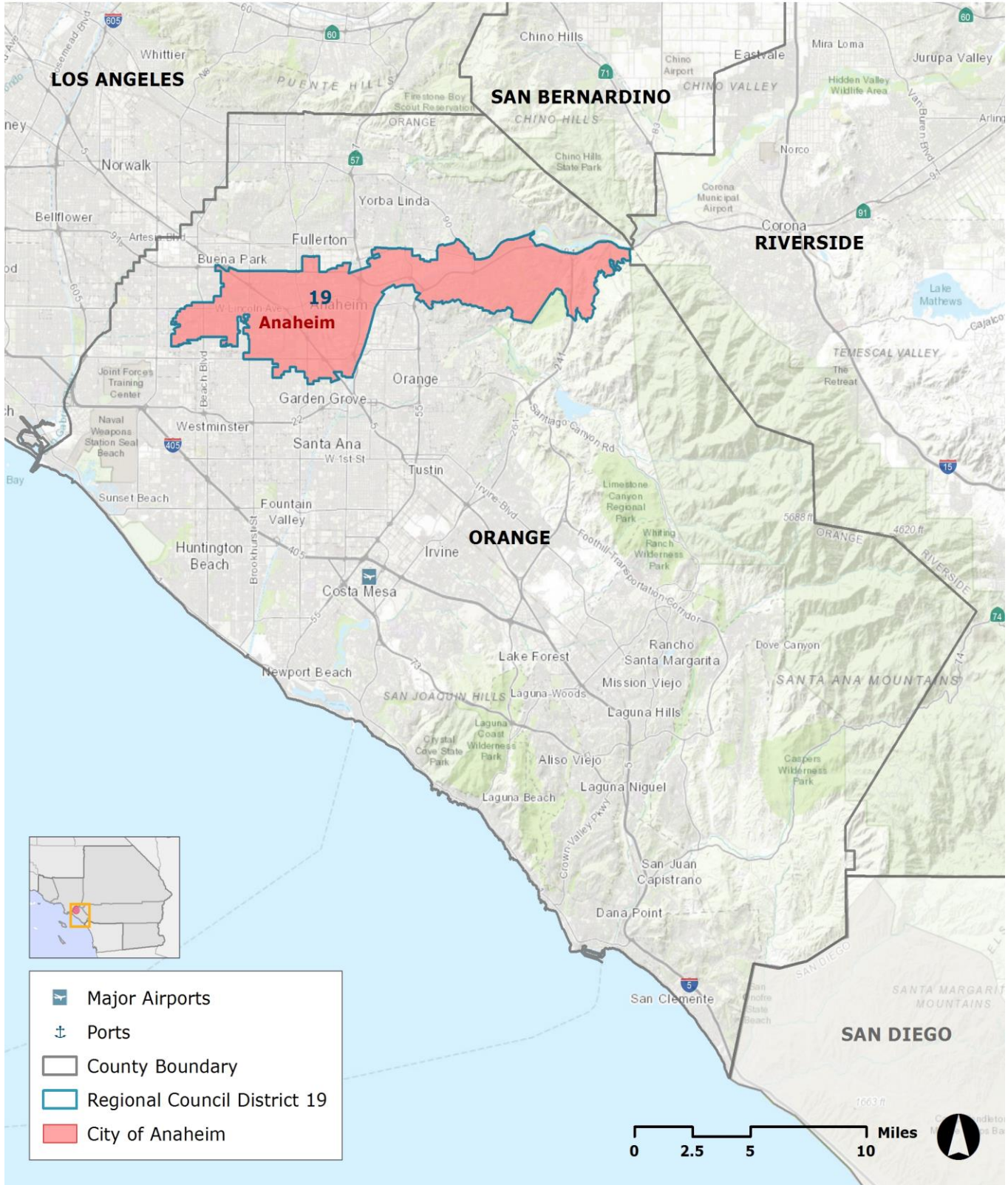
SCAG Regional Council District 19 includes only Anaheim
Represented by: Hon. Trevor O'Neil



LOCAL PROFILES REPORT 2019

This profile report was prepared by the Southern California Association of Governments and shared with the City of Anaheim. SCAG provides local governments with a variety of benefits and services including, for example, data and information, GIS training, planning and technical assistance, and sustainability planning grants.

SCAG REGIONAL COUNCIL DISTRICT 19



Source: 2016 SCAG city boundary data, provided by the county Local Agency Formation Commissions.

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community

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I. INTRODUCTION

The Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the nation, with more than 19 million residents. The SCAG region includes six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 incorporated cities. In addition, the SCAG region is a major hub of global economic activity, representing the 16th largest economy in the world and is considered the nation's gateway for international trade, with two of the largest ports in the nation. SCAG is also the most culturally diverse region in the nation, with no single ethnic group comprising a majority of the population. With a robust, diversified economy and a growing population substantially fueled by international immigration, the SCAG region is poised to continue its role as a primary metropolitan center on the Pacific Rim.

SCAG Activities

As the designated MPO, SCAG is mandated by federal law to research and develop a Regional Transportation Plan (RTP), which incorporates a Sustainable Communities Strategy (SCS) per California state law. Additionally, SCAG is pursuing a variety of innovative planning and policy initiatives to foster a more sustainable Southern California. In addition to conducting the formal planning activities required of an MPO, SCAG provides local governments with a wide variety of benefits and services including, for example, data and information, GIS training, planning and technical assistance, and support for sustainability planning grants.

The Local Profiles

In 2008, SCAG initiated the Local Profiles project as a part of a larger initiative to provide a variety of new services to its member cities and counties. Through extensive input from member jurisdictions, the inaugural Local Profiles Reports were released at the SCAG General Assembly in May 2009. The Profiles have since been updated every two years.

The Local Profiles reports provide a variety of demographic, economic, education, housing, and transportation information about each member jurisdiction including, but not limited to, the following:

- How much growth in population has taken place since 2000?
- Has the local jurisdiction been growing faster or slower than the county or regional average?
- Have there been more or fewer school-age children?
- Have homeownership rates been increasing or decreasing?
- How and where do residents travel to work?
- How has the local economy been changing in terms of employment share by sector?

Answers to questions such as these provide a snapshot of the dynamic changes affecting each local jurisdiction.

The purpose of this report is to provide current information and data for the City of Anaheim for planning and outreach efforts. Information on population, housing, transportation, employment, retail sales, and education can be utilized by the city to make well informed planning decisions. The report provides a portrait of the city and its changes since 2000, using average figures for Orange County as a comparative baseline. In addition, the most current data available for the region is also included in the Statistical Summary (page 3). This profile report illustrates current trends occurring in the City of Anaheim.

Factors Affecting Local Changes Reflected in the 2019 Report

Overall, member jurisdictions since 2000 have been impacted by a variety of factors at the national, regional, and local levels. For example, the vast majority of member jurisdictions included in the 2019 Local Profiles reflect national demographic trends toward an older and more diverse population. Evidence of continued economic growth is also apparent through increases in employment, retail sales, building permits, and home prices. Work destinations and commute times tend to correlate with local and regional development patterns and the location of local jurisdictions, particularly in relation to the regional transportation system.

Uses of the Local Profiles

Following release at the SCAG General Assembly, the Local Profiles are posted on the SCAG website and are used for a variety of purposes including, but not limited to, the following:

- As a data and communication resource for elected officials, businesses, and residents
- Community planning and outreach
- Economic development
- Visioning initiatives
- Grant application support
- Performance monitoring

The primary user groups of the Local Profiles include member jurisdictions and state and federal legislative delegates of Southern California. This report is a SCAG member benefit and the use of the data contained within this report is voluntary.

Report Organization

This report includes three sections. The first section presents a ‘Statistical Summary’ for the City of Anaheim. The second section provides detailed information organized by subject area and includes brief highlights of some of the trends identified by that information. The third section, ‘Methodology’, describes technical considerations related to data definitions, measurement, and sources.

2018 STATISTICAL SUMMARY

<i>Category</i>	<i>Anaheim</i>	<i>Orange County</i>	<i>Anaheim Relative to Orange County*</i>	<i>SCAG Region</i>
2018 Total Population	357,084	3,221,103	[11.1%]	19,145,421
2018 Population Density (Persons per Square Mile)	7,049	4,054	2,995	494
2018 Median Age (Years)	34.0	37.5	-3.5	35.8
2018 Hispanic	53.8%	34.2%	19.6%	46.5%
2018 Non-Hispanic White	25.2%	41.4%	-16.2%	31.4%
2018 Non-Hispanic Asian	16.4%	19.5%	-3.1%	12.8%
2018 Non-Hispanic Black	2.2%	1.6%	0.6%	6.3%
2018 Non-Hispanic American Indian	0.1%	0.2%	-0.1%	0.2%
2018 All Other Non-Hispanic	2.3%	3.1%	-0.8%	2.8%
2018 Number of Households	102,034	1,037,173	[9.8%]	6,132,938
2018 Average Household Size	3.5	3.1	0.4	3.1
2018 Median Household Income (\$)	65,313	81,851	-16,538	64,989
2018 Number of Housing Units	108,222	1,094,169	[9.9%]	6,629,879
2018 Homeownership Rate	44.9%	54.3%	-9.4%	52.4%
2018 Median Existing Home Sales Price (\$)	580,000	725,000	-145,000	561,000
2016 - 2018 Median Home Sales Price Change	12.6%	12.4%	0.2%	20.4%
2018 Drive Alone to Work	76.9%	78.6%	-1.7%	75.8%
2018 Mean Travel Time to Work (minutes)	28.5	27.4	1.1	30.2
2017 Number of Jobs	198,113	1,726,003	[11.5%]	8,465,304
2016 - 2017 Total Jobs Change	960	15,856	[6.1%]	76,197
2017 Average Salary per Job (\$)	51,259	62,699	-11,440	60,956
2018 K-12 Public School Student Enrollment	58,185	483,233	12.0%	2,975,283

Sources: U.S. Census American Community Survey; Nielsen Co.; California Department of Finance E-5, May 2018; CoreLogic/DataQuick; California Department of Education; and SCAG

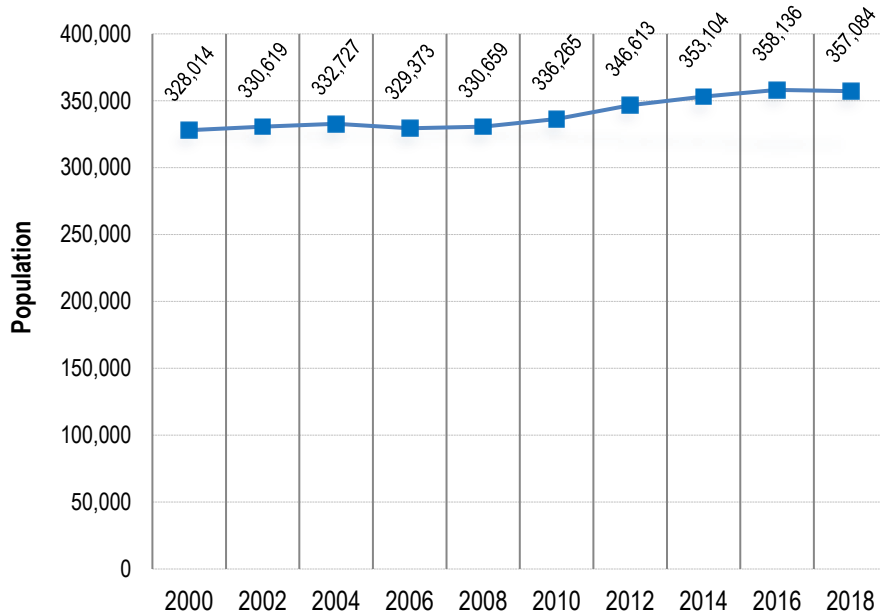
* Numbers with [] represent Anaheim's share of Orange County. The other numbers represent the difference between Anaheim and Orange County.

Mapped jurisdictional boundaries are as of July 1, 2016 and are for visual purposes only. Report data, however, are updated according to their respective sources.

II. POPULATION

Population Growth

Population: 2000 - 2018

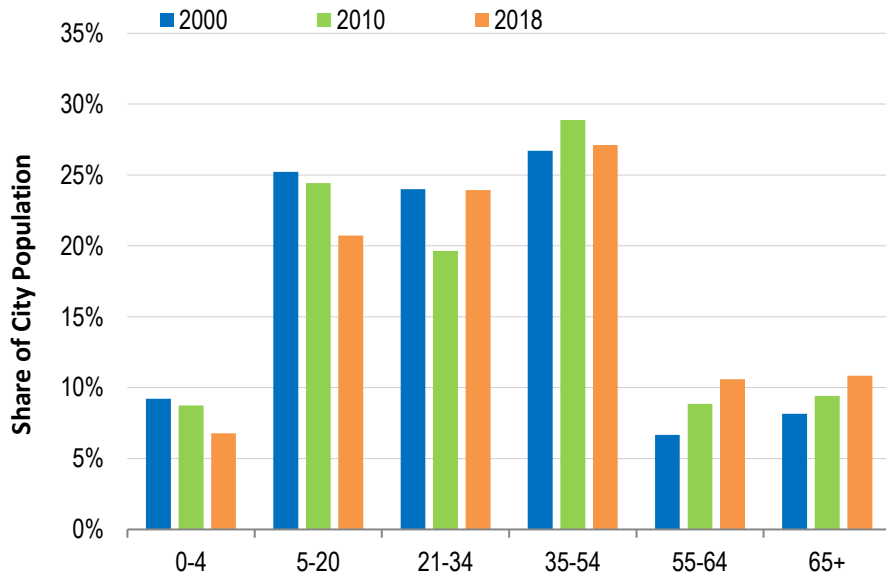


Source: California Department of Finance, E-5, 2000-2018

- ★ Between 2000 and 2018, the total population of the City of Anaheim increased by 29,070 to 357,084 in 2018.
- ★ During this 18-year period, the city’s population growth rate of 8.9 percent was lower than the Orange County rate of 13.2 percent.
- ★ 11.1% of the total population of Orange County is in the City of Anaheim.

Population by Age

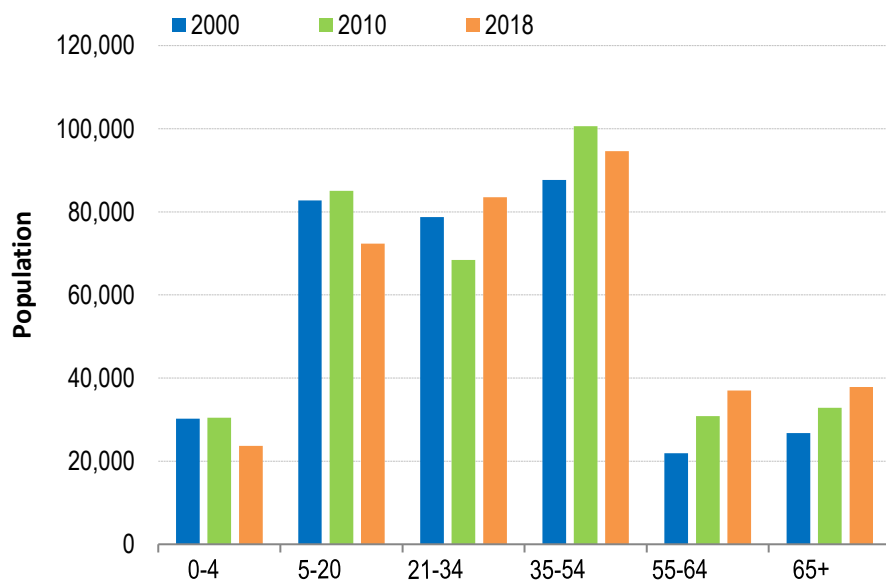
Population Share by Age: 2000, 2010, and 2018



Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

- ★ Between 2000 and 2018, the age group 55-64 experienced the largest increase in share, growing from 6.7 to 10.6 percent.
- ★ The age group that experienced the greatest decline, by share, was age group 5-20, decreasing from 25.2 to 20.7 percent.

Population by Age: 2000, 2010, and 2018

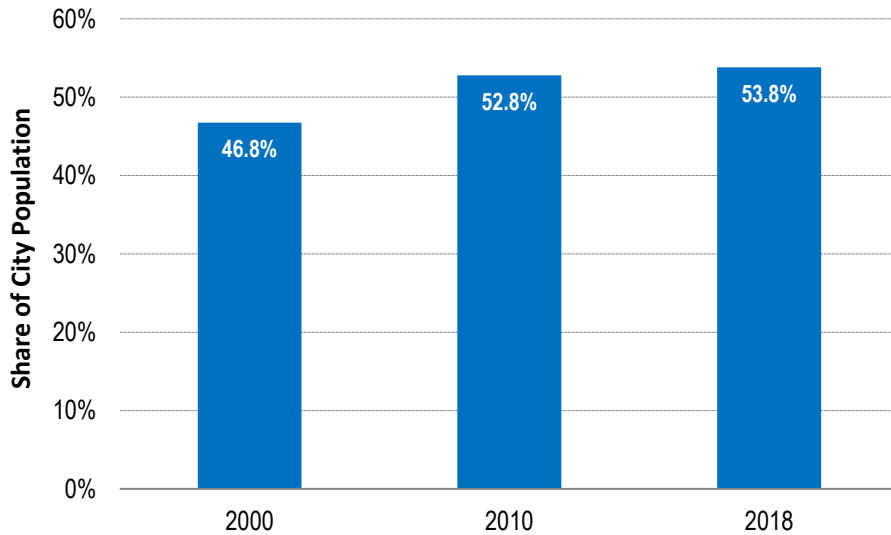


Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

- ★ The age group 55-64 added the most population, with an increase of 15,095 people between 2000 and 2018.

Population by Race/Ethnicity

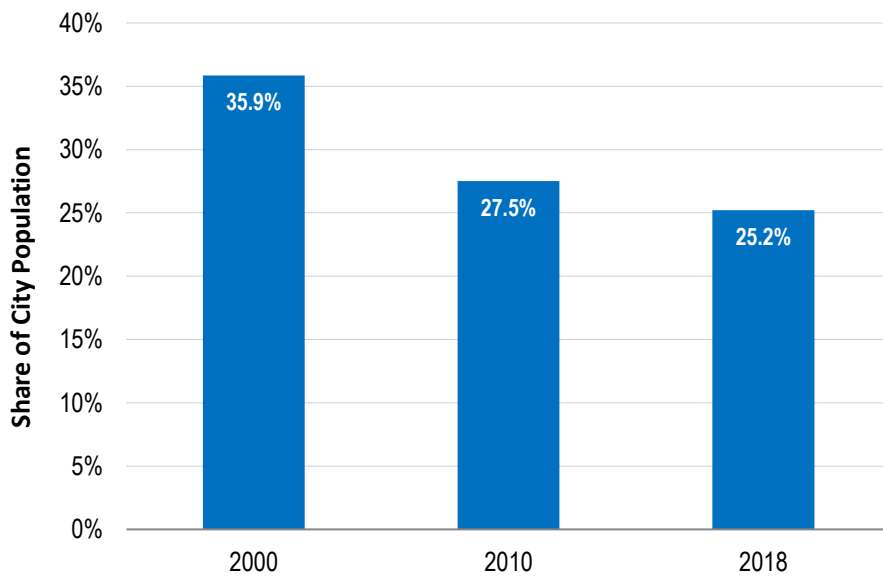
Hispanic or Latino of Any Race: 2000, 2010, and 2018



★ Between 2000 and 2018, the share of Hispanic population in the city increased from 46.8 percent to 53.8 percent.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

Non-Hispanic White: 2000, 2010, and 2018

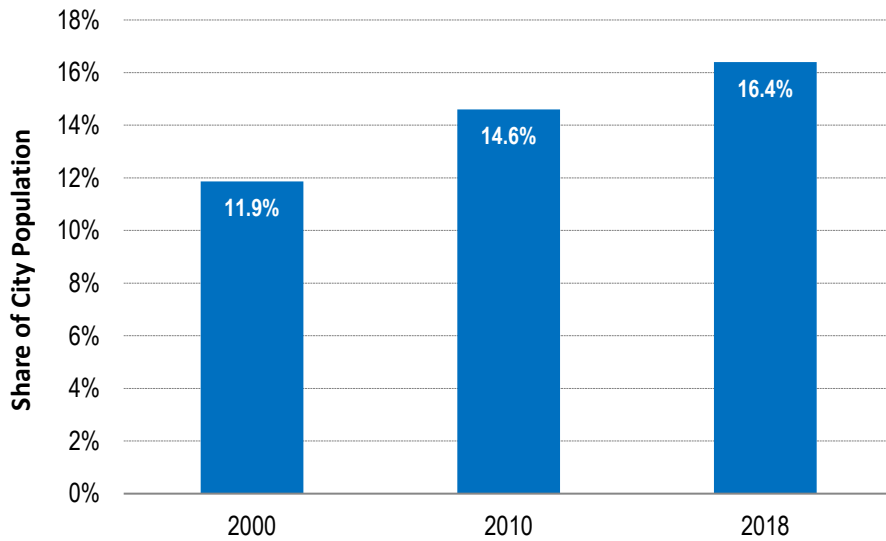


★ Between 2000 and 2018, the share of Non-Hispanic White population in the city decreased from 35.9 percent to 25.2 percent.

★ Please refer to the Methodology section for definitions of the racial/ethnic categories.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

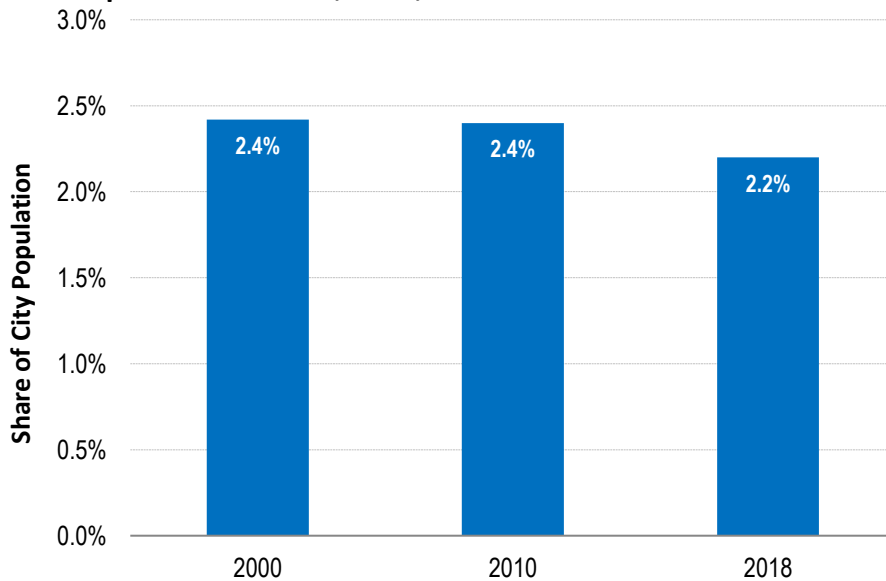
Non-Hispanic Asian: 2000, 2010, and 2018



★ Between 2000 and 2018, the share of Non-Hispanic Asian population in the city increased from 11.9 percent to 16.4 percent.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

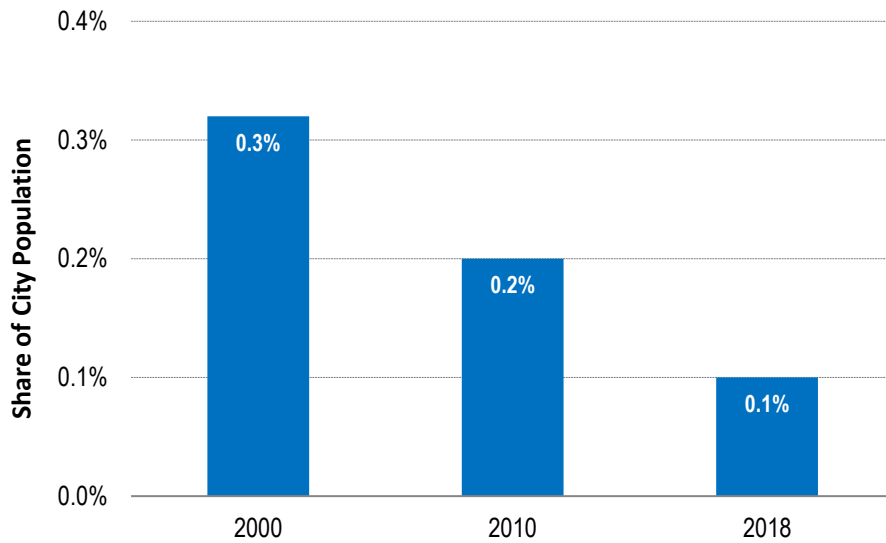
Non-Hispanic Black: 2000, 2010, and 2018



★ Between 2000 and 2018, the share of Non-Hispanic Black population in the city decreased from 2.4 percent to 2.2 percent.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

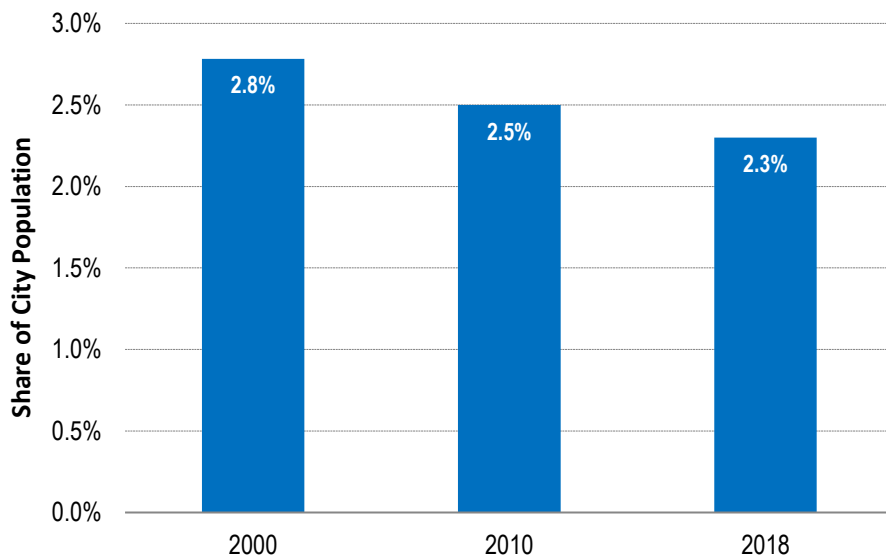
Non-Hispanic American Indian: 2000, 2010, and 2018



★ Between 2000 and 2018, the share of Non-Hispanic American Indian population in the city decreased from 0.3 percent to 0.1 percent.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

All Other Non-Hispanic: 2000, 2010, and 2018



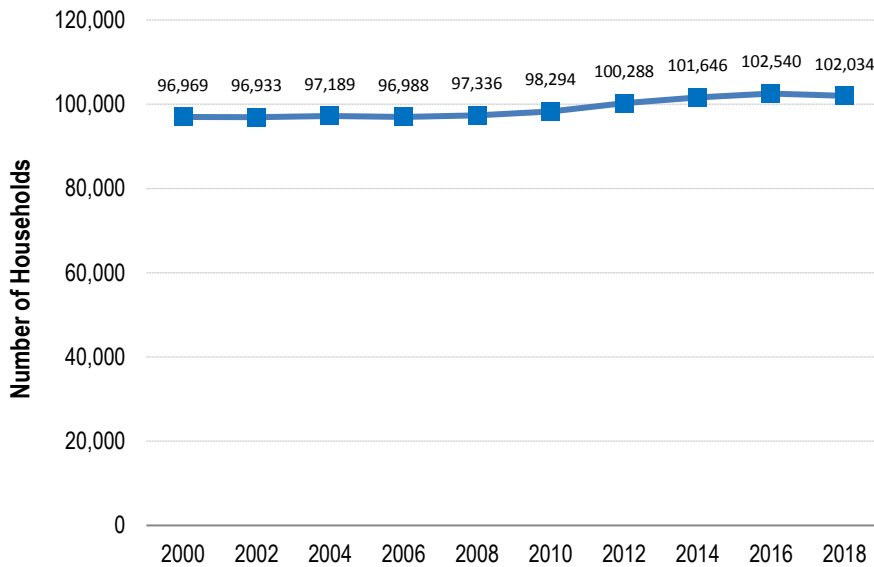
★ Between 2000 and 2018, the share of All Other Non-Hispanic population group in the city decreased from 2.8 percent to 2.3 percent.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

III. HOUSEHOLDS

Number of Households (Occupied Housing Units)

Number of Households: 2000 - 2018



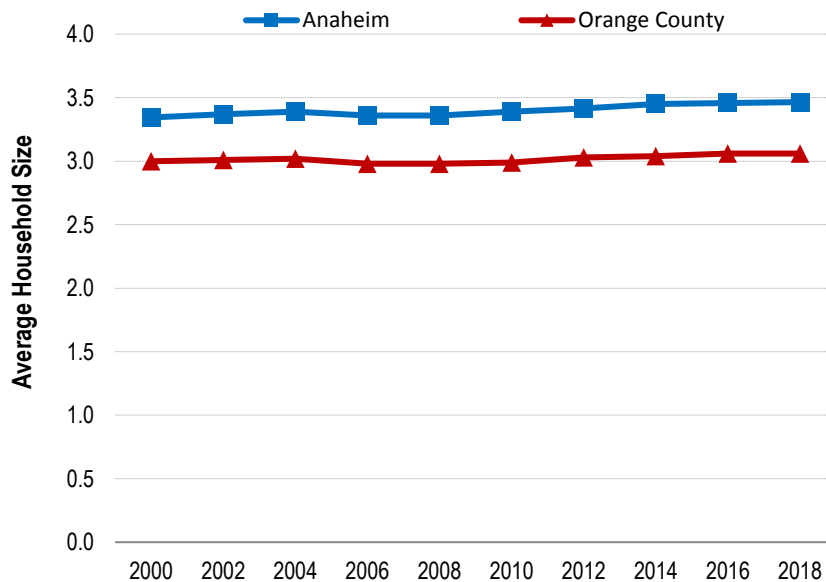
Sources: California Department of Finance, E-5, 2000-2018

★ Between 2000 and 2018, the total number of households in the City of Anaheim increased by 5,065 units, or 5.2 percent.

★ During this 18-year period, the city’s household growth rate of 5.2 percent was lower than the county growth rate of 10.9 percent.

★ 9.8 percent of Orange County’s total number of households are in the City of Anaheim.

Average Household Size: 2000 - 2018

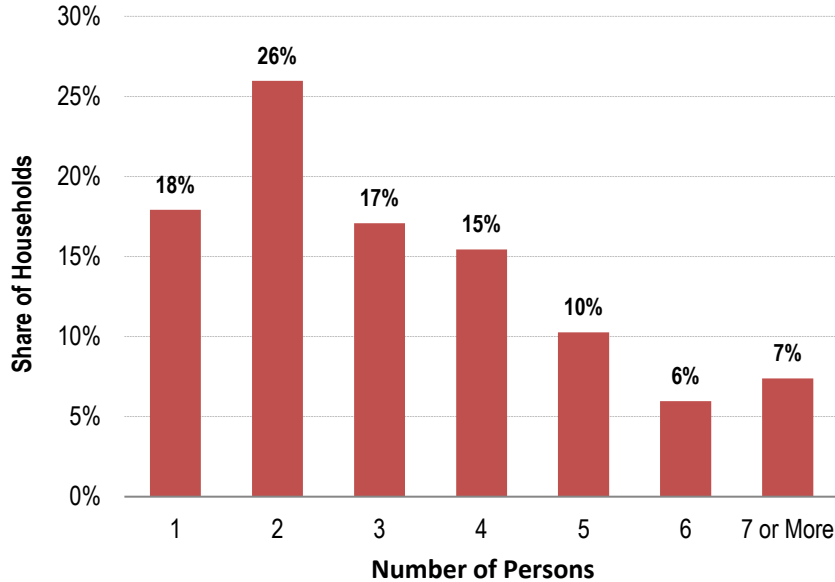


Source: California Department of Finance, E-5, 2000-2018

★ In 2018, the city’s average household size was 3.5, higher than the county average of 3.1.

Households by Size

Percent of Households by Household Size: 2018

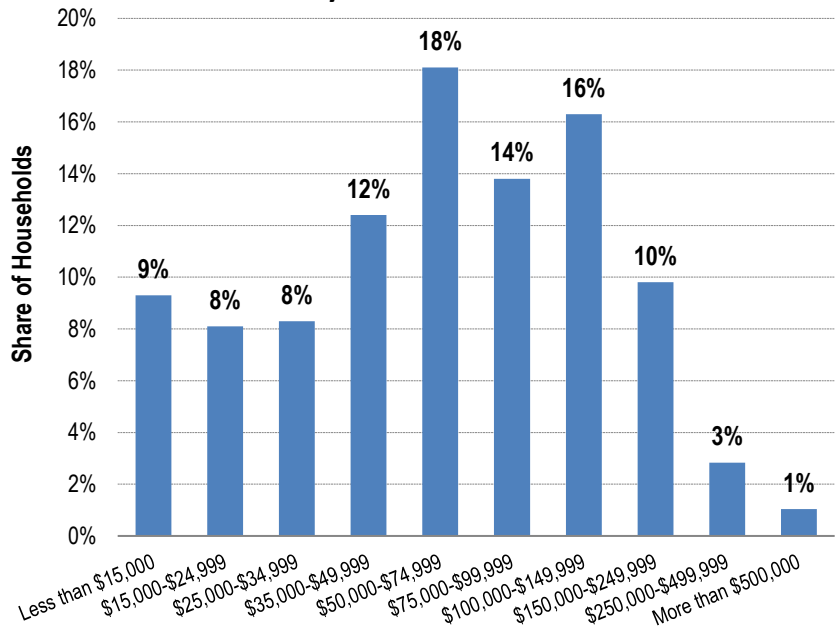


Source: U.S. Census American Community Survey; Nielsen Co.

- ★ In 2018, 61 percent of all city households had 3 people or fewer.
- ★ About 18 percent of the households were single-person households.
- ★ Approximately 23 percent of all households in the city had 5 people or more.

Households by Income

Percent of Households by Household Income: 2018

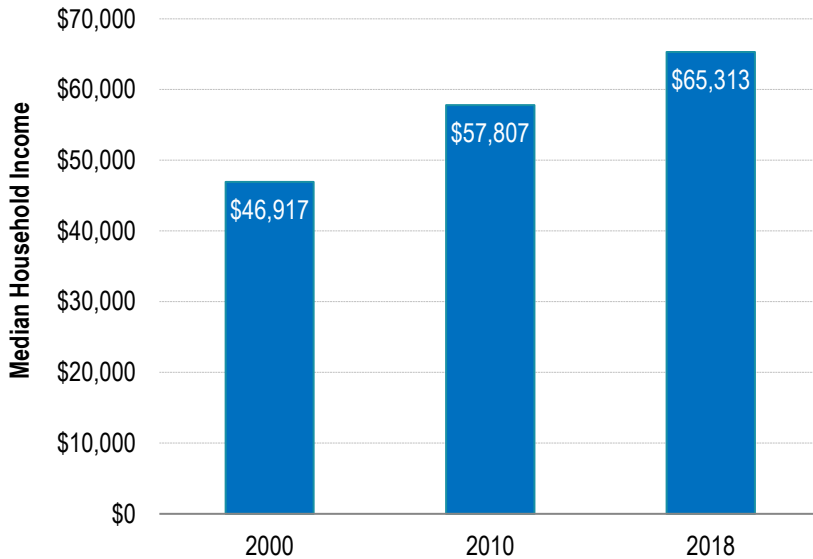


Source: U.S. Census American Community Survey; Nielsen Co.

- ★ In 2018, about 38 percent of households earned less than \$50,000 annually.
- ★ Approximately 30 percent of households earned \$100,000 or more.

Household Income

Median Household Income: 2000, 2010, and 2018

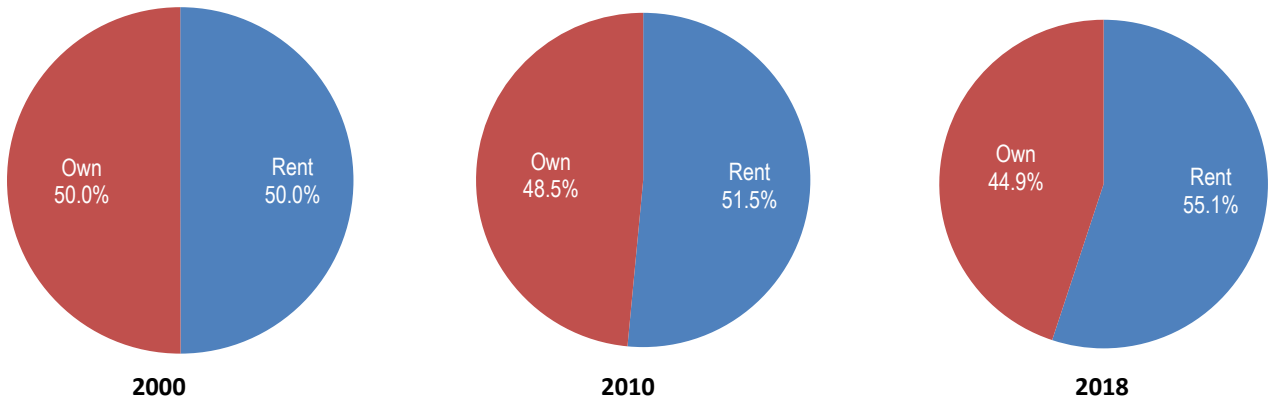


- ★ From 2000 to 2018, median household income increased by \$18,396.
- ★ Note: Dollars are not adjusted for annual inflation.

Source: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

Renters and Homeowners

Percentage of Renters and Homeowners: 2000, 2010, and 2018



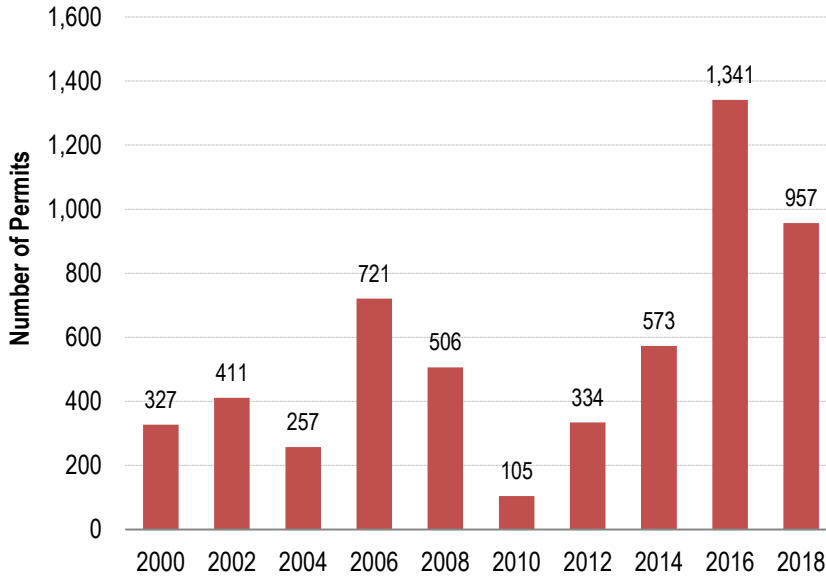
Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

- ★ Between 2000 and 2018, homeownership rates decreased and the share of renters increased.

IV. HOUSING

Total Housing Production

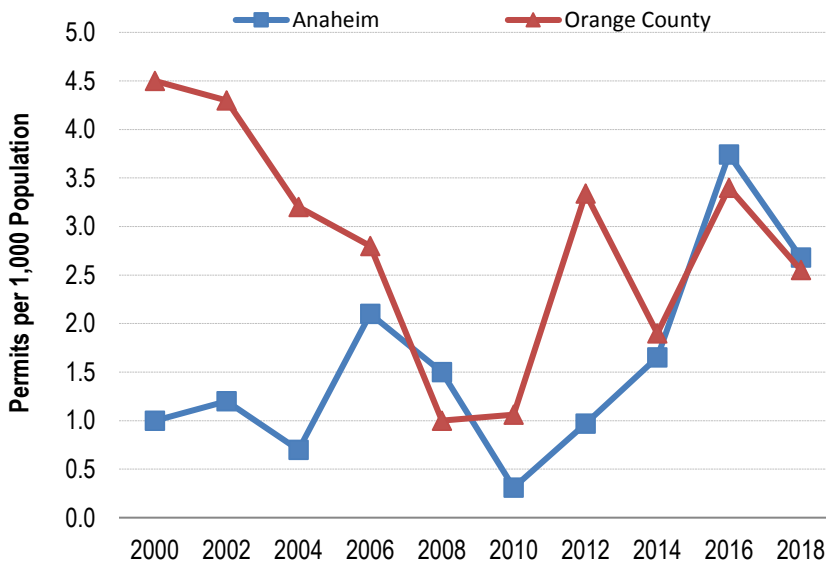
Total Permits Issued for all Residential Units: 2000 - 2018



Source: Construction Industry Research Board, 2000 - 2018

- ★ In 2018, permits were issued for 957 residential units.

Permits Issued for all Residential Units per 1,000 Residents: 2000 - 2018

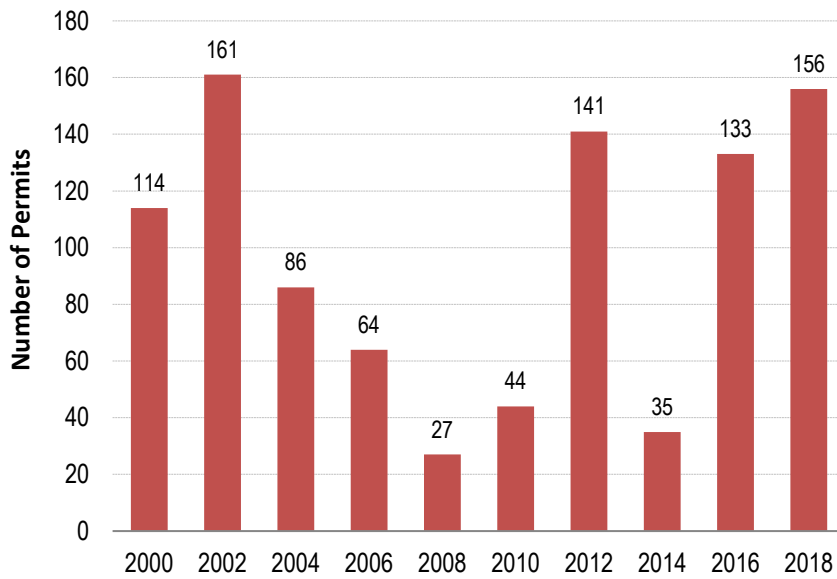


Source: Construction Industry Research Board, 2000 - 2018

- ★ In 2000, the City of Anaheim had 1 permit per 1,000 residents compared to the overall county figure of 4.5 permits per 1,000 residents.
- ★ For the city in 2018, the number of permits per 1,000 residents increased to 2.7 permits. For the county overall, it decreased to 2.5 permits per 1,000 residents.

Single-Family Housing Production

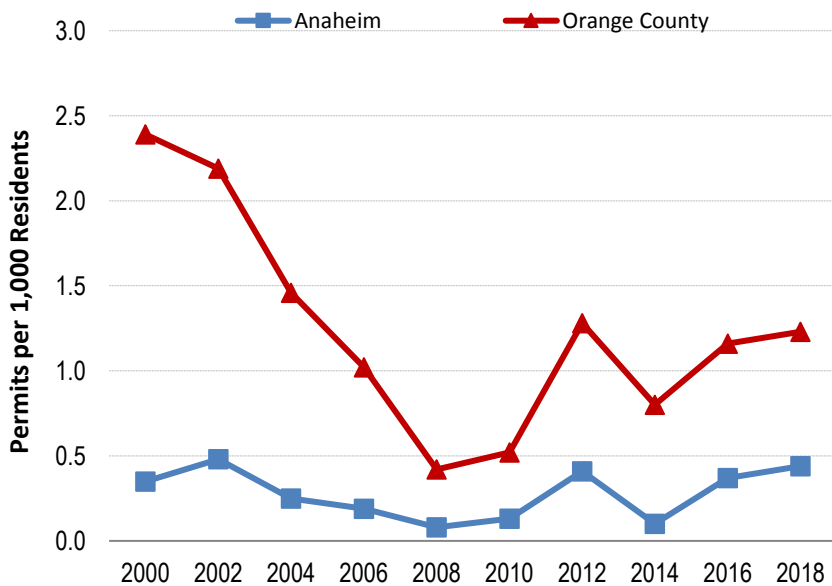
Permits Issued for Single-Family Units: 2000 - 2018



Source: Construction Industry Research Board, 2000 - 2018

★ In 2018, permits were issued for 156 single family homes.

Single-Family Permits Issued per 1,000 Residents: 2000 - 2018



Source: Construction Industry Research Board, 2000 - 2018

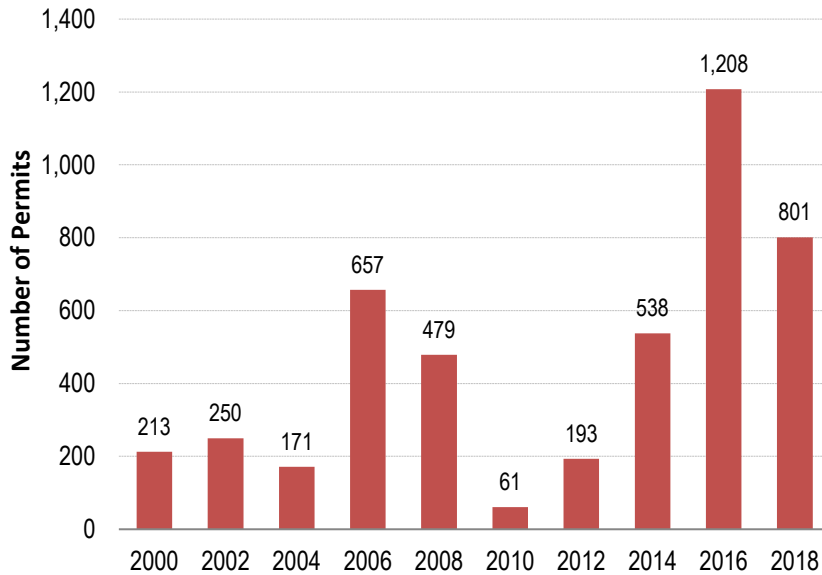
★ In 2000, the City of Anaheim issued 0.3 permits per 1,000 residents compared to the overall county figure of 2.4 permits per 1,000 residents.

★ For the city in 2018, the number of permits issued per 1,000 residents increased to 0.4 permits.

★ For the county overall, it decreased to 1.2 permits per 1,000 residents.

Multi-Family Housing Production

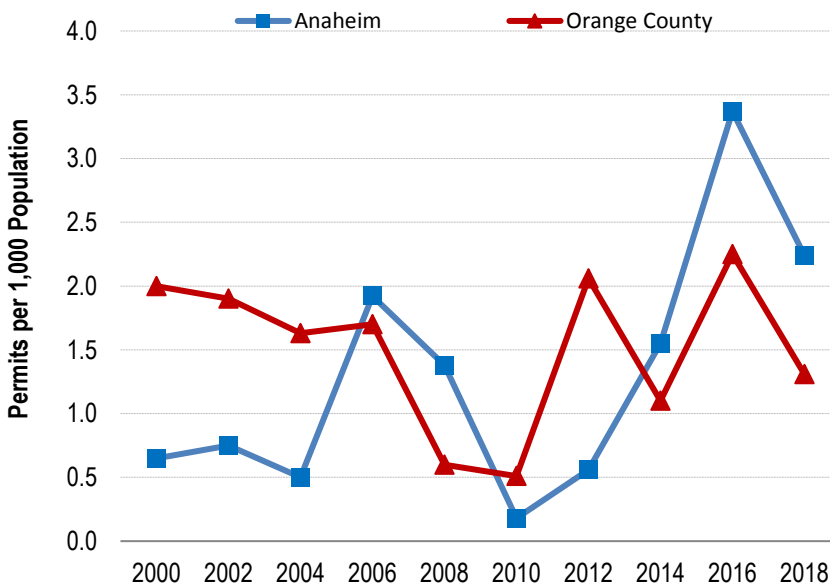
Permits Issued for Multi-Family Units: 2000 - 2018



Source: Construction Industry Research Board, 2000-2018

★ In 2018, there were permits issued for 801 multi-family residential units.

Multi-Family Permits Issued per 1,000 Residents: 2000 - 2018

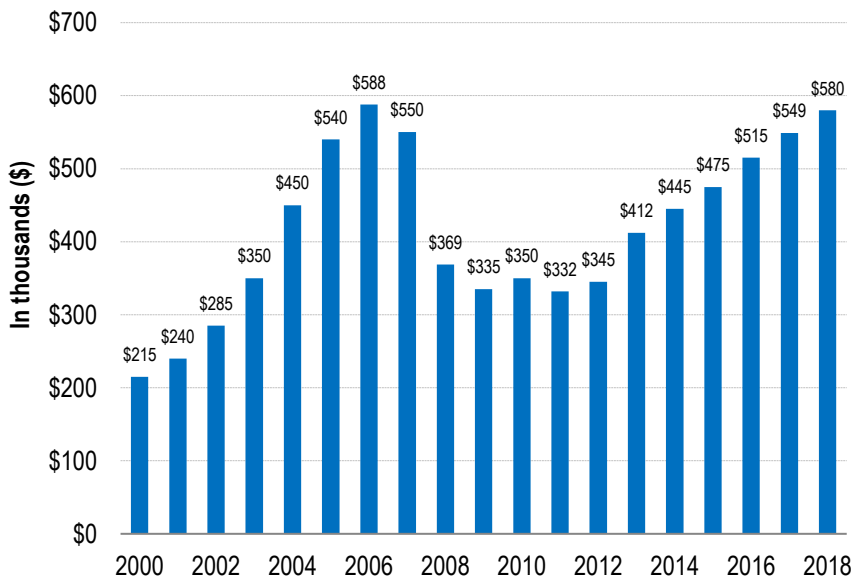


Source: Construction Industry Research Board, 2000-2018

★ For the city in 2018, the number of permits per 1,000 residents increased to 2.2 permits. For the county overall, it decreased to 1.3 permits per 1,000 residents.

Home Sales Prices

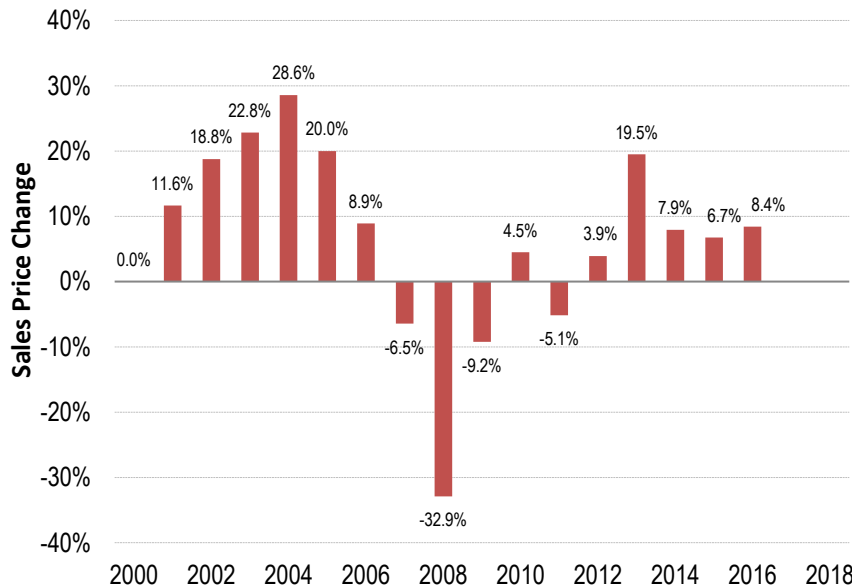
Median Home Sales Price for Existing Homes: 2000 - 2018 (\$ thousands)



Source: CoreLogic/DataQuick, 2000-2018

- ★ Between 2000 and 2018, the median home sales price of existing homes increased 170 percent from \$215,000 to \$580,000.
- ★ Median home sales price increased by 65.7 percent between 2010 and 2018.
- ★ In 2018, the median home sales price in the city was \$580,000, \$145,000 lower than that in the county overall.
- ★ Note: Median home sales price reflects resale of existing homes, which varies due to type of units sold.

Annual Median Home Sales Price Change for Existing Homes: 2000 - 2018



Source: CoreLogic/DataQuick, 2000-2018

HOUSING TYPE

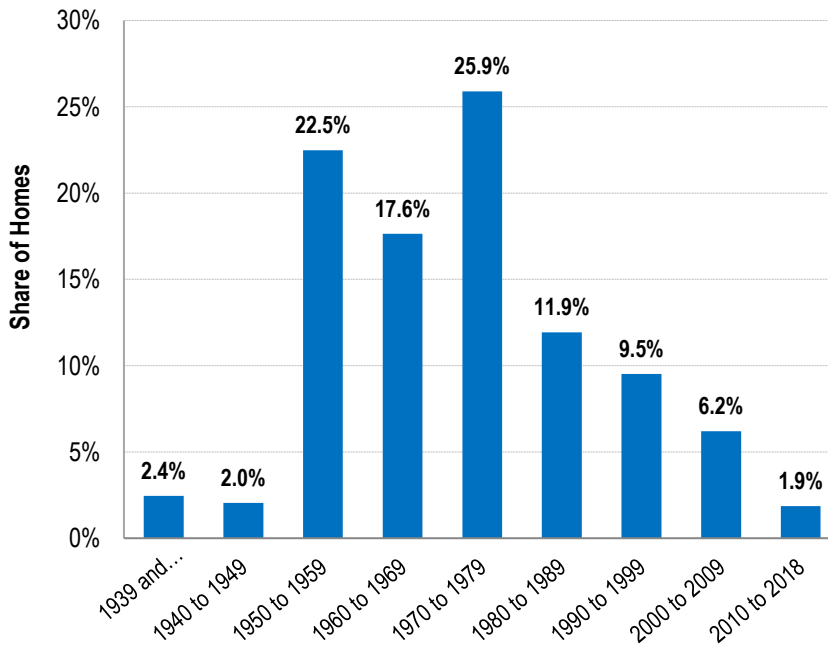
Housing Type by Units: 2018

Housing Type	Number of Units	Percent of Total Units
Single Family Detached	45,107	41.7 %
Single Family Attached	9,294	8.6 %
Multi-family: 2 to 4 units	11,398	10.5 %
Multi-family: 5 units plus	37,738	34.9 %
Mobile Home	4,685	4.3 %
Total	108,222	100.0 %

- ★ The most common housing type is Single Family Detached.
- ★ 50.3 percent were single family homes and 45.4 percent were multi-family homes.

Source: California Department of Finance, E-5, 2018

Age of Housing Stock: 2018

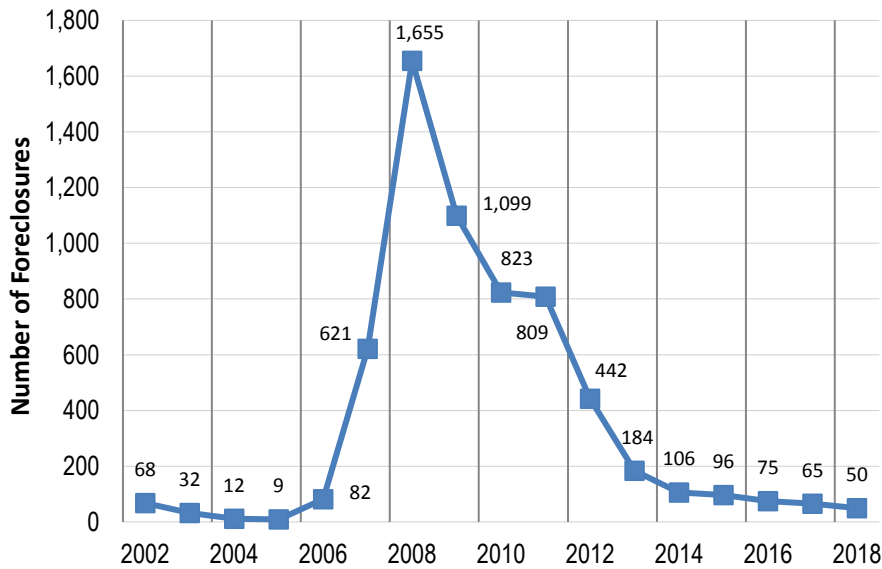


- ★ 44.6 percent of the housing stock was built before 1970.
- ★ 55.4 percent of the housing stock was built after 1970.

Source: U.S. Census American Community Survey; Nielsen Co.

Foreclosures

Number of Foreclosures: 2002 - 2018 2018

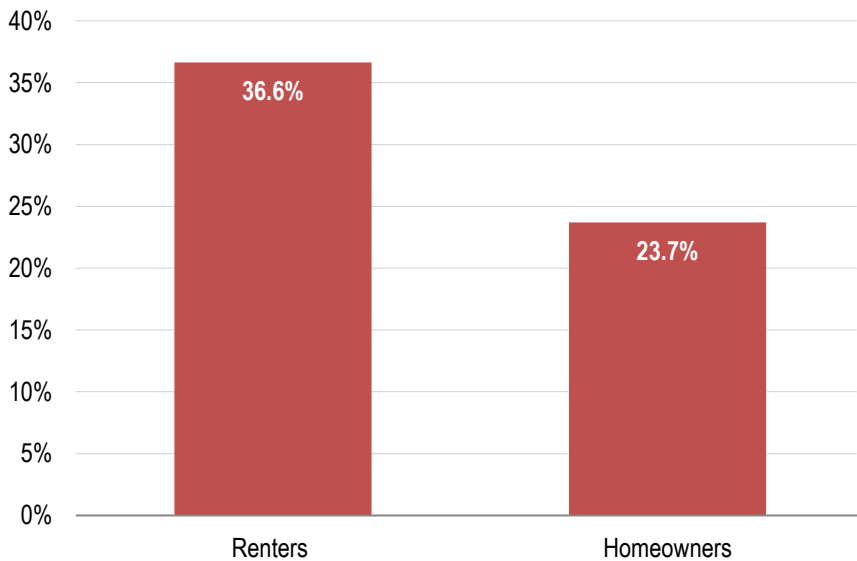


- ★ There were 50 foreclosures in 2018.
- ★ Between 2007 and 2018, there were 6,025 foreclosures.

Source: CoreLogic/DataQuick, 2002-2018

Housing Cost Share

Percentage of Housing Cost for Renters and Homeowners: 2017



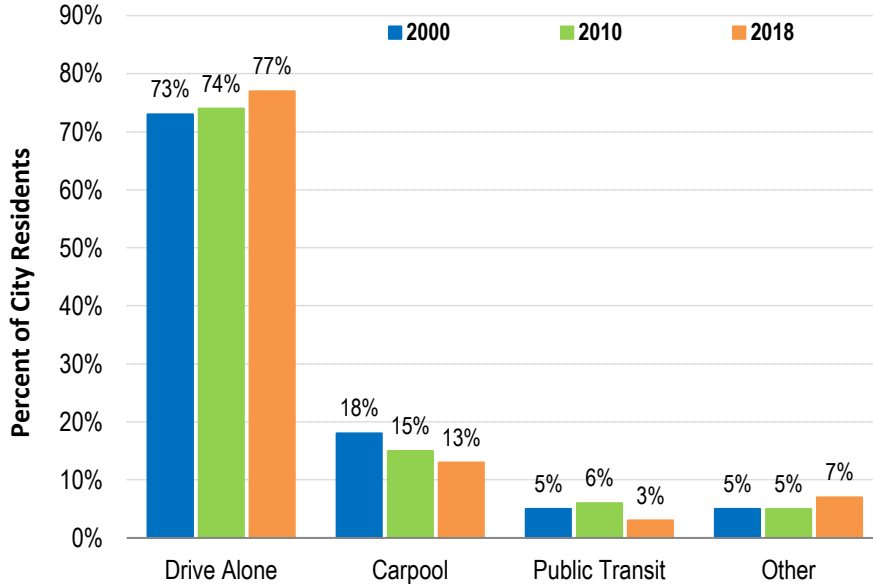
- ★ Housing costs accounted for an average of 36.6 percent of total household income for renters.
- ★ Housing costs accounted for an average of 23.7 percent of total household income for homeowners.

Source: U.S. Census American Community Survey

V. TRANSPORTATION

Journey to Work for Residents

Transportation Mode Choice: 2000, 2010, and 2018

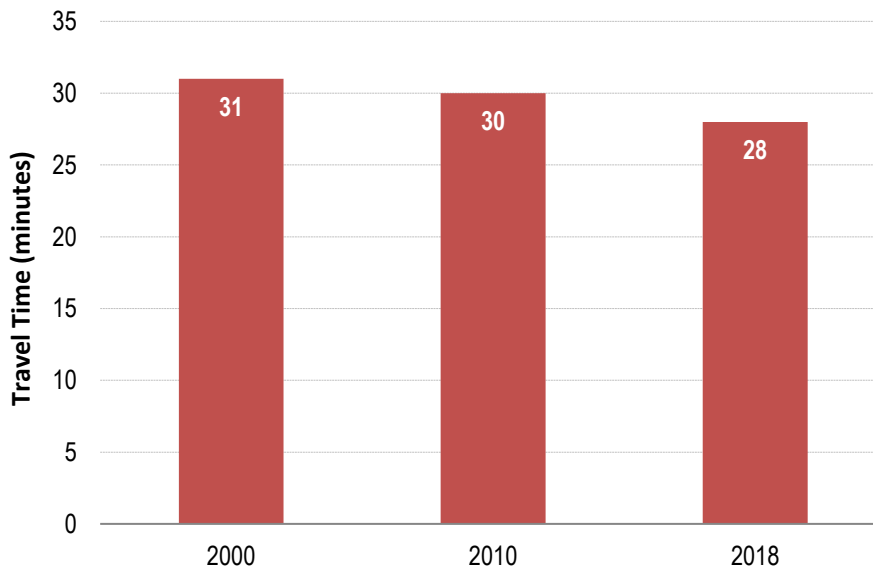


Sources: 2000 U.S. Decennial Census; 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

★ Between 2000 and 2018, the greatest change occurred in the percentage of individuals who traveled to work by carpool; this share decreased by 5.3 percentage points.

★ ‘Other’ refers to bicycle, pedestrian, and home-based employment.

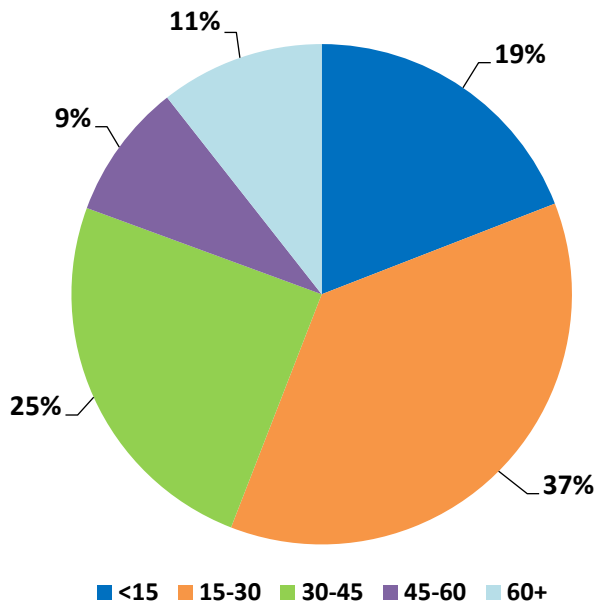
Average Travel Time (minutes): 2000, 2010, and 2018



Sources: 2000 U.S. Decennial Census; 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

★ Between 2000 and 2018, the average travel time to work decreased by approximately 3 minutes.

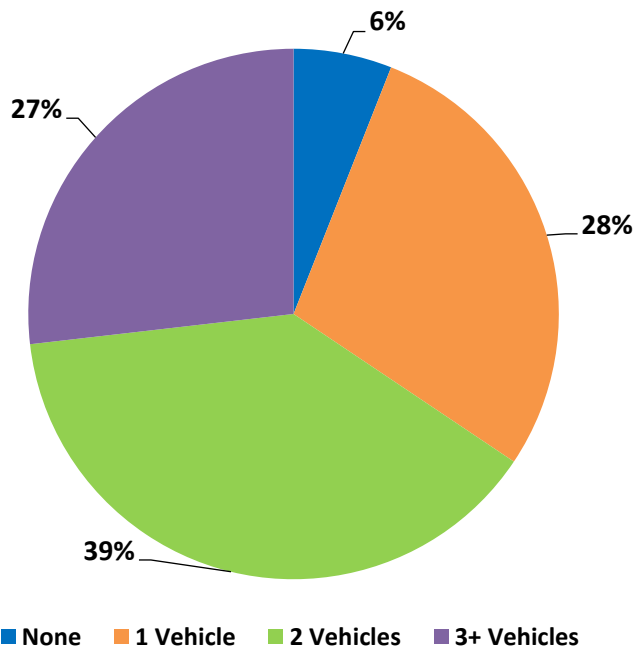
Travel Time to Work (Range of Minutes): 2018



- ★ In 2018, 44.1 percent of Anaheim commuters spent more than 30 minutes to travel to work.
- ★ Travel time to work figures reflect average one-way commute travel times, not round trip.

Source: U.S. Census American Community Survey; Nielsen Co.

Household Vehicle Ownership: 2018



- ★ 34.4 percent of Anaheim households own one or no vehicles, while 65.6 percent of households own two or more vehicles.

Source: U.S. Census American Community Survey; Nielsen Co.

VI. ACTIVE TRANSPORTATION

Over the course of the next 25 years, population growth and demographic shifts will continue to transform the character of the SCAG region and the demands placed on it for livability, mobility, and overall quality of life. Our future will be shaped by our response to this growth and the demands it places on our systems.

SCAG is responding to these challenges by embracing sustainable mobility options, including support for enhanced active transportation infrastructure. Providing appropriate facilities to help make walking and biking more attractive and safe transportation options will serve our region through reduction of traffic congestion, decreased greenhouse gas emissions, improved public health, and enhanced communities.

For the 2017 Local Profiles, SCAG began providing information on the active transportation resources being implemented throughout our region. The 2019 Local Profiles continues the active transportation element with a compilation of bicycle lane mileage by facility type at the county level. This data, provided by our County Transportation Commissions for the years 2012 and 2016, provides a baseline to measure regional progress in the development of active transportation resources over that four year period.

The Local Profiles reports will seek to provide additional active transportation data resources as they become available at the local jurisdictional level. Information on rates of physical activity (walking) is available in the Public Health section of this report.

Bike Lane Mileage by Class: 2012-2016

County	Class 1		Class 2		Class 3		Class 4		Total Lane Miles		
	2012	2016	2012	2016	2012	2016	2012	2016	2012	2016	Change
Imperial	3	3	4	4	82	82	0	0	89	89	0.0%
Los Angeles	302	343	659	1,054	519	609	2	7	1,482	2,013	35.8%
Orange	259	264	706	768	87	103	0	0	1,052	1,135	7.9%
Riverside	44	44	248	248	129	129	0	0	421	421	0.0%
San Bernardino	77	96	276	293	150	107	0	0	503	496	-1.4%
Ventura	61	76	257	333	54	77	0	0	372	486	30.6%
SCAG Region	746	826	2,150	2,700	1,021	1,107	2	7	3,919	4,640	18.4%

Source: County Transportation Commissions: 2012, 2016

Class 1 (Bike Path): Separated off-road path for the exclusive use of bicycles and pedestrians.

Class 2 (Bike Lane): Striped on-road lane for bike travel along a roadway.

Class 3 (Bike Route): Roadway dedicated for shared use by pedestrians, bicyclists, and motor vehicles.

Class 4 (Protected Bike Lane): Lane separated from motor vehicle traffic by more than striping (grade separation or barrier).

VII. EMPLOYMENT

Employment Centers

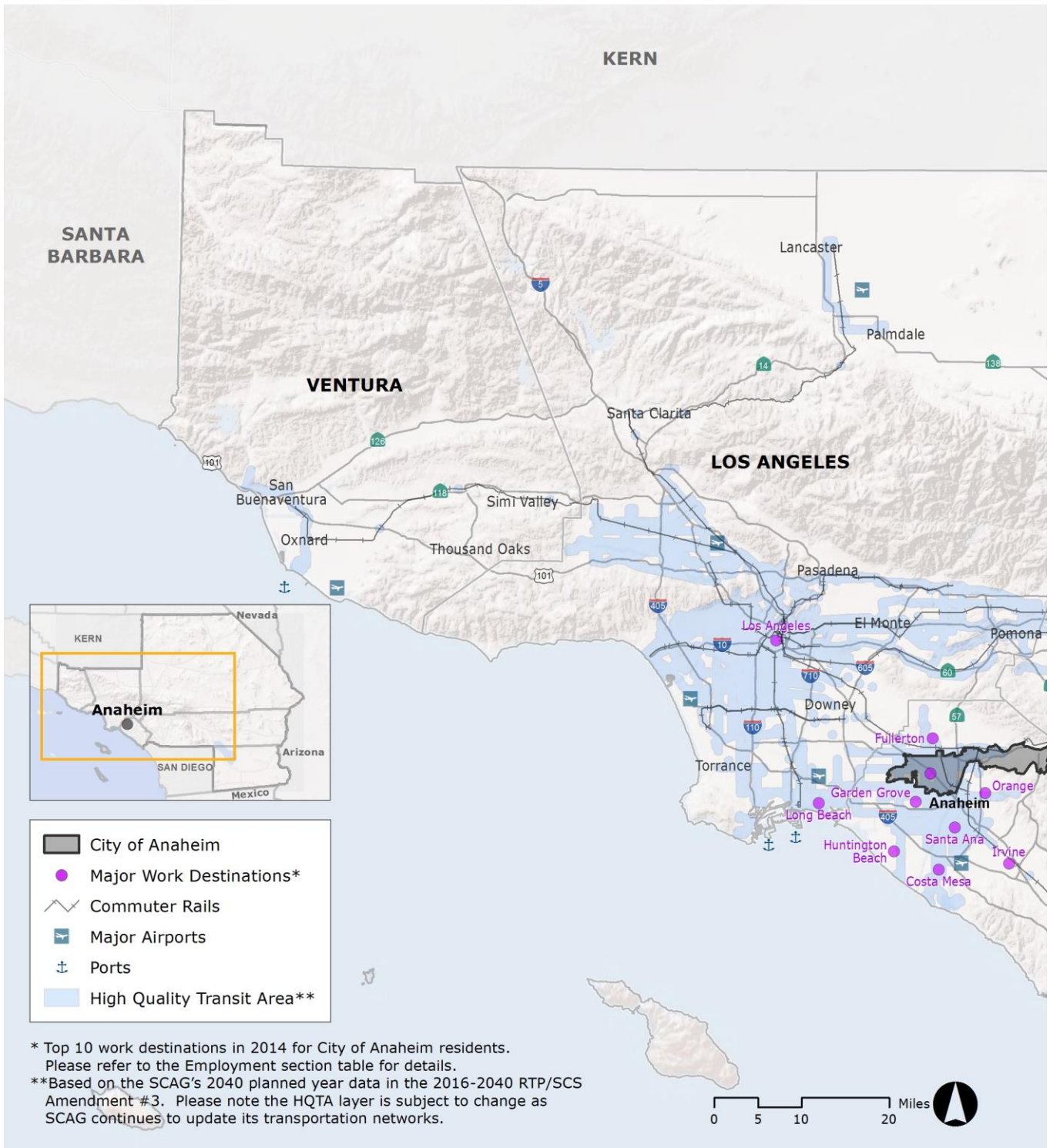
Top 10 Places Where Anaheim Residents Commute to Work: 2016

Local Jurisdiction		Number of Commuters	Percent of Total Commuters
1.	Anaheim	25,548	16.6 %
2.	Los Angeles	10,903	7.1 %
3.	Irvine	10,604	6.9 %
4.	Santa Ana	10,190	6.6 %
5.	Orange	8,673	5.7 %
6.	Fullerton	4,858	3.2 %
7.	Garden Grove	3,988	2.6 %
8.	Costa Mesa	3,630	2.4 %
9.	Long Beach	3,194	2.1 %
10.	Huntington Beach	3,030	2.0 %
All Other Destinations		68,634	44.8 %

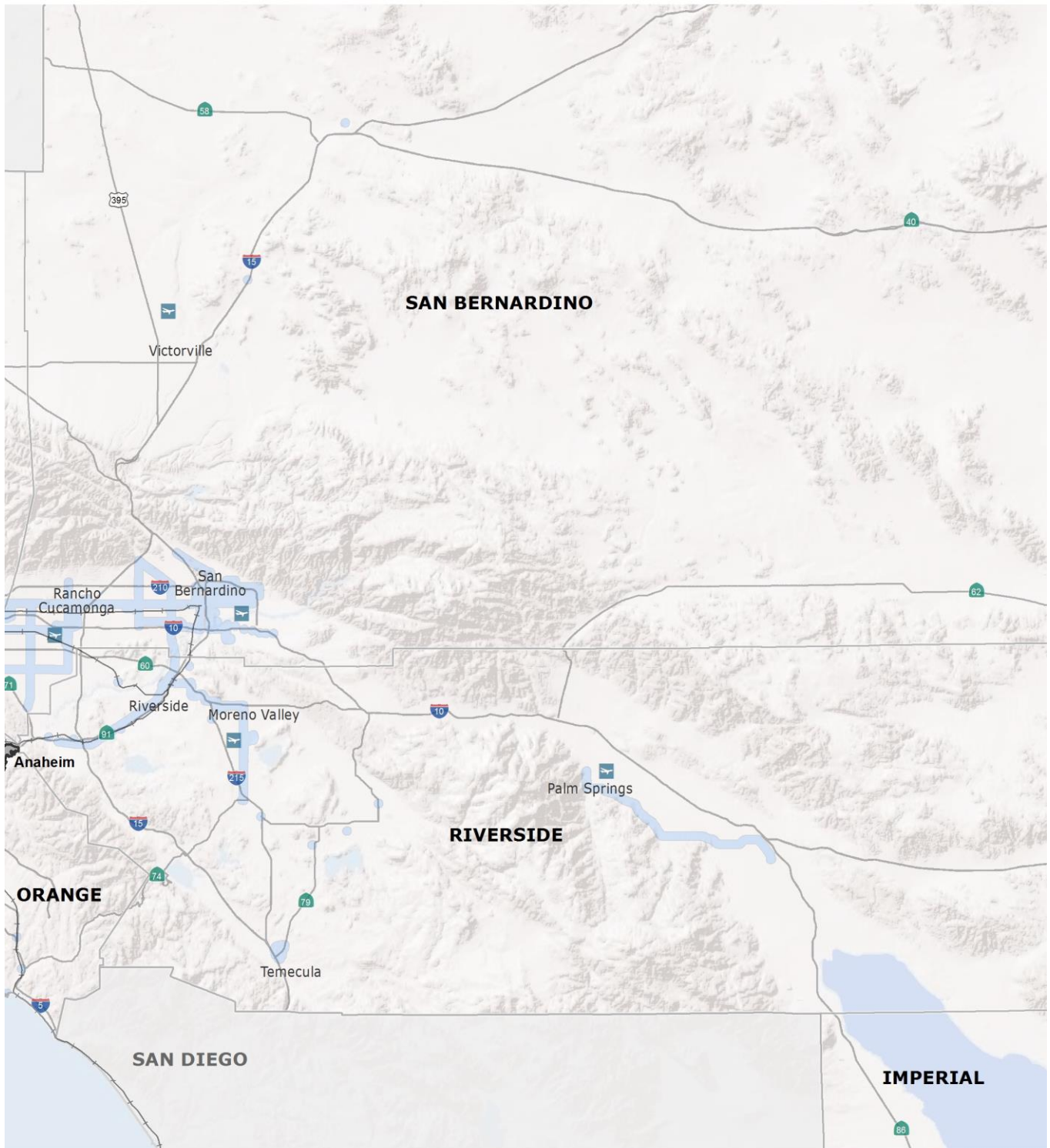
Source: U.S. Census Bureau, 2017, LODES Data; Longitudinal-Employer Household Dynamics Program, <https://lehd.ces.census.gov/data/lodes/>

- ★ This table identifies the top 10 locations where residents from the City of Anaheim commute to work.
- ★ 16.7% work and live in Anaheim, while 83.3% commute to other places.

MAJOR WORK DESTINATIONS

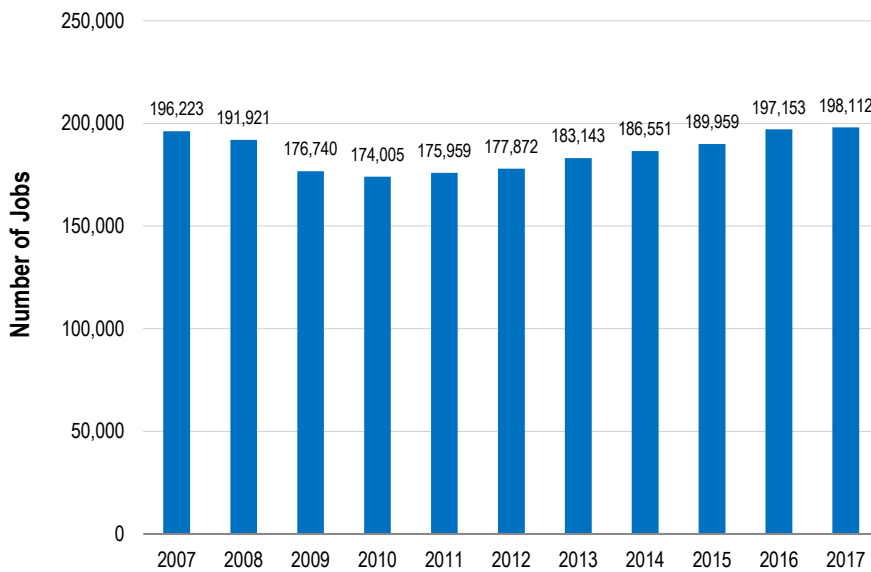


Source: SCAG, U.S. Census Bureau, 2019, LODES Dataset Version 7.3



Total Jobs

Total Jobs: 2007 - 2017

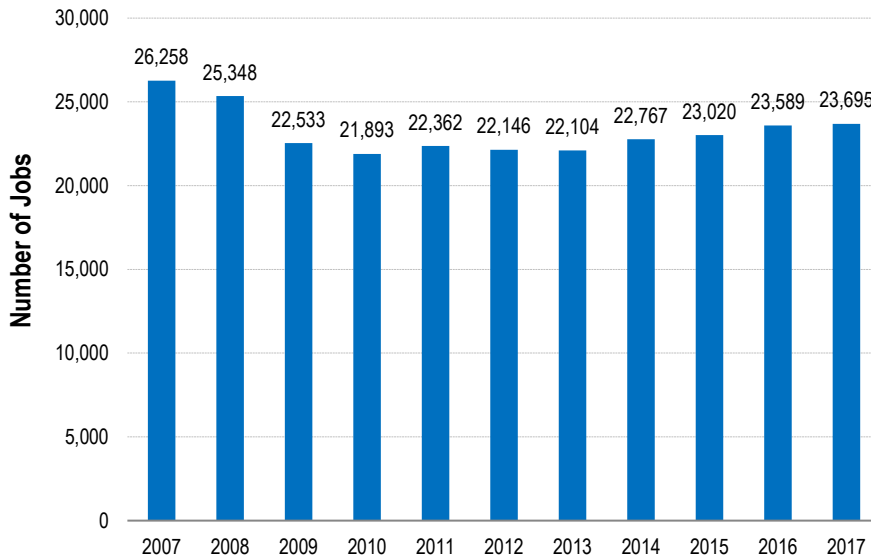


Sources: California Employment Development Department, 2007 - 2017; InfoGroup; and SCAG

- ★ Total jobs include wage and salary jobs and jobs held by business owners and self-employed persons.
- ★ The total job count does not include unpaid volunteers or family workers, and private household workers.
- ★ In 2017, total jobs in the City of Anaheim numbered 198,113, an increase of 1.0 percent from 2007.

Jobs by Sector

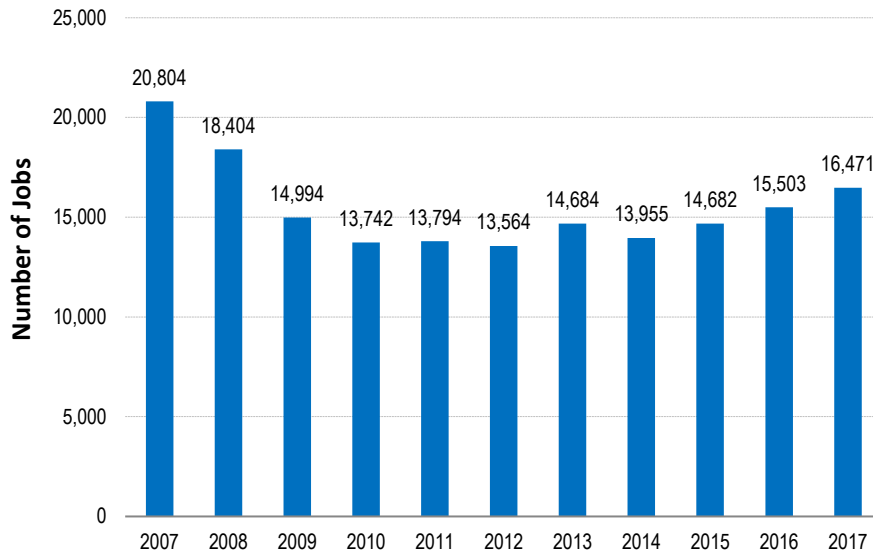
Jobs in Manufacturing: 2007 - 2017



Sources: California Employment Development Department, 2007 - 2017; InfoGroup; and SCAG

- ★ Manufacturing jobs include those employed in various sectors including food; apparel; metal; petroleum and coal; machinery; computer and electronic products; and transportation equipment.
- ★ Between 2007 and 2017, the number of manufacturing jobs in the city decreased by 9.8 percent.

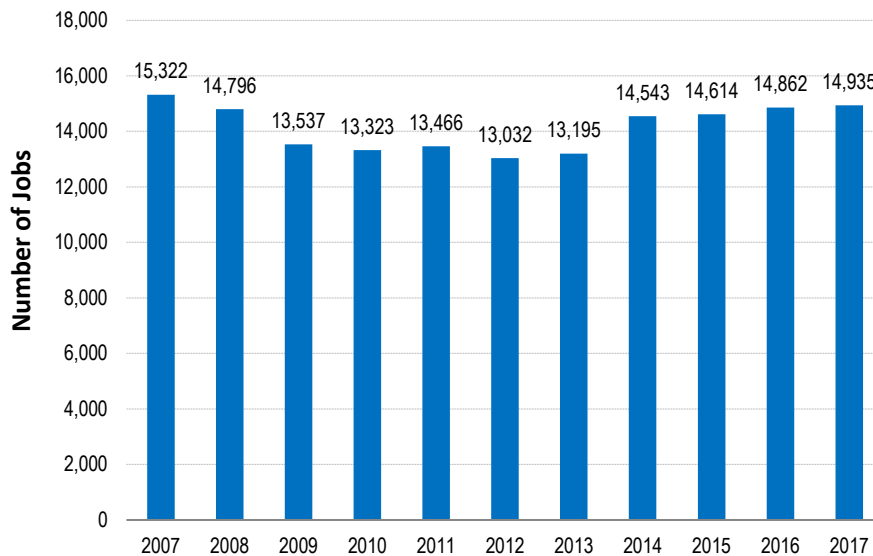
Jobs in Construction: 2007 - 2017



Sources: California Employment Development Department, 2007 - 2017; InfoGroup; and SCAG

- ★ Construction jobs include those engaged in both residential and non-residential construction.
- ★ Between 2007 and 2017, construction jobs in the city decreased by 20.8 percent.

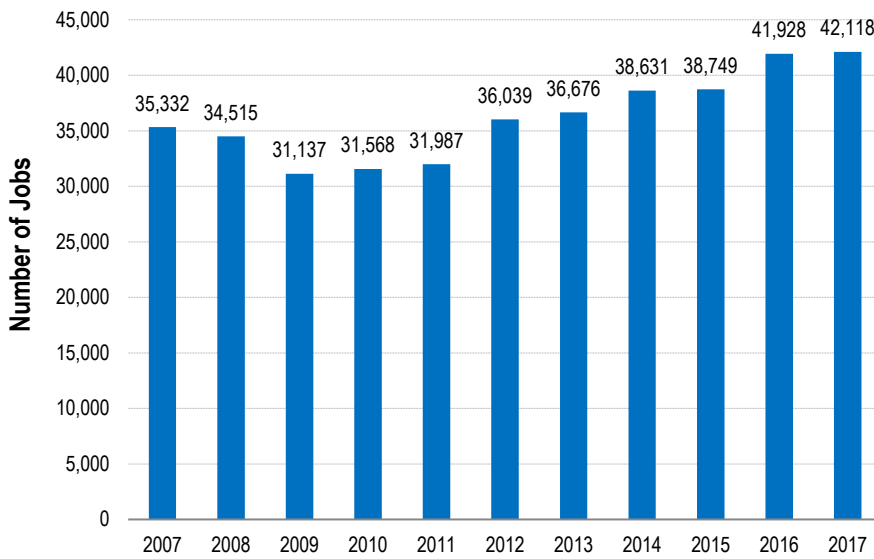
Jobs in Retail Trade: 2007 - 2017



Sources: California Employment Development Department, 2007 - 2017; InfoGroup; and SCAG

- ★ Retail trade jobs include those at various retailers including motor vehicle and parts dealers, furniture, electronics and appliances, building materials, food and beverage, clothing, sporting goods, books, and office supplies.
- ★ Between 2007 and 2017, the number of retail trade jobs in the city decreased by 2.5 percent.

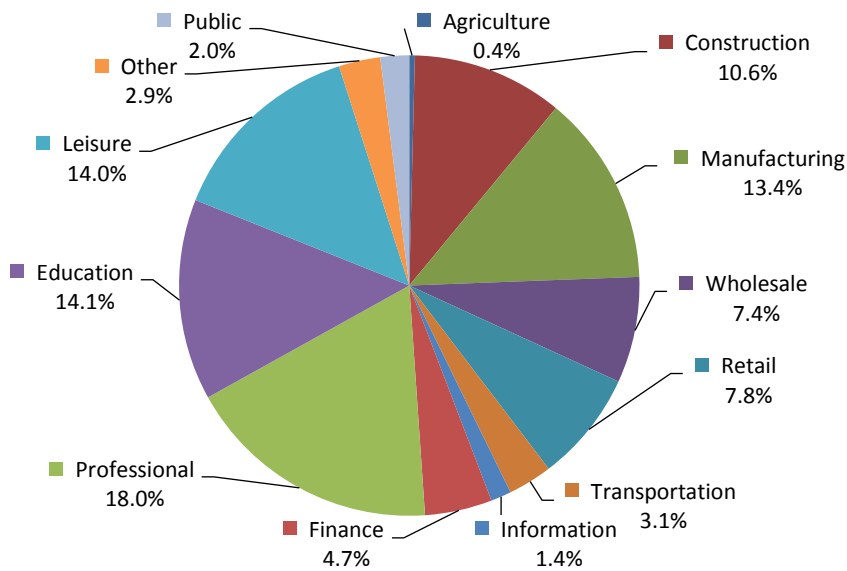
Jobs in Professional and Management: 2007 - 2017



Sources: California Employment Development Department, 2007 - 2017; InfoGroup; and SCAG

- ★ Jobs in the professional and management sector include those employed in professional and technical services, management of companies, and administration and support.
- ★ Between 2007 and 2017, the number of professional and management jobs in the city increased by 19.2 percent.

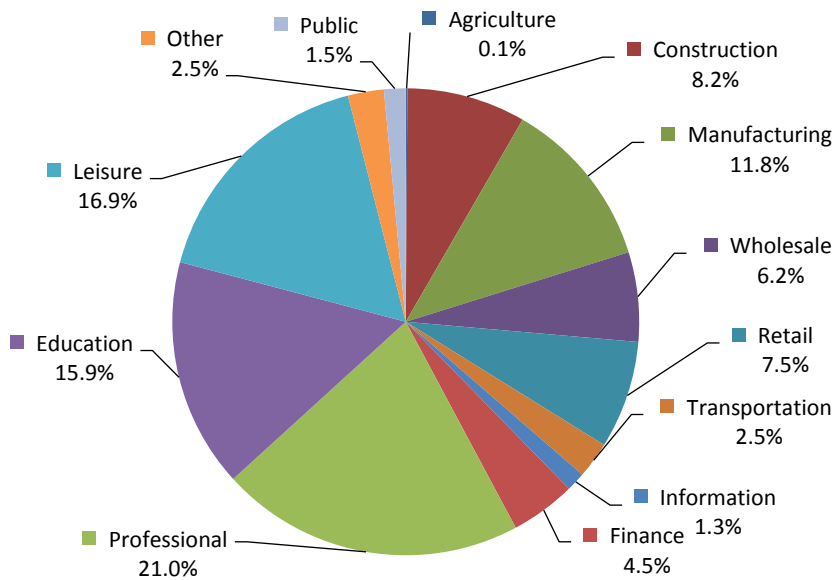
Jobs by Sector: 2007



- ★ From 2007 to 2017, the share of Professional jobs increased from 18 percent to 21 percent.
- ★ See Methodology Section for industry sector definitions.

Sources: California Employment Development Department, 2007; InfoGroup; and SCAG.

Jobs by Sector: 2017

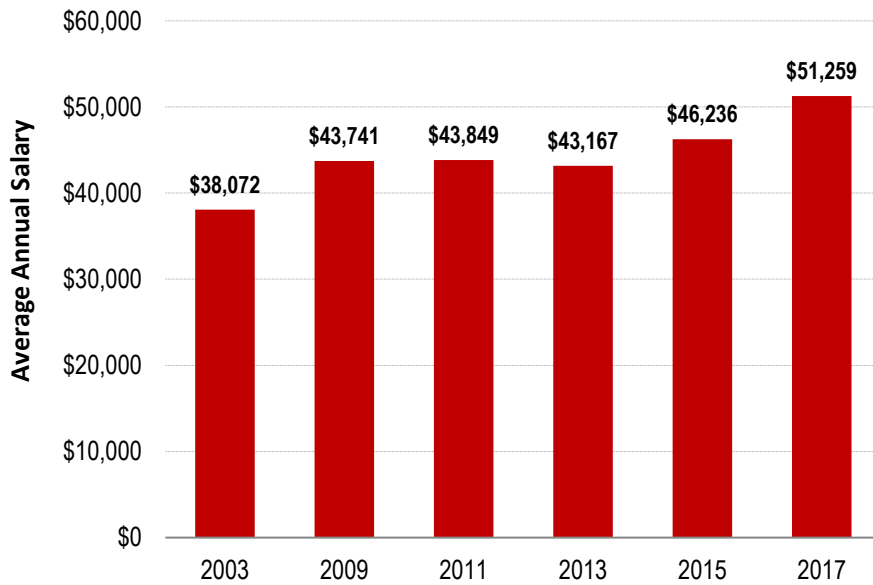


- ★ In 2017, the Professional sector was the largest job sector, accounting for 21 percent of total jobs in the city.
- ★ Other major sectors included Leisure (16.9 percent), Education (15.9 percent), and Manufacturing (11.8 percent).

Sources: California Employment Development Department, 2018; InfoGroup; and SCAG.

Average Salaries

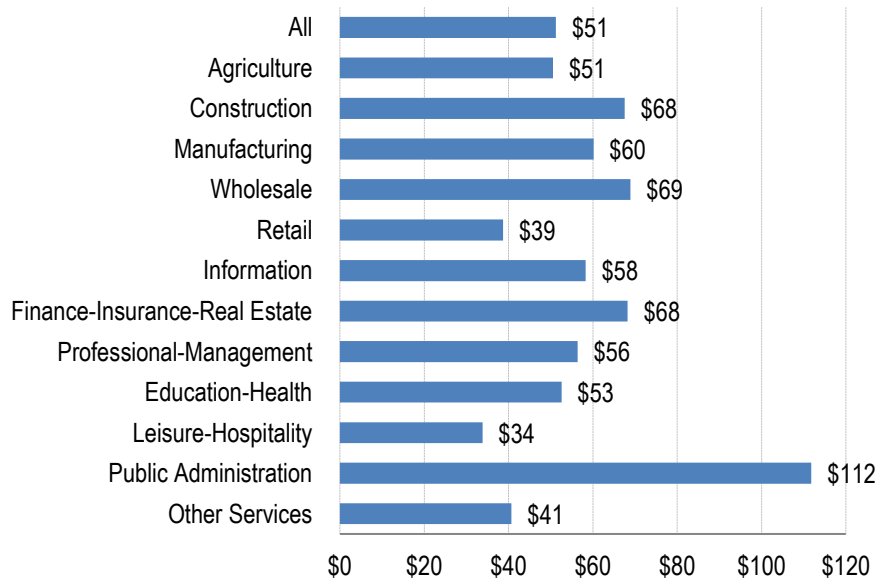
Average Annual Salary: 2003, 2009, 2011, 2015 and 2017



Source: California Employment Development Department, 2003 - 2017

- ★ Average salaries for jobs located in the city increased from \$38,072 in 2003 to \$51,259 in 2017, a 34.6 percent change.
- ★ Note: Dollars are not adjusted for annual inflation.

Average Annual Salary by Sector: 2017 (\$ thousands)



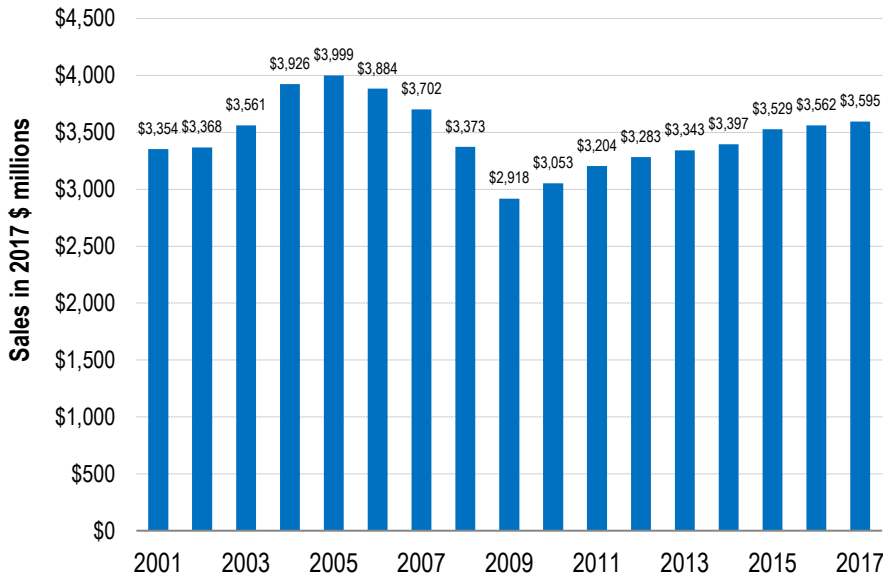
Source: California Employment Development Department, 2017

- ★ In 2017, the employment sector providing the highest salary per job in the city was Public Administration (\$111,810).
- ★ The Leisure-Hospitality sector provided the lowest annual salary per job (\$33,838).

VIII. RETAIL SALES

Real Retail Sales

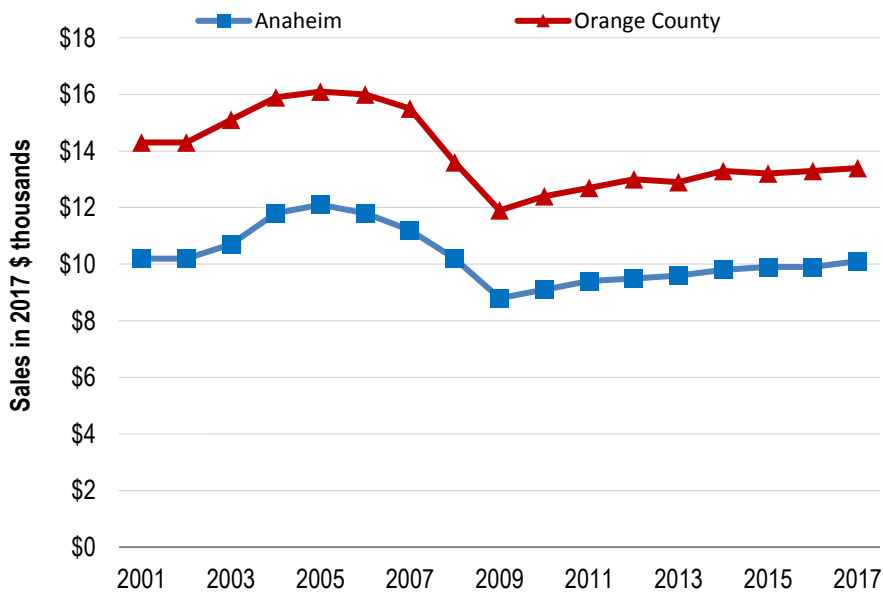
Real Retail Sales (in 2017 \$ millions): 2001 - 2017



Source: California Board of Equalization, 2001-2017

★ Real (inflation adjusted) retail sales in the City of Anaheim increased by 23.2 percent between 2009 and 2017.

Real Retail Sales per Person (in 2017 \$ thousands): 2001 - 2017



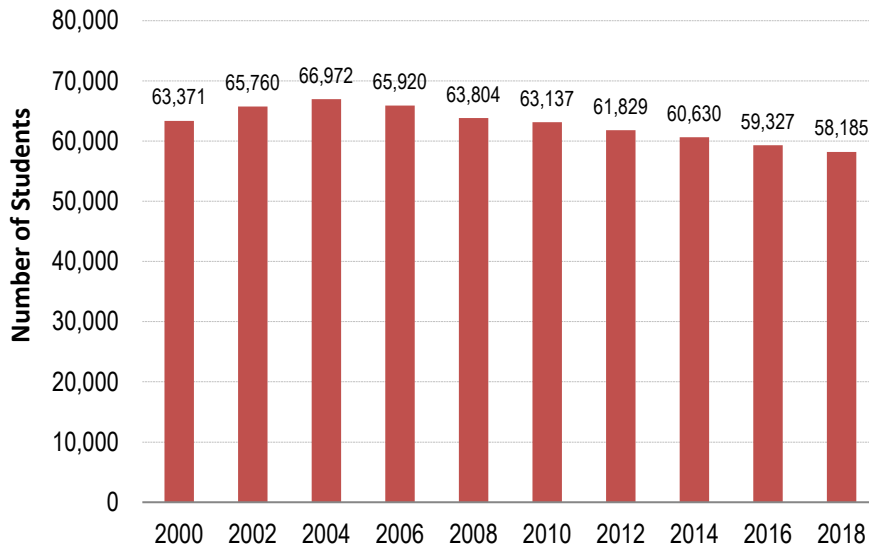
Source: California Board of Equalization, 2001-2017

★ Between 2001 and 2017, retail sales per person for the city increased from \$9,614 to \$10,084.

IX. EDUCATION

Total Student Enrollment

K-12 Public School Student Enrollment: 2000 - 2018

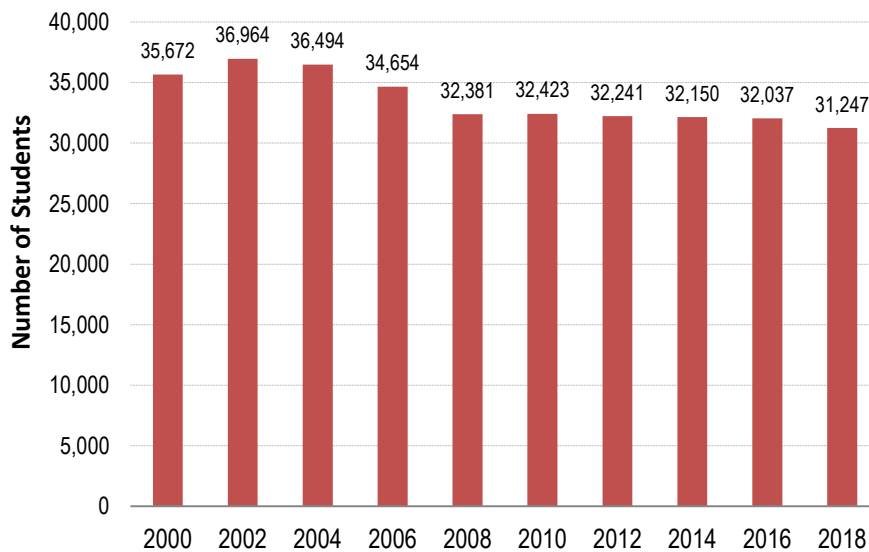


Source: California Department of Education, 2000 - 2018

★ Between 2000 and 2018, total K-12 public school enrollment for schools within the City of Anaheim decreased by 5,186 students, or about 8.2 percent.

Student Enrollment by Grade

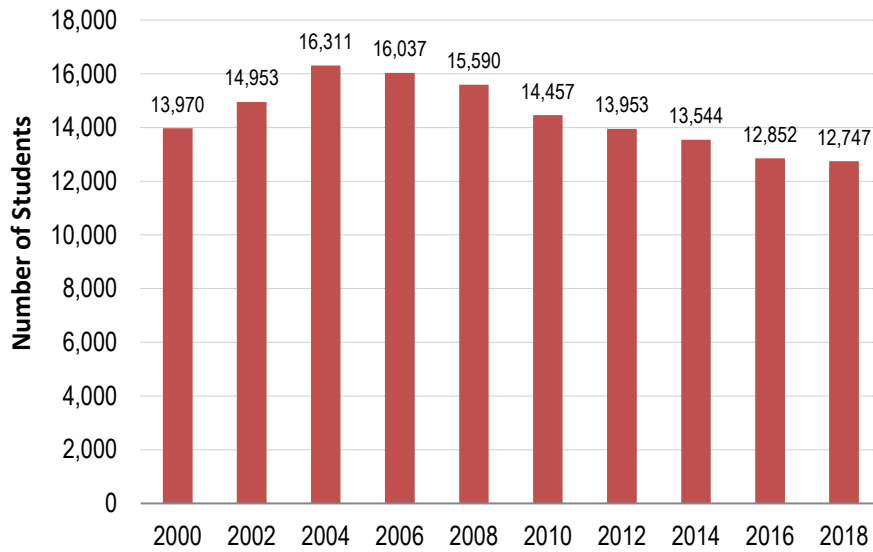
K-6 Public School Student Enrollment: 2000 - 2018



Source: California Department of Education, 2000 - 2018

★ Between 2000 and 2018, total public elementary school enrollment decreased by 4,425 students or 12.4 percent.

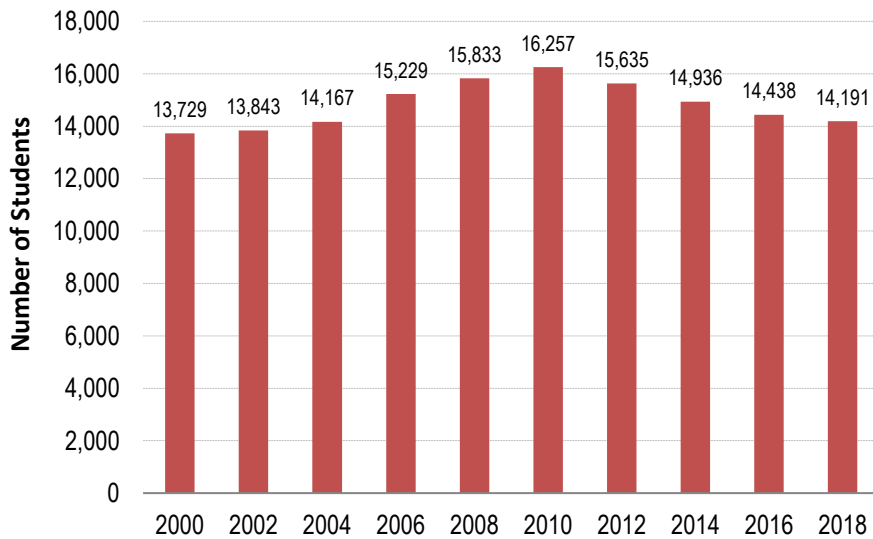
Grades 7-9 Public School Student Enrollment: 2000 - 2018



★ Between 2000 and 2018, total public school enrollment for grades 7-9 decreased by 1,223 students or 8.8 percent.

Source: California Department of Education, 2000 - 2018

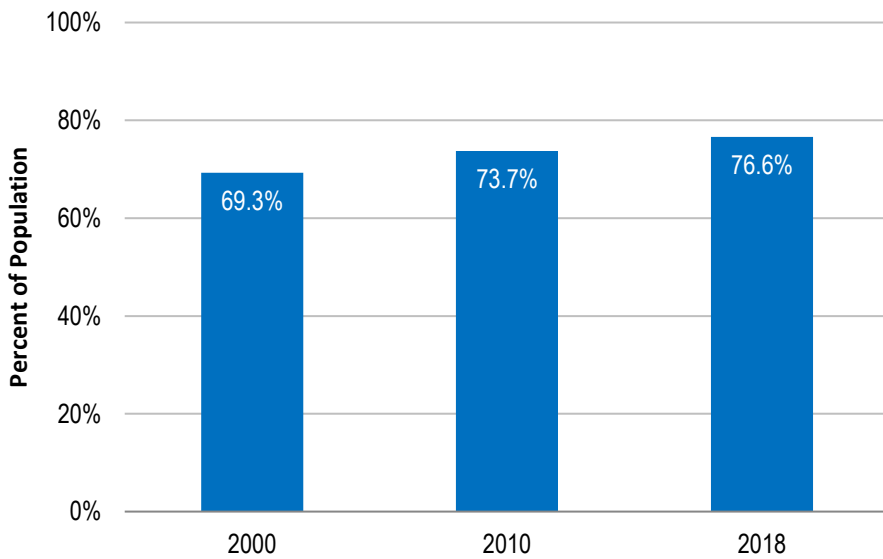
Grades 10-12 Public School Student Enrollment: 2000 - 2018



★ Between 2000 and 2018, total public school enrollment for grades 10-12 increased by 462 students, about 3.4 percent.

Source: California Department of Education, 2000 - 2018

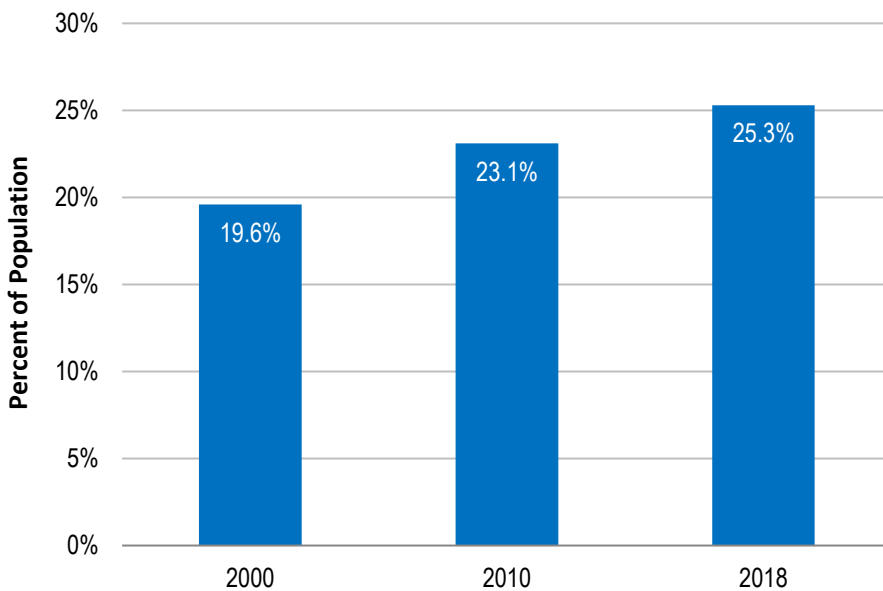
Percent of City Population 25 Years & Over Completing High School or Higher



★ In 2018, 76.6 percent of the population 25 years and over completed high school or higher, which is higher than the 2000 level.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

Percent of City Population 25 Years & Over Completing a Bachelor’s Degree or Higher



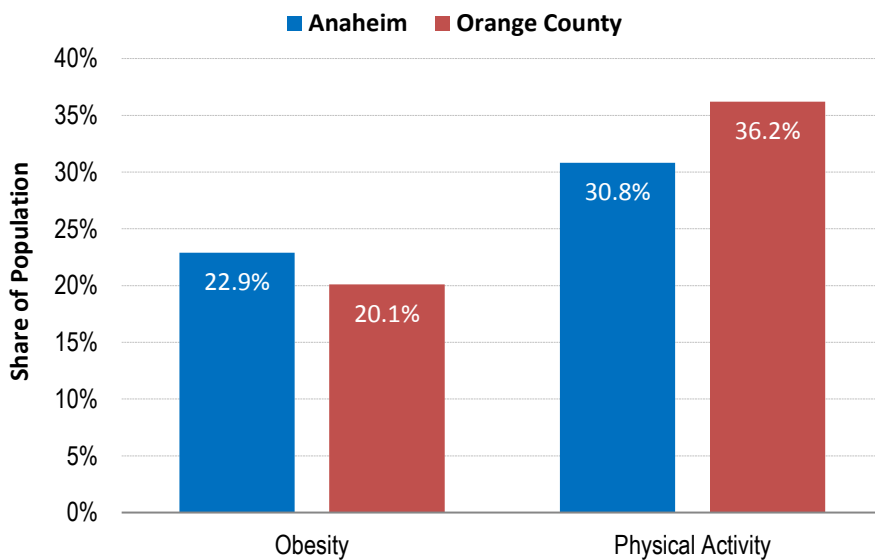
★ In 2018, 25.3 percent of the population 25 years and over completed a Bachelor degree or higher, which is higher than the 2000 level.

Sources: 2000 and 2010 U.S. Decennial Census; American Community Survey; Nielsen Co.

X. PUBLIC HEALTH

For the 2017 Local Profiles, information on public health performance at the local jurisdictional level was introduced. Many adverse public health outcomes related to obesity and poor air quality may be preventable through the implementation of a more sustainable and integrated program of community and transportation planning at the regional and local levels. Evidence has shown that built environment factors play an important role in supporting healthy behavior and reducing rates of chronic diseases and obesity. For example, improved active transportation infrastructure, better accessibility to recreational open space, and the development of more walkable communities enhance opportunities for physical exercise and thereby result in a reduction of obesity rates, along with the chronic diseases associated with physical inactivity.

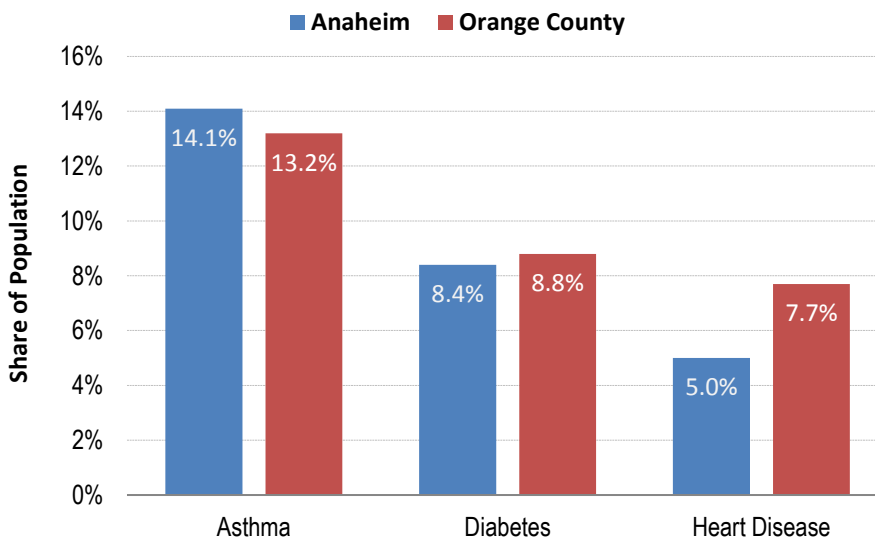
Obesity/Physical Activity Rates (18 & Over)



- ★ The obesity rate in the City of Anaheim was 22.9 percent, which was higher than the County rate.
- ★ ‘Obesity’ is defined as a Body Mass Index (BMI) of 30 or higher.
- ★ ‘Physical Activity’ refers to walking a minimum of 150 minutes per week.

Source: California Health Interview Survey, 2018

Chronic Disease Rate (18 Years & Over)

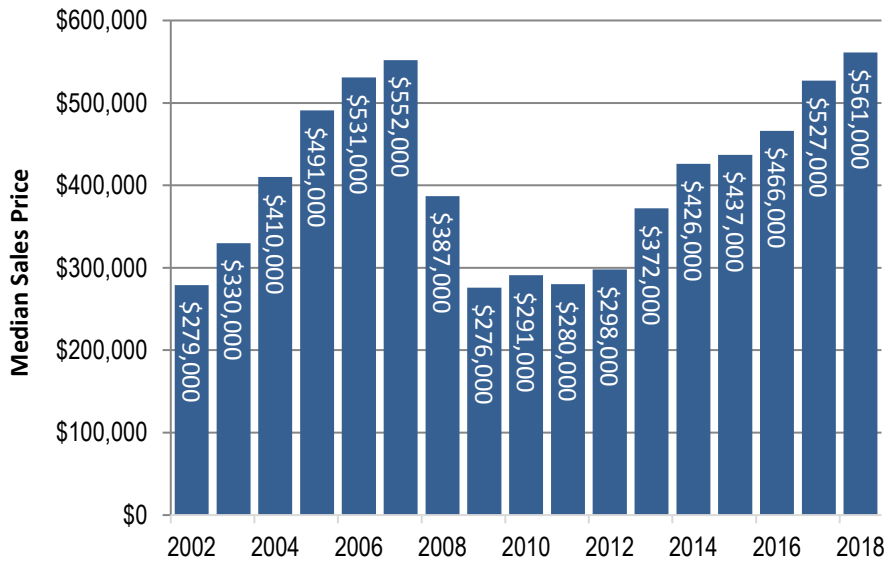


- ★ The share of population in the City of Anaheim who were ever diagnosed with asthma was 14.1 percent; for diabetes the rate was 8.4 percent; and for heart disease 5 percent.

Source: California Health Interview Survey, 2018

XI. SCAG REGIONAL HIGHLIGHTS

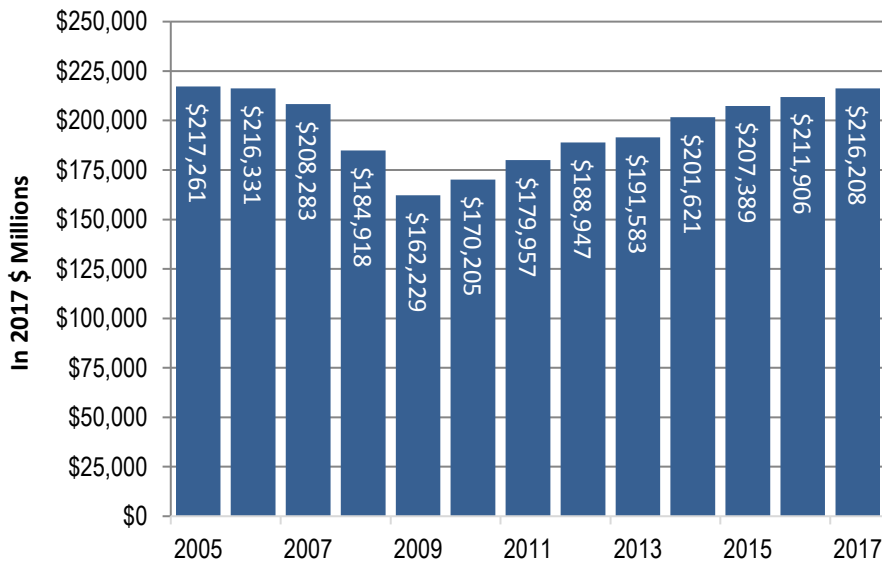
Regional Median Sales Price for Existing Homes: 2002 - 2018



Source: CoreLogic/DataQuick, 2002-2018

- ★ After peaking in 2007, the median sales price for existing homes in the SCAG region dropped by half by 2009.
- ★ By 2018, the median sales price had increased by more than 100 percent since 2009 to a new high of \$561,000.
- ★ Median home sales price is calculated based on total existing home sales in the SCAG region.

Regional Real Retail Sales: 2005 - 2017



Source: California State Board of Equalization, 2005-2017

- ★ Retail sales tend to follow regional trends in personal income, employment rates, and consumer confidence.
- ★ Between 2005 and 2009, real (inflation adjusted) retail sales decreased by 25 percent.
- ★ By 2017, total real retail sales in the SCAG region increased by about 33 percent since 2009.

XII. DATA SOURCES

California Department of Education

California Department of Finance, Demographic Research Unit

California Employment Development Department, Labor Market Information Division

California State Board of Equalization

Construction Industry Research Board

InfoGroup

CoreLogic/DataQuick

Nielsen Company

U.S. Census Bureau

California Health Interview Survey

XIII. METHODOLOGY

SCAG’s 2019 Local Profiles reports utilize the most current information available from a number of public resources, including the U.S. Census Bureau, California Department of Finance, and the California Department of Education. In cases where public information is not available, or is not the most recent, SCAG contracts with a number of private entities to obtain regional data. The following sections describe how each data source is compiled to produce the information provided in this report.

Statistical Summary Table

In the Statistical Summary Table (page 3), the values in the field ‘Jurisdiction Relative to County/Region’ represent the difference between the jurisdiction’s value and the county/region value, except for the following categories which represent the jurisdiction’s value as a share of the county (or in the case of an entire county as a share of the region): Population, Number of Households, Number of Housing Units, Number of Jobs, Total Jobs Change, and K-12 Student Enrollment.

Median Age, Homeownership Rate, and Median Household Income are based on data provided by the U.S. Census American Community Survey and the Nielsen Company. Number of Housing Units is based on the 2010 Census and estimates provided by the California Department of Finance. Data for all other categories are referenced throughout the report.

Population Section

Where referenced, data from 2000 to 2018 was obtained from the California Department of Finance E-5 estimates, published in May, 2018. This dataset was benchmarked to population figures from the 2000 and 2010 U.S. Decennial Censuses. Data relating to population by age group and by race/ethnicity was derived from the 2000 and 2010 U.S. Decennial Censuses, the American Community Survey, and the Nielsen Company. The 2000 value was based on U.S. Decennial Census data for April 1, 2000 and the 2010 value was based on U.S. Decennial Census data for April 1, 2010.

Below are definitions for race and ethnicity, as provided by the U.S. Census Bureau.

The ‘Hispanic or Latino Origin’ category refers to:

- Persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

The ‘Race’ categories include:

- American Indian or Alaska Native: Persons having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- Asian: Persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, Philippines, Thailand, and Vietnam.
- Black or African American: Persons having origins in any of the black racial groups of Africa, including those who consider themselves to be ‘Haitian’.

- White: Persons having origins in any of the original peoples of Europe, North Africa, or the Middle East.
- Some Other Race: This category includes Native Hawaiian or Other Pacific Islander (persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands) and all other responses not included in the 'American Indian or Alaska Native', 'Asian', 'Black or African American', or 'White' racial categories described above.

Charts for population based on age were tabulated using data from the 2000 and 2010 U.S. Decennial Census, the American Community Survey, and the Nielsen Company. Charts for race/ethnicity were developed using data from the 2000 and 2010 U.S. Decennial Census, the American Community Survey, and the Nielsen Company.

Households Section

Households refer to the number of occupied housing units. The 2000 value is based on U.S. Decennial Census data for April 1, 2000 and the 2010 value is based on U.S. Decennial Census data for April 1, 2010. Information for inter-census years was provided by the American Community Survey. Average household size was calculated using information provided by the California Department of Finance. Households by Size calculations are based on data provided by the American Community Survey and the Nielsen Company.

Housing Section

Housing units are the total number of both vacant and occupied units. Housing units by housing type information was developed using data from the California Department of Finance. Age of housing stock information was provided by the American Community Survey and the Nielsen Company.

The number of residential units with permits issued was obtained using Construction Industry Research Board data, which are collected by counties and are self-reported by individual jurisdictions. It represents both new single family and new multi-family housing units that were permitted to be built, along with building permits that were issued for improvements to existing residential structures. Please note that SCAG opted to report the annual number of permits issued by each jurisdiction which may be different than the number of housing units completed or constructed annually. This was done using a single data source which provides consistent data for all jurisdictions. The Construction Industry Research Board defines 'multi-family' housing to include duplexes, apartments, and condominiums in structures of more than one living unit.

Median home sales price data was compiled from information obtained from CoreLogic/DataQuick, and was calculated based on total resales of existing homes in the jurisdiction, including both single family homes and condominiums. The median home sales price does not reflect the entire universe of housing in the jurisdiction, only those units that were sold within the specified calendar year.

Housing Cost Share refers to the percentage of household income devoted to housing expenses. Housing cost share information for homeowners and renters was provided by the American Community Survey.

Transportation Section

The journey to work data for the year 2000 was obtained by using the 2000 U.S. Decennial Census Summary File 3. Data for 2010 is based on the 2010 U.S. Decennial Census. Information for inter-census years was provided by the American Community Survey.

Active Transportation Section

Data sources for county bike lane mileage by facility classification was provided by the six County Transportation Commissions in the SCAG region.

Employment Section

Data sources for estimating jurisdiction employment and wage information include the 2010 U.S. Census Bureau Local Employment Dynamics Survey, and information from the California Employment Development Department, InfoGroup, and SCAG for years 2007-2017. In many instances, employment totals from individual businesses were geocoded and aggregated to the jurisdictional level.

Employment information by industry type is defined by the North American Industry Classification System (NAICS). Although the NAICS provides a great level of detail on industry definitions for all types of businesses in North America, for the purposes of this report, this list of industries has been summarized into the following major areas: agriculture, construction, manufacturing, wholesale, retail, information, finance/insurance/real estate, professional/management, education/health, leisure/hospitality, public administration, other services, and non-classified industries.

A brief description of each major industry area is provided below:

- **Agriculture:** Includes crop production, animal production and aquaculture, forestry and logging, fishing, hunting, and trapping, and support activities for agriculture and forestry.
- **Construction:** Includes activities involving the construction of buildings, heavy and civil engineering construction, and specialty trade contractors.
- **Manufacturing:** Includes the processing of raw material into products for trade, such as food manufacturing, apparel manufacturing, wood product manufacturing, petroleum and coal products manufacturing, chemical manufacturing, plastics and rubber products manufacturing, nonmetallic mineral product manufacturing and primary metal manufacturing.
- **Wholesale:** Includes activities conducting the trade of raw materials and durable goods.
- **Retail:** Includes activities engaged in the sale of durable goods directly to consumers.
- **Information:** Includes activities that specialize in the distribution of content through a means of sources, including newspaper, internet, periodicals, books, software, motion pictures, sound recording, radio and television broadcasting, cable or subscription programming, telecommunications, data processing/hosting, and other information media.
- **Finance/Insurance/Real Estate:** Includes businesses associated with banking, consumer lending, credit intermediation, securities brokerage, commodities exchanges, health/life/medical/title/property/casualty insurance agencies and brokerages, and real estate rental/leasing/sales.

- **Professional/Management:** Includes activities that specialize in professional/ scientific/technical services, management of companies and enterprises, and administrative and support services. Establishment types may include law offices, accounting services, architectural/engineering firms, specialized design services, computer systems design and related services, management consulting firms, scientific research and development services, advertising firms, office administrative services, and facilities support services.
- **Education/Health:** Organizations include elementary and secondary schools, junior colleges, universities, professional schools, technical and trade schools, medical offices, dental offices, outpatient care centers, medical and diagnostic laboratories, hospitals, nursing and residential care facilities, social assistance services, emergency relief services, vocational rehabilitation services, and child day care services.
- **Leisure/Hospitality:** Includes activities involved in the performing arts, spectator sports, museums, amusement/recreation, traveler accommodations, and food and drink services.
- **Public Administration:** Includes public sector organizations, such as legislative bodies, public finance institutions, executive and legislative offices, courts, police protection, parole offices, fire protection, correctional institutions, administration of governmental programs, space research and technology, and national security.
- **Other Services:** Includes, for example, automotive repair and maintenance, personal and household goods repair and maintenance, personal laundry services, dry-cleaning and laundry services, religious services, social advocacy organizations, professional organizations, and private households
- **Non-Classified:** All other work activities that are not included in the North American Industry Classification System.

Retail Sales Section

Retail sales data is obtained from the California Board of Equalization, which does not publish individual point-of-sale data. All reported data is adjusted for inflation.

Education Section

Student enrollment data is based on public school campuses that are located within each jurisdiction's respective boundary. Enrollment numbers by grade within a given jurisdiction are tabulated based upon data obtained from the California Department of Education. Enrollment year is based on the end date of the school year; for example, enrollment data for the year 2000 refers to the 1999-2000 school year. City boundaries used in the dataset for all years is based on data provided by the Local Agency Formation Commission for each county in the region.

Public Health Section

Data sources for city and county obesity rates (share of population with a BMI of 30 or higher) and rates of physical activity (share of population that walked a minimum of 150 minutes each day) was obtained through the California Health Interview Survey (AskCHIS: Neighborhood Edition). Chronic disease incidence rates were also obtained through the California Health Interview Survey.

Regional Highlights

Information for this section was developed through data from CoreLogic/DataQuick and the California Board of Equalization.

Data Sources Section

In choosing data sources for use in this report, the following factors were considered:

- Availability for all jurisdictions in the SCAG region
- The most recognized source on the subject
- Data sources available within the public domain
- Data available on an annual basis

The same data sources are used for all Local Profiles (except where noted) to maintain overall reporting consistency. Local jurisdictions are not constrained from using other data sources for their planning activities.

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XIV. ACKNOWLEDGMENTS

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Technical Working Group

Agenda Item 4

**Shifting from Maintaining LOS to Reducing VMT:
Case Studies of Analysis and Mitigation for Implementing SB 743**

A professional educational program for land use, transportation and environmental planners and attorneys in public, private and nonprofit practice presented by expert practitioners.

This program has been certified for 6.0 California Mandatory Continuing Legal Education credits and 6.0 American Institute of Certified Planners Certification Maintenance credits.

Friday March 1, 2019
Offices of the Southern California Association of Governments
Los Angeles

Host:

Southern California Association of Governments

Sponsors:

Center for Law, Energy & the Environment, UC Berkeley Law School
Environmental Law Section, California Lawyers Association
Real Property Law Section, California Lawyers Association
Transportation Research and Education Center, Portland State University
Urban Sustainability Accelerator, Portland State University

This program will address the differences between the implementation of the California Environmental Quality Act before and after the adoption of Senate Bill 743, which substituted analyzing and mitigating additional vehicle miles traveled (VMT) for maintaining Level of Service (LOS) standards. The program will draw on five case studies based on projects previously approved under CEQA; a regional shopping mall, two mixed use re-developments, a highway widening project and a General Plan update.

Topics to be discussed include:

- VMT impact analysis (methodology; appropriate tools and models, determining impact area)
- VMT significance thresholds (project effects, cumulative effects)
- VMT significance thresholds (project, cumulative)
- VMT mitigation strategies (project level, programmatic and transaction exchanges, legal and administrative framework)

8:45 AM **Introductory Comments**
Robert Liberty, Portland State University
Ethan Elkind, Center for Law, Energy and the Environment, UC Berkeley Law School (0.0 credits)

9:00 AM **Refresher on SB 743 and Implementing CEQA Guidelines**
Moderator: *Ethan Elkind, Center for Law, Energy and the Environment, UC*

Berkeley Law School
1.0 MCLE & AICP credits

Policy Context of the Origins of SB 743

Mayor Darrell Steinberg (via video recording)
5 minutes

SB 743's sponsor describes the reasons for introducing SB 743, building on prior compact growth efforts and challenges CEQA presented for infill and redevelopment and approval of transit and active transportation projects

Legal Context for SB 743 within CEQA: A Refresher Course

Jeannie Lee, Legal Counsel, Governor's Office of Planning and Research
Chris Ganson, Governor's Office of Planning and Research

45 minutes

General CEQA Requirements – a quick review including evidentiary standard, range of discretion given to lead agencies, thresholds of significance, feasible mitigation obligation, statement of overriding consideration

Prior Level of Service maintenance standard; legal and associated technical aspects; relationship of LOS analysis to other EIR components, typical mitigation approaches and costs, performance monitoring, cite to exemplar cases; relationships to other EIS components

SB 743 and the CEQA Guidelines

- Technical and policy limitations of LOS maintenance
- Relative advantages of VMT reduction as performance measure
- Relationship to greenhouse gas reduction goals in SB 32; most recent performance report from California Air Resources Board

Overview of contents of the Guidelines and the Technical Advisory (what they address and their legal significance) including:

- Streamlined uses
- Land development projects that are not streamlined
- Choice of approaches for road capacity projects
- Baselines and thresholds of significance and analytic connection to CARB sectoral analysis
- Clarifying that revised approach to (traffic) impact area determination and incorporation of induced demand analyses were not a derivative from SB 743 but are court-confirmed best practices

- Approaches to setting threshold of significance
- Using the VMT performance measure; measurement, modeling and connection to substantial evidence

Comments, questions & answers

10 minutes

10:00 AM

Applying New CEQA Guidelines to Land Development Case Studies

Moderators: *Jeannie Lee and Chris Ganson, Governor's Office of Planning and Research*

1.0 MCLE & AICP credits

Background on Project and Choice of Case Studies

Robert Liberty, Portland State University

5 minutes

Irwindale Regional Shopping Center Case Study

Empire Lakes Mixed Use Redevelopment Case Study

Ping Chang, Southern California Association of Governments

20 minutes

Davis Cannery Case Study

Bruce Griesenbeck, Sacramento Area Council of Governments

15 minutes

Private Sector Consultant Observations about New Transportation Analysis Under CEQA for Land Development Projects

Ron Milam, Fehr & Peers

10 minutes

Comments, questions & answers

10 minutes

11:00 AM

Break

11:15 AM

General Plan Update and Road Capacity Case Studies

Moderator: *Chris Ganson, Governor's Office of Planning and Research*

1.0 MCLE & AICP credit

Woodland General Plan Update Case Study

Bruce Griesenbeck, Sacramento Area Council of Governments

15 minutes

SR 210 Widening Case Study

Ping Chang, Southern California Association of Governments
15 minutes

Commentary from Public Sector Implementer
Mike Bagheri, Transportation Manager, Pasadena
15 minutes

Comments, questions & answers
15 minutes

12:15 PM Lunch Break (lunch not provided)

1:30 PM **VMT Mitigation Part 1**
Moderator: *Tyson Sohagi, Sohagi Law Group*
1.0 MCLE & AICP credit

VMT Mitigation Overview
Ethan Elkind & Ted Lamm, Center for Law, Energy & the Environment, UC Berkeley
25 minutes
General requirements, no double-counting, methods, research on efficacy, performance monitoring, administration, project level mitigation, tiering, mitigation banks, mitigation exchanges

VMT Mitigation Illustrations from Project Case Studies:
SR 210, Irwindale, Woodland
Bruce Griesenbeck, Sacramento Area Council of Governments
Ping Chang, Southern California Association of Governments
20 minutes

Comments, questions & answers
15 minutes

2:30 PM **VMT Mitigation Part 2: VMT Reduction Offset Exchange Concept**
Moderator: *Robert Liberty, Portland State University*
1.0 MCLE & AICP credit

Introduction of the Concept and Legal and Administrative Precedents, Options and Constraints
Robert Liberty, Portland State University
15 minutes

These presentations will describe VMT reduction programs that could be considered as offsets for VMT increases caused by other projects.

Student Transit Fare Pass Program

Devon Deming, LA Metro

10 minutes

Rural Van Ride-Sharing

Tomas Hernandez, CalVans

10 minutes

Employee Parking Management

Jeff Tumlin, Nelson Nygaard

10 minutes

Comments, questions & answers

10 minutes

3:30 PM Break

3:45 PM **Perspectives on Implementation**

Moderator: *Ted Lamm, Center for Law, Energy & the Environment, UC Berkeley*

1.0 MCLE & AICP credit

This segment will describe what steps state, regional and local governments have taken and will be taking to integrate the new CEQA rules into their decision-making.

City Perspective

Mike Baghieri, City of Pasadena

15 minutes

CalTrans

Alyssa Begley

15 minutes

MPO perspective

Bruce Griesenbeck, Sacramento Area Council of Governments

15 minutes

Comments, questions & answers

15 minutes

4:45 PM Break

5:00 PM

National Segment: Panel presentation on Relevance of SB 743 Guidelines and Emerging Analytic and Mitigation Practices for State and Localities Outside California Considering Shifting from, or Supplementing LOS Maintenance with/to VMT Reduction

Moderator: *Robert Liberty, Portland State University*
(0.0 credits)

Many states have State Environmental Policy Acts that, like California, use Level of Service as the basis for environmental impact analyses, including under the National Environmental Policy Act. Local governments also use LOS as the basis for evaluation of transportation projects. Presenters in this segment will discuss whether and how other governments will follow or adapt California's example.

Panelists:

- *Lynn Peterson, President of Portland's regional Metro Council, former Washington State Secretary of Transportation*
- *Beth Osborne, Transportation for America, Washington DC*
- *David Bragdon, TransitCenter, New York*

6:00 PM

Conclusion