



# Technical Working Group

June 15, 2017

10:00 a.m. – 12 noon

## SCAG Downtown Office – Board Room

818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor

Los Angeles 90017

### (How to Participate in Meeting on Next Page)

#### AGENDA

##### Receive and File

- |   |                 |
|---|-----------------|
| 1. Affordable Housing and Sustainable Communities (AHSC) Program Update                                     | Attachment      |
| 2. SB 375 GHG Target Update Workshop  | Attachments (2) |
| 3. Update on Five Facility-Based/Indirect Mobile Source Measure Working Groups Meetings of South Coast AQMD | Attachment      |

##### Information Items

- |  |                 |                     |
|--|-----------------|---------------------|
| 1. 2020 RTP\SCS Local Input Process  | Clark           | Attachment          |
| 2. SB 743 Update   | Chang           | Attachments (3)     |
| 3. 2017 Local Profiles & Mini-Survey for Future Improvements   | Gainor/Au/Chang | Attachments (2)     |
| 4. 2017 Climate Change Scoping Plan Update   | Chang           |                     |
| 5. SB 375 GHG Target Update  | Wen             |                     |
| 6. 2020 RTP/SCS Strategy Growth Forecast Development: Draft Preliminary Ranges of Regional and County Growth Projections | Wen             | Separate Attachment |



# How to Participate

## **In Person**

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### **SCAG Downtown Office Board Room**

818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles 90017  
213-236-1800

## **Videoconference**

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### **Orange County**

OCTA Building  
600 South Main Street, Suite 1233  
Orange, CA 92868  
Telephone: (714) 542-3687

### **Riverside County**

3403 10th Street, Suite 805  
Riverside, CA 92501  
Telephone: (951) 784-1513

### **Imperial County**

1405 N. Imperial Avenue, Suite 1  
El Centro, CA 92243  
Telephone: (760) 353-7800

### **San Bernardino County**

1170 West 3rd Street, Suite 140  
San Bernardino, CA 92410  
Telephone: (909) 806-3556

### **Ventura County**

950 County Square Drive, Suite 101  
Ventura, CA 93003  
Telephone: (805) 642-2800

### **Coachella Valley**

73-710 Fred Waring Dr., Suite 200  
Palm Desert, CA 92260  
Telephone: (760) 346-1127

## **Web Meeting**

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<http://scag.adobeconnect.com/twg91814/>

**Teleconference Number: 1-800-832-0736**

**Meeting Room# 7334636**

## **Teleconference**

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**Number: 1-800-832-0736 – Participant Code: 7334636**



# Technical Working Group

April 20, 2017

## Meeting Summary

The following is a summary of discussions at the Technical Working Group on April 20, 2017.

### Information Items

#### **1. 2016 RTP/SCS Amendments #1 and #2 and PEIR Addendums**

Daniel Tran, SCAG staff, reported on the Draft 2016-2040 RTP/SCS Amendments No. 1 and 2 and the Draft 2017 FTIP Consistency Amendment No. 17-07. Mr. Tran stated since the adoption of the 2016 RTP/SCS requests have been received from county transportation commissions (CTCs) to amend the plan to reflect additions or changes to projects' scopes, completion years or funding. He explained that over the past few months SCAG staff has worked with the CTCs to develop both Amendment 1 and 2 to the 2016-2040 RTP/SCS and a concurrent consistency amendment to the 2017 FTIP. Mr. Tran noted Amendment No. 2 is largely driven by the success of Measure M which resulted in additional funding for transportation improvements throughout Los Angeles County. Additionally, amending the RTP/SCS enables projects to maintain eligibility for federal funding.

#### **2. SB 743 Update – Recap of April 3 Regional Stakeholders Workshop**

Ping Chang updated the group on the SB 743 workshop that was held at SCAG April 3, 2017. Mr. Chang noted the purpose of the workshop was to clarify research questions from the Southern California case studies of the implementation of SB 743's mandate to switch from a level of service standard under CEQA to a vehicle miles traveled approach. The desired outcome is to explore benefits and challenges of a regional VMT mitigation strategy.

#### **3. ARB 2017 Climate Change Scoping Plan Update**

Ping Chang, SCAG staff, reported on SB 375 Regional GHG Target Recommendations for the 2020 RTP/SCS. Mr. Chang noted the 2016-2040 RTP/SCS achieves broad benefits for the region including per capita reduction in daily vehicles miles travelled and mobility delays as well as improved air quality and an estimated decrease in the cost of transportation per household. Mr. Chang noted the 2016-2040 RTP/SCS is estimated to provide an 18% per capita reduction in greenhouse gas emissions which exceed the Air

Resources Board's established target of 13%. Mr. Chang further noted SCAG has been requested to recommend a GHG reduction target for the 2020 RTP/SCS and beyond.

Mr. Chang noted SCAG's 18% reduction target for 2035 is ambitious and it provides incentives to concentrate future growth in areas well served by transit as well as increase first/last mile investment in addition to promoting mixed-use walkable communities while avoiding new development in habitat sensitive areas.

**4. SCAG Target Recommendation for 2020 RTP/SCS, and Additional Strategies for Consideration**

Frank Wen, SCAG staff, reported on GHG Target Recommendations for the 2020 RTP/SCS. It was noted the Regional Council adopted SCAG's recommendations for GHG targets on April 6, 2017. Additionally, a stress test was conducted to look for policy areas that can be leveraged for additional investment opportunities to improve GHG. Mr. Wen noted the 2016-2040 RTP/SCS is estimated to provide an 18% per capita reduction in greenhouse gas emissions which exceed the Air Resources Board's established target of 13%. Mr. Wen noted additional communications will take place with the ARB and updates will be provided to the TWG.

It was further noted SCAG staff is focused on three areas which may provide additional GHG reduction benefits including active transportation, deployment of zero emission vehicles and mobility innovations.

**5. SB 1 Update**

Warren Whiteaker provided an update on SB 1. Mr. Whiteaker noted on April 5, 2017 Governor Brown and a bipartisan group of legislators passed SB 1, the Road Repair and Accountability Act of 2017. The bill incorporates provisions of the Assembly funding bill, AB 1 which directs investments to fix roads, freeways and bridges in communities across the state as well as put more dollars toward transit and safety. It was noted 50 percent of funding will go toward local streets and transportation infrastructure and 50 percent will go to state highways and transportation infrastructure. The various revenue sources were reviewed as well as the accountability measures such as a constitutional amendment to prohibit spending funds on anything but transportation.



## **Technical Working Group**

# **Receive and File 1**

## **Affordable Housing and Sustainable Communities (AHSC) Program Update**

The AHSC Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. This program is intended to further the regulatory purposes of AB 32 and SB 375 by investing ongoing Greenhouse Gas Reduction Fund (GGRF) appropriations in projects that achieve GHG and vehicle miles travelled (VMT) reductions and increase accessibility of housing and key destinations. The Strategic Growth Council (SGC) and Department of Housing and Community Development administer the program, including project evaluation and the approval of funding awards. For the 2014-2015 and 2015-2016 (Round 1 and 2) award years, SGC funded over \$440 million for 58 affordable housing and transportation projects across the state. The SCAG region has been awarded nearly \$120 million for 19 projects.

SCAG staff have hosted multiple Capacity Building workshops across the region to help foster better understanding of the program and identify opportunities for future program rounds. SCAG staff also intends to support technical assistance efforts, to be funded through SGC grants, for the next application round this Fall.

### **Important Dates**

#### **July 17<sup>th</sup>, 2017**

Final Draft 2016-2017 AHSC Program Guidelines to be adopted by the Strategic Growth Council

#### **October 2<sup>nd</sup>, 2017**

Release of Notice of Funding Available

### **Major Guideline Changes for Upcoming Round of Funding\***

- No Concept Phase
- Reduced density requirements to 20 du/a for Integrated Connectivity Projects
- Local jurisdiction must have a compliant housing element
- Projects must have 90% Enforceable Funding Commitments at time of application (including AHSC requested funds)
- Indian Tribes are eligible applicants

In addition to the changes noted above, the program has also updated their scoring criteria. Please see SGC's website for the full updated guidelines: <http://sgc.ca.gov/Grant-Programs/AHSC-Program.html>. Consistent with previous rounds, the AHSC program will continue to fund fully entitled, "shovel-ready" projects that provide demonstrable reductions in GHG and VMT.

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\* Pending Final Guideline adoption by SGC on July 17<sup>th</sup> 2017.



## Technical Working Group

# Receive and File 2

Date: June 15, 2017

To: SCAG Technical Working Group (TWG)

From: Ma'Ayn Johnson, Housing & Land Use Planner, SCAG

Re: Notice of California Air Resources Board (CARB) Public Workshops on the Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets

The California Air Resources Board (CARB) will be holding a public workshop on the proposed update to the SB 375 greenhouse gas emission reduction targets on Wednesday June 21, 2017 from 1:30 to 3:00 p.m. at the SCAG downtown Los Angeles office (818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor, Los Angeles, CA 90017). Videoconferencing will be available at the SCAG regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura counties.

At the workshops, CARB staff will present information on the target update process, share metropolitan target recommendations received, and seek public input on the proposed updated targets. Attached is the public notice from CARB for the workshop. For more information, please visit [www.arb.ca.gov](http://www.arb.ca.gov).





# Air Resources Board



**Matthew Rodriguez**  
Secretary for  
Environmental Protection

**Mary D. Nichols, Chair**  
1001 I Street • P.O. Box 2815  
Sacramento, California 95812 • [www.arb.ca.gov](http://www.arb.ca.gov)

**Edmund G. Brown Jr.**  
Governor

## NOTICE OF PUBLIC WORKSHOPS ON THE PROPOSED UPDATE TO THE SENATE BILL 375 GREENHOUSE GAS EMISSION REDUCTION TARGETS

The California Air Resources Board (CARB or Board) staff will host three public workshops throughout the State during June 2017 to seek public input on a draft proposal to update the regional passenger vehicle greenhouse gas (GHG) emission reduction targets for California’s Metropolitan Planning Organizations (MPO). At the workshops, CARB staff will present information on the target update process, share MPO target recommendations received, as well as seek public input on the proposed updated targets. The Draft Staff Report and the Draft Environmental Analysis on the Proposed Update to the Senate Bill 375 GHG Emission Reduction Targets will be available prior to the workshops at the following web link:  
<https://www.arb.ca.gov/cc/sb375/sb375.htm>

**Workshop Information:** The workshops will be held at the locations and dates shown below. All workshops will follow the same format and presentation.

Date and Time	Public Workshop Location
June 20, 2017 5:30pm – 7:00pm	Kern Council of Governments 1401 19th Street, 3 <sup>rd</sup> Floor Bakersfield, CA 93301
June 21, 2017 1:30pm – 3:00pm	Southern California Association of Governments 818 West 7 <sup>th</sup> Street, 12 <sup>th</sup> Floor Los Angeles, CA 90017
June 28, 2017 1:30pm – 3:00pm	Metropolitan Transportation Commission 375 Beale Street San Francisco, CA 94105

**Background:** Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008, requires MPOs to add a Sustainable Communities Strategy (SCS) to their Regional Transportation Plans. The intent of the SCS is to better integrate land use and transportation policies to meet long-term sustainability goals. To help guide these regional planning efforts, CARB is required to establish regional GHG emission reduction targets for 2020 and 2035. CARB adopted initial targets for the

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

California Environmental Protection Agency

MPO regions in 2010. CARB is required to update the targets at least every eight years, and may revise them every four years.

In August 2014, CARB staff released a preliminary draft staff report on the status of SB 375 efforts and factors that ARB could consider during development of the methodology to update the targets. CARB staff discussed this preliminary draft staff report at three public workshops during September 2014 and presented the report to the Board in October 2014. Since that time, CARB staff continued to engage stakeholders and the MPOs on the target update process through regular stakeholder meetings, additional public workshops, and an informational report to the Board in March 2017. The June 2017 workshops are an opportunity for the public to learn more about, as well as provide feedback to CARB staff on the draft proposal for target updates.

We encourage your participation and look forward to your input. For any questions regarding these workshops, please contact Ms. Lezlie Kimura Szeto, Manager of the Sustainable Communities Policy and Planning Section at [Lezlie.Kimura@arb.ca.gov](mailto:Lezlie.Kimura@arb.ca.gov) or call (916) 327-5985.

More information about CARB's SB 375 program, including the initial target setting process, is available at <https://www.arb.ca.gov/cc/sb375/sb375.htm>.

**Special Accommodations:** If you require special accommodation, please contact Ms. Annemarie Flores, Air Pollution Specialist at (916) 324-6749 or [Annemarie.Flores@arb.ca.gov](mailto:Annemarie.Flores@arb.ca.gov) as soon as possible, but no later than 10 business days before the scheduled meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

**Notices for Future Meetings and Materials:** If you would like to receive notices of future meetings and the availability of materials, please sign up for our list serve at: [https://www.arb.ca.gov/listserv/listserv\\_ind.php?listname=sb375](https://www.arb.ca.gov/listserv/listserv_ind.php?listname=sb375).



## **Technical Working Group**

# **Receive and File 3**

# REPORT

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**DATE:** July 6, 2017

**TO:** Regional Council (RC)  
Community, Economic, and Human Development Committee (CEHD)  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)

**FROM:** Hasan Ikhata, Executive Director, (213) 236-1944, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** Update on First Meetings of Five Facility-Based/Indirect Mobile Source Measure Working Groups of South Coast Air Quality Management District (SCAQMD)

## **EXECUTIVE DIRECTOR'S APPROVAL:**

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### **RECOMMENDED ACTION:**

Receive & File.

### **EXECUTIVE SUMMARY:**

*Subsequent to the introductory working group meeting on May 8, 2017 to implement the directions of the Boards of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (ARB), the SCAQMD staff has formed five facility-based mobile source measure working groups and held a first meeting of each of the five working groups on May 31 and June 1, 2017 respectively. This staff report presents highlights of the working group meetings.*

### **STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

### **BACKGROUND:**

As previously reported, the recently approved Final 2016 South Coast Air Quality Management Plan (AQMP) includes five facility-based/indirect mobile source measures seeking emission reductions from new development and redevelopment projects (EGM-01), marine ports (MOB-01), railyards (MOB-02), warehouses (MOB-03), and commercial airports (MOB-04). In addition, the SCAQMD Governing Board directed its staff to undertake a stakeholder process and draft for its consideration an indirect source rule for non-aircraft sources at commercial airports by February 2019; while the ARB Board directed its staff to report on concepts for an indirect source rule and any alternatives to control pollution from large freight facilities including ports, railyards, warehouses and distribution centers by February 2018.

To implement the Boards' directions, the SCAQMD staff held an introductory working group meeting on May 8, 2017 laying out and seeking stakeholder input on a working group process. Representing industry, government, and environmental and community groups, more than 50 stakeholders attended the meeting in person with additional more than 50 attendees via telephone and webcast. The participating stakeholders provided many comments covering a wide variety of topics.

# REPORT

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Based on the feedback received, the SCAQMD staff has formed five working groups, one for each of the five measures, with joint meetings on common topics. In addition, the SCAQMD held the first meeting of each of the five working groups on May 31 (New Development and Redevelopment Projects and Commercial Airports) and June 1 (Warehouse Distribution Centers, Commercial Marine Ports, and Railyard and Intermodal Facilities) respectively. All the first meetings included a PowerPoint Presentation by the SCAQMD staff, followed by a roundtable discussion by the working group members and other stakeholders.

The staff presentation follows the same format covering the respective background, working group process – metrics, draft metrics to evaluate progress of working group, facility-based mobile source measure (FBMSM) development framework, an example of the draft working group metrics, emission sources, regulations & other commitments, state implementation plan (SIP) credit, an example of emission reduction opportunities, technologies, stakeholder input, and next steps (to view or download the staff presentations, visit <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures>). SCAQMD staff is seeking stakeholder input on potential refinements to the proposed FBMSM Development Framework, emission reduction opportunities, and metrics to determine progress of the working group process by June 30, 2017. SCAQMD staff is also seeking stakeholder feedback on potential conflicts on the proposed next working group meeting dates. The topics proposed to be considered for discussion at the next meetings include update on the Framework, implementing mechanisms, and SIP credit.

Several SCAG staff from the relevant subject areas have participated in each of the five working group meetings and are reviewing the proposed development framework within their respective areas. SCAG staff will continue to actively participate in and closely monitor the working group process and will report back to the Regional Council and Policy Committee(s) as appropriate.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY16-17 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

**ATTACHMENT:**

None



## **Technical Working Group**

# **Agenda Item 1**

## **Guidelines and Schedule for the Bottom-Up Local Input Process of the 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)**

Southern California will be facing new challenges in the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - principally transformational technologies in the transportation and employment sectors, new greenhouse gas (GHG) reduction targets from the California Air Resources Board (ARB), new Federal Highway Administration planning requirements, and a concurrent Regional Housing Needs Assessment (RHNA) cycle. Given these factors, it will be important to establish a solid baseline of existing policies and plans to understand how Southern California can accommodate future growth in the coming decades.

The Bottom-Up Local Input Process will be guided by the principles described here, and will be conducted to first solicit input from local jurisdictions on land use, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies. SCAG will also engage early with County Transportation Commissions (CTCs) to establish a regional picture of planned transportation infrastructure through the horizon year of the Plan. This information will then be used to develop potential scenarios for the 2020 RTP/SCS, through a structured and collaborative engagement with local jurisdictions, CTCs, a broad range of stakeholder groups, and the general public.

### **Bottom-Up Local Input Process Guiding Principles**

1. SCAG will engage with jurisdictions one-on-one to establish a regional profile of land use, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies. SCAG will seek also input from CTCs on planned transportation infrastructure through the horizon year of the RTP/SCS
2. SCAG will assess the GHG reduction potential of existing plans and policies in the Southern California region, including the establishment of an RTP/SCS scenario that takes into account locally planned growth, land use policies, sustainability practices, resource areas, transit-supportive plans and policies, and anticipated transportation improvements for the RTP/SCS
3. Feedback on potential GHG reduction strategies will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS
4. SCAG will also engage with the general public to help inform the draft SCS scenarios, in accordance with SB 375
5. The Regional Housing Needs Assessment (RHNA) will be developed in concert with the RTP/SCS
6. Input from local jurisdictions throughout the process will be accepted from each jurisdiction's city manager, community development/planning director, or their designee

## **Bottom-Up Local Input Process Phases and Schedule**

### ***Phase 1: Regular Technical Consultation***

*(June 2017 – Spring 2020)*

To ensure transparency and technical veracity during all phases of this process, SCAG will have regular engagement with the Technical Working Group (TWG) and will seek guidance on proposed policies from local jurisdictions, county transportation commissions, and other stakeholders as well. Initial consultation leading up to Phase 2 will include a review of the survey elements and list of geographic datasets that will undergo revision by local jurisdictions during Phase 2, and an initial overview of the anticipated scenario planning process for Phases 3 and 4.

### ***Phase 2: One-on-One Outreach and Local Input on Planned Growth***

*(October 2017 – September 2018)*

SCAG will engage with subregions to explain the local input process for the 2020 RTP/SCS and will solicit one-on-one on-site meetings with each local jurisdiction to review the survey elements and geographic datasets individually with local staff. Input from this Phase will inform base conditions for the Plan, including the development of an RTP/SCS scenario that takes into account locally planned growth, land use policies, sustainability practices, local transit-supportive plans and policies, and anticipated transportation improvements through the horizon year of the RTP/SCS.

### ***Phase 3: Regional Collaboration on Sustainable Communities Scenario Development***

*(Fall 2018 – Spring 2019)*

In collaboration with local jurisdictions and a broad range of stakeholder groups, SCAG will evaluate potential region-wide SCS strategies for inclusion in the draft SCS. Involvement in this effort will be solicited from city managers/planning directors (or their designees) and county transportation commissions; input will also be sought from affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations, among others.

### ***Phase 4: Engagement with the General Public on Potential Options for the SCS***

*(Spring 2019 – Summer 2019)*

In accordance with SB 375, SCAG will solicit input from the general public through public workshops on potential GHG reduction strategies to inform and finalize the scenarios for the draft SCS. These workshops will equip the public with information and tools necessary to provide a clear understanding of the issues and policy choices at hand in the development of the draft SCS. At least one workshop will be held in each county in the region; for counties with over 500,000 people, a minimum of three workshops will be held.

### ***Concurrent Process: Regional Housing Needs Assessment***

*(Fall 2017 – Spring 2020)*

The Regional Housing Needs Assessment (RHNA) will be developed concurrently with the 2020 RTP/SCS. SCAG is engaging with the California Department of Housing and Community Development (HCD) to align the timeline of the RHNA with the Bottom-Up Local Input Process.





## **Technical Working Group**

# **Agenda Item 2**



METROPOLITAN  
TRANSPORTATION  
COMMISSION



*Sacramento Area Council of Governments, Metropolitan Transportation Commission,  
and San Joaquin Council of Governments*  
Present

### **Senate Bill 743 Implementation Workshop**

Monday, June 26, 2017

9:30 AM – 1:30 PM

SACOG Office: 1415 L St. # 300 (3<sup>rd</sup> floor), Sacramento

Attendees: Primarily MPO and local government transportation planning staff; also private consultants, attorneys, advocacy groups, associations

9:30 AM Welcome from MPO Workshop Hosts: Bruce Griesenbeck (SACOG); Rebecca Long (MTC); Rob Cunningham (SJCOC)

9:45 AM Update on SB 743 Implementation Schedule (Kate White)

9:50 AM Background on SB 743 Analysis & Implementation Assistance Project (Robert Liberty, PSU)

10:00 AM Introduction to Tracks A and B:

- Track A: Project case studies: questions addressed and methods used (Sam Seskin, PSU)
- Track B: Overview of mitigation topics; project based mitigation and opportunity for regional mitigation strategies (Robert Liberty & Sam Seskin, PSU)

10:20 AM Break and transition to the two discussion tracks

**10:30 AM Track A: Professional Discussion & Exchange on SB 743 Implementation Methods**

- 10:30 AM The Cannery Case Study (Bruce Griesenbeck)  
Presentation, questions, answers & discussion about methods
- 11:10 AM SR 210 Case Study (Ping Chang)  
Presentation, questions, answers and discussion about methods
- 11:50 AM Short presentations (5-10 mins) and discussions about remaining case studies from around California
- Watt Boulevard mixed transportation options case study (Bruce Griesenbeck)
  - Southern California land use development case studies (Ping Chang)
  - I-215 (Ping Chang)
  - Woodland General Plan as case study (Bruce Griesenbeck)
  - Proposed alternative screening for infill & redevelopment (Bruce Griesenbeck)
- [12:30 PM See below]
- 10:30 AM Track B: Regional VMT Mitigation Strategy Discussion**
- 10:30 AM Administrative and legal precedents for regional VMT mitigation strategy (Neil Peacock) Q&A
- 10:50 AM – Brainstorming and facilitated discussion (Kate White):  
12:05 PM
- Technical questions (25 minutes)
  - Legal questions (25 minutes)
  - Political questions (25 minutes)
  - Administrative questions (25 minutes)
- 12:30 PM Reconvene as a single group**
- 12:30 PM Pick up lunches
- 12:40 PM Reports back from each session
- 1:10 PM Remaining time for lunch with informal conversation and networking
- 1:30 PM Adjourn

## **Senate Bill 743 Analysis & Implementation Assistance Project**

### **Southern California Regional Mitigation Discussion & Case Study Advising: Understanding, Advising & Collaborating on Southern California SB 743 Case Studies**

10:00 AM to 12:30 PM | April 3, 2017  
Offices of Southern California Association of Governments  
818 West 7th Street, 12th Floor

Goal: To clarify research questions for and deliverables and benefits from the Southern California case studies of the implementation of SB 743's mandate to switch from a Level of Service standard under CEQA to a reduction in driving, as measured by vehicle miles traveled (in support of California's greenhouse gas reduction goals).

Participants: Transportation and land use agency staff and other persons with knowledge about and an interest in the project and case studies.

10:00 AM Introductory Matters

- A. Welcome (Ping Chang and Robert Liberty)
- B. Introductions
- C. Review of Agenda, Discussion and Confirmation of Goals for the Morning (Liberty & Chang)
- D. Overview of Project and Case Studies (Liberty, Chang, Sam Seskin)

10:15 AM

- E. I-215 (Completed Segments) Case Study
  - Description of the project and statement of technical and policy concerns about SB 743; describe what they hope the case study will address
  - Identification/confirmation of questions or methods to be addressed by case study
  - Discussion about methods and analyses used to answer case study questions
  - Conclusions and next steps

11:00 AM

- F. Irwindale Shopping Center Case study

- Description of the project and statement of technical and policy concerns about SB 743; describe what they hope the case study will address
- Identification/confirmation of questions or methods to be addressed by case study
- Discussion about methods and work products for case study addressing questions
- Conclusions about case study and next steps

11:30 AM Empire Lakes Case Study

- Description of the project and statement of technical and policy concerns about SB 743; describe what they hope the case study will address
- Identification/confirmation of questions or methods to be addressed by case study
- Discussion about methods and work products for case study addressing questions
- Conclusions about case study and next steps

Noon

G. Concluding Comments & Next Steps

12:30 PM Adjourn

## **Senate Bill 743 Analysis & Implementation Assistance Project**

### **Southern California Regional Mitigation Discussion & Case Study Advising: Understanding, Advising & Collaborating on Southern California SB 743 Case Studies**

#### **Regional Learning and Brainstorming Session: Opportunities and Challenges for Regional VMT Mitigation Strategy for SB 743**

1:30 to 4:30 PM | April 3, 2017

Offices of Southern California Association of Governments  
818 West 7th Street, 12th Floor

Desired outcomes:

- Explore benefits and challenges of regional VMT mitigation strategies
- Brainstorm about and help evaluate application of land use project-level and regional-level VMT reduction strategies
- Provide guidance on the integration of VMT mitigation strategies into Southern California case studies

Invited participants: State, regional and local transportation (including transit) planning staff, local land use planning staff, and CEQA specialists, project Technical Advisory Committee members, other stakeholders

1:30 PM

- A. Welcome & Introductions
- B. Review of Agenda and Desired Outcomes
- C. SB 743 Implementation Project Overview as Context for Regional and Project Level VMT Mitigation Brainstorming (Robert Liberty, Ping Chang, Sam Seskin)
- D. Review, Modification and Confirmation of Goals for the Day.

1:50 PM

- E. Neil Peacock, Caltrans: Precedents, Opportunities and Constraints for Creating a Regional VMT Mitigation Strategy
  - Presentation regarding the legal and administrative structure and precedents for a regional VMT mitigation strategy, and overview of information about types and effectiveness of VMT reduction programs
  - Questions, answers, comments

2:40 PM Break

2:50 PM        Brainstorming: Division into smaller working groups organized around regional VMT and local real estate development case studies, potentially other topics.

This will be a brisk discussion and opinion-gathering exercise. To facilitate the discussion, participants will be provided with an annotated spreadsheet of potential VMT reduction strategies, organized by theme. The goal will be to identify the likeliest mix of mitigation strategies, as evaluated against factors like political acceptance, cost effectiveness and technical feasibility. This information will inform the mitigation discussion in the case studies.

Break-Out Groups:

- A.    Regional-Scale Mitigation System (e.g. for new freeway segments)
- B.    Irwindale Shopping Center (project level mitigation and regional mitigation)
- C.    Empire Lakes Mixed Use Development (project level mitigation and regional mitigation)
- D.    Other?

3:50 PM

- E.    Report Back, Group Discussion & Summary of Key Points from Brainstorming

4:30 PM Adjourn



## **Technical Working Group**

# **Agenda Item 3**

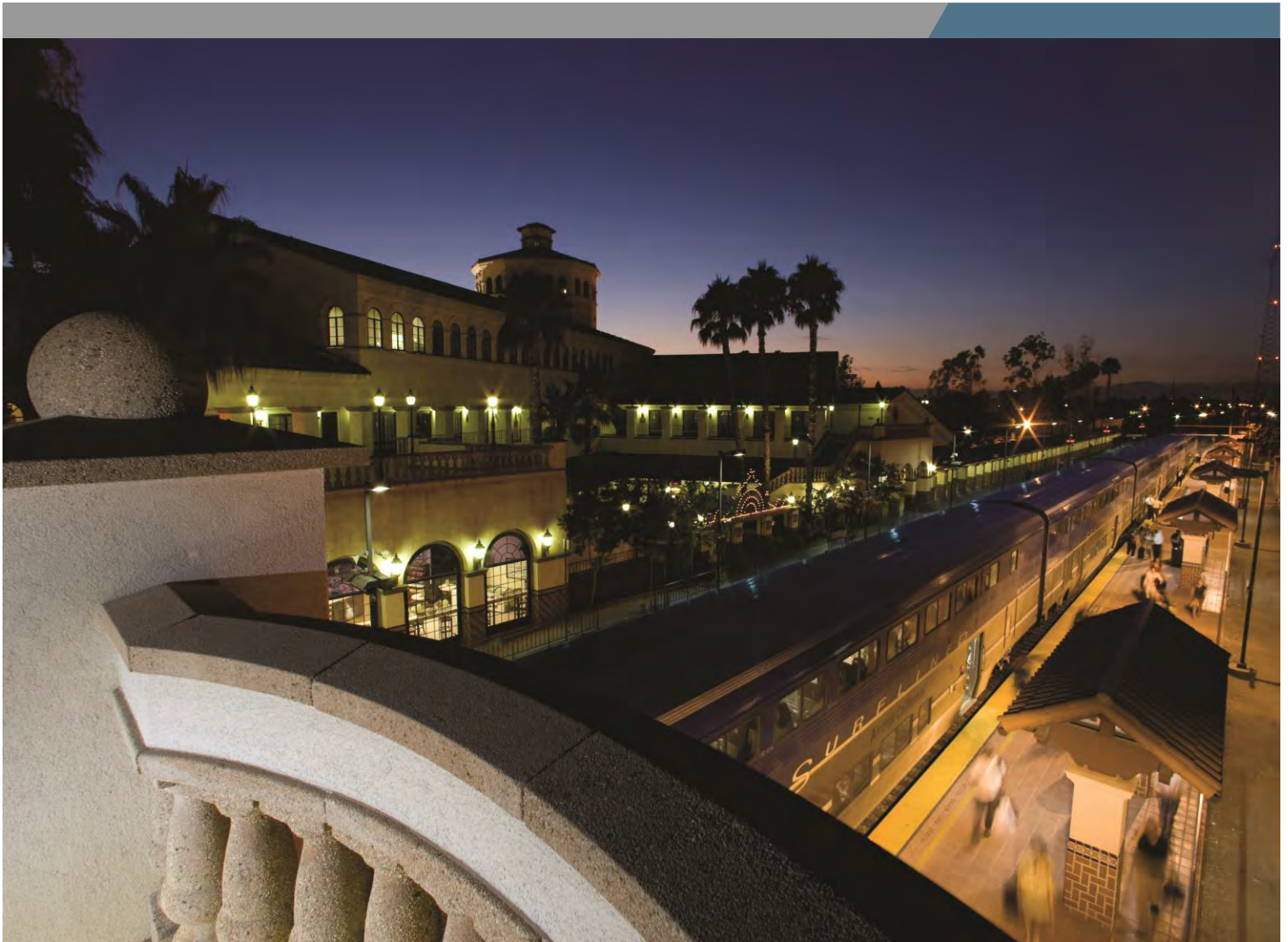




# Profile of the City of Santa Ana

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

SCAG Regional Council District 16 includes only Santa Ana  
Represented by: Hon. Michele Martinez



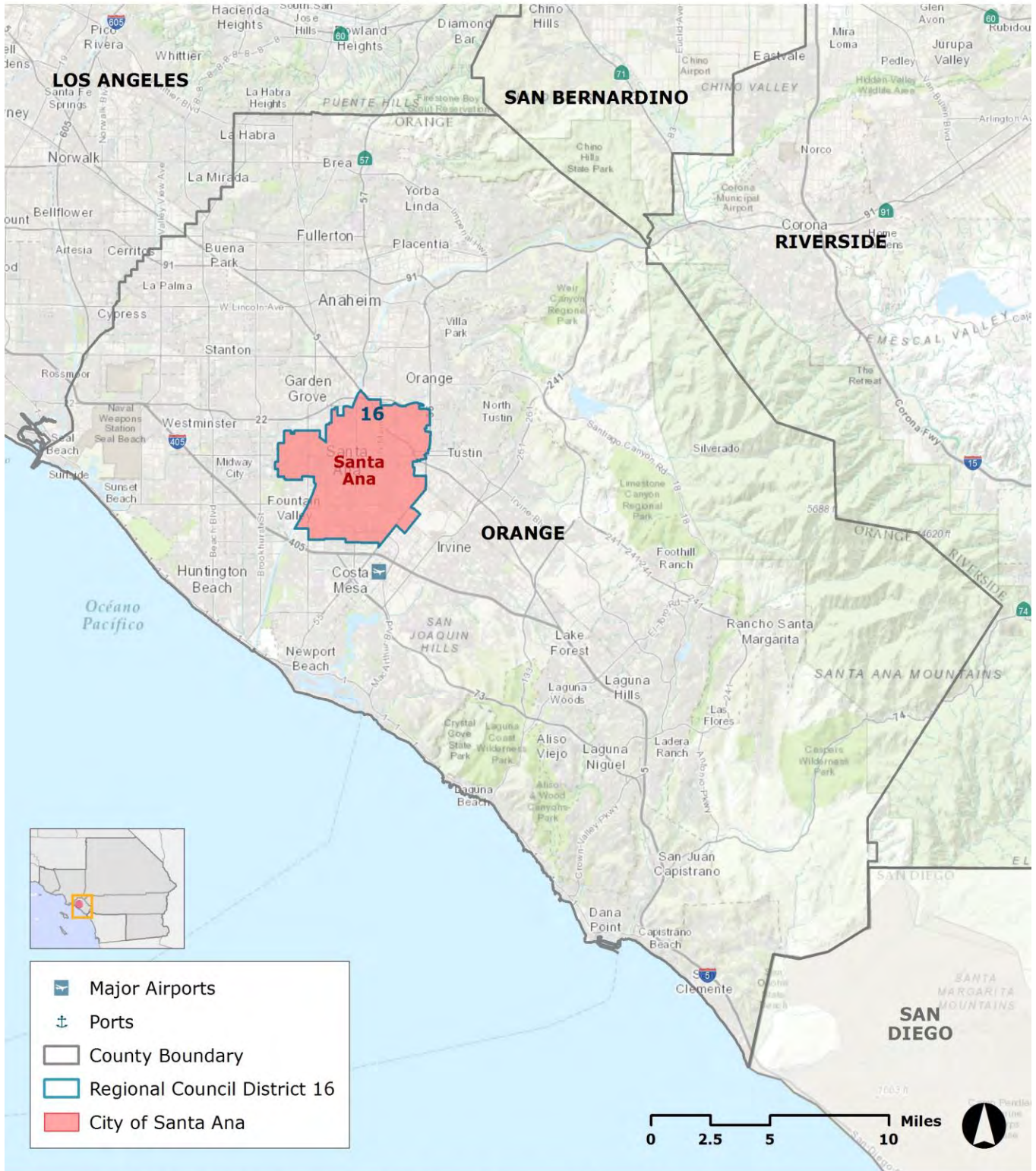
## LOCAL PROFILES REPORT 2017

This profile report was prepared by the Southern California Association of Governments and shared with the City of Santa Ana. 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.

May 2017

Southern California Association of Governments

# SCAG REGIONAL COUNCIL DISTRICT 16



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

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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 nearly 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 16<sup>th</sup> 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 Santa Ana 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 demonstrates current trends occurring in the City of Santa Ana.

### Factors Affecting Local Changes Reflected in the 2017 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 2017 Local Profiles reflect national demographic trends toward an older and more diverse population. Evidence of continued progress toward economic recovery is also apparent through gradual increases in employment, retail sales, building permits, and home prices. Work destinations and commute times correlate with regional development patterns and the geographical 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:

- 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 Santa Ana. 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.

## 2016 STATISTICAL SUMMARY

<i>Category</i>	<i>Santa Ana</i>	<i>Orange County</i>	<i>Santa Ana relative to Orange County*</i>	<i>SCAG Region</i>
<i>2016 Total Population</i>	342,930	3,183,011	[10.8%]	18,954,083
<i>2016 Population Density (Persons per Square Mile)</i>	12,590	4,055	8,535	489
<i>2016 Median Age (Years)</i>	31.3	37.5	-6.2	36.0
<i>2016 Hispanic</i>	78.6%	34.7%	43.9%	46.8%
<i>2016 Non-Hispanic White</i>	8.3%	41.0%	-32.7%	31.2%
<i>2016 Non-Hispanic Asian</i>	10.9%	19.3%	-8.4%	12.7%
<i>2016 Non-Hispanic Black</i>	1.0%	1.6%	-0.6%	6.3%
<i>2016 Non-Hispanic American Indian</i>	0.2%	0.2%	0.0%	0.3%
<i>2016 All Other Non-Hispanic</i>	1.1%	3.1%	-2.0%	2.7%
<i>2016 Number of Households</i>	75,755	1,024,810	[7.4%]	6,132,938
<i>2016 Average Household Size</i>	4.5	3.1	1.4	3.1
<i>2016 Median Household Income</i>	\$55,397	\$77,390	-\$21,993	\$61,792
<i>2016 Number of Housing Units</i>	77,610	1,075,699	[7.2%]	6,629,879
<i>2016 Homeownership Rate</i>	47.4%	54.3%	-6.9%	54.3%
<i>2016 Median Existing Home Sales Price</i>	\$470,000	\$645,000	-\$175,000	\$466,000
<i>2015 - 2016 Median Home Sales Price Change</i>	8.0%	5.9%	2.1%	6.6%
<i>2016 Drive Alone to Work</i>	71.8%	82.4%	-10.4%	78.8%
<i>2016 Mean Travel Time to Work (minutes)</i>	28.0	29.0	-1.0	31.0
<i>2015 Number of Jobs</i>	159,459	1,615,214	[9.9%]	7,920,602
<i>2014 - 2015 Total Jobs Change</i>	228	23,037	[1%]	117,499
<i>2015 Average Salary per Job</i>	\$52,030	\$58,120	-\$6,090	\$53,962
<i>2016 K-12 Public School Student Enrollment</i>	58,978	488,465	12%	2,961,726

Sources: U.S. Census Bureau American Community Survey, 2015; Nielsen Co.; California Department of Finance E-5, May 2016; CoreLogic/DataQuick; California Department of Education; and SCAG

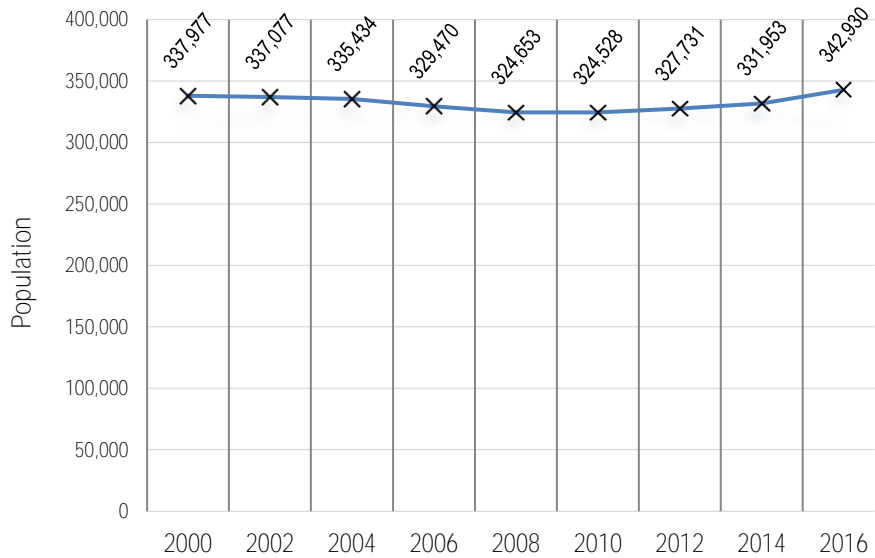
\* Numbers with [ ] represent Santa Ana's share of Orange County. The other numbers represent the difference between Santa Ana and Orange County.

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 - 2016



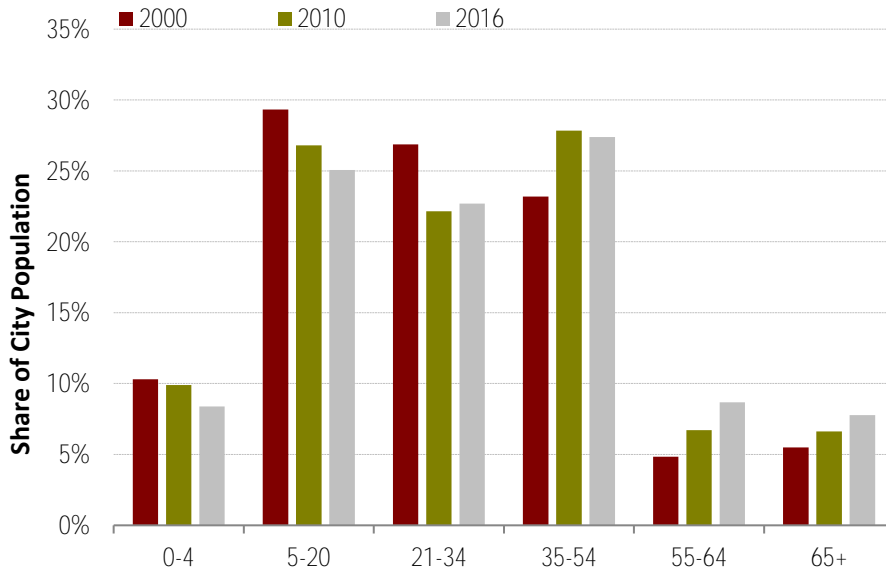
Source: California Department of Finance, E-5, 2016

- Between 2000 and 2016, the total population of the City of Santa Ana increased by 4,953 to 342,930 in 2016.
- During this 16-year period, the city's **population** growth rate of 1.5 percent was lower than the Orange County rate of 11.8 percent.
- 10.8% of the total population of Orange County is in the City of Santa Ana.



### Population by Age

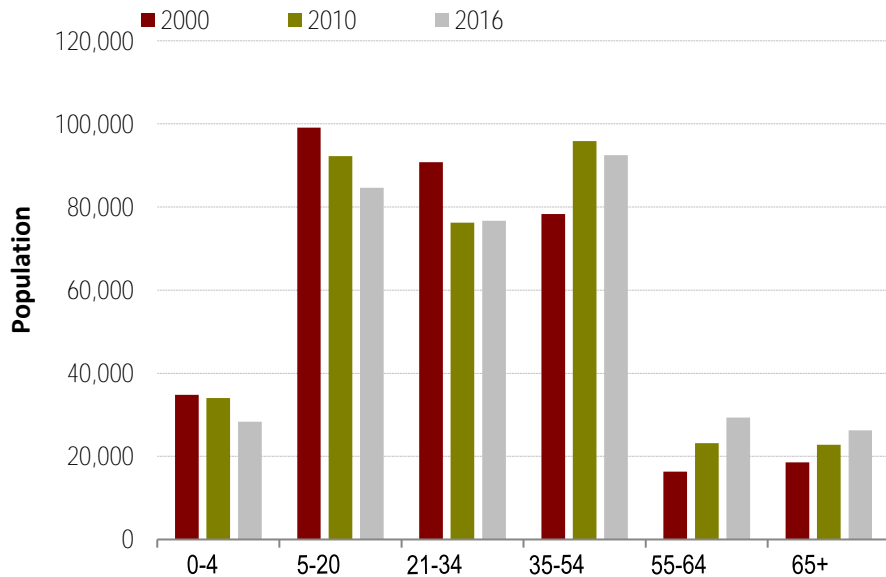
Population Share by Age: 2000, 2010, and 2016



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

- Between 2000 and 2016, the age group 35-54 experienced the largest increase in share, growing from 23.2 to 27.4 percent.
- The age group that experienced the greatest decline, by share, was age group 5-20, decreasing from 29.3 to 25.1 percent.

Population by Age: 2000, 2010, and 2016

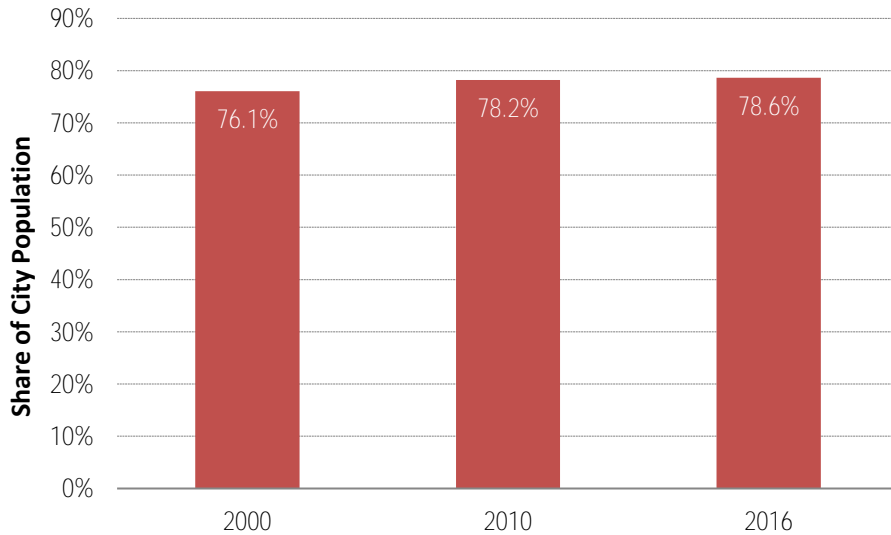


Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

- The age group 35-54 added the most population, with an increase of 14,117 people between 2000 and 2016.

### Population by Race/Ethnicity

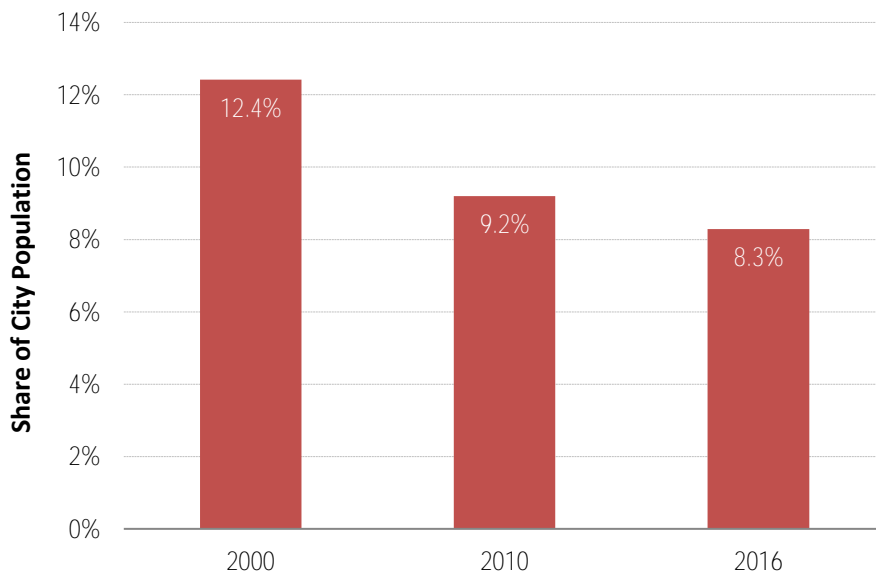
Hispanic or Latino of Any Race: 2000, 2010, and 2016



- Between 2000 and 2016, the share of Hispanic population in the city increased from 76.1 percent to 78.6 percent.

Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

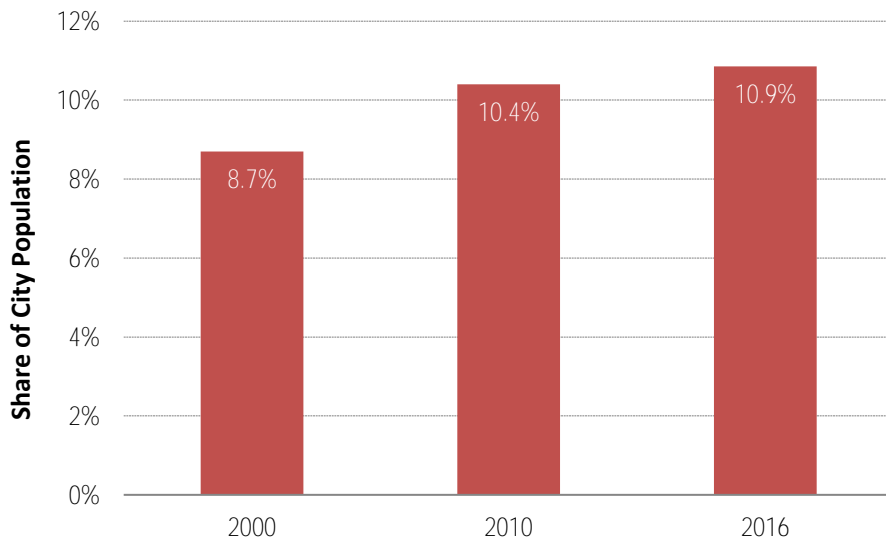
Non-Hispanic White: 2000, 2010, and 2016



- Between 2000 and 2016, the share of Non-Hispanic White population in the city decreased from 12.4 percent to 8.3 percent.
- Please refer to the Methodology section for definitions of the racial/ethnic categories.

Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

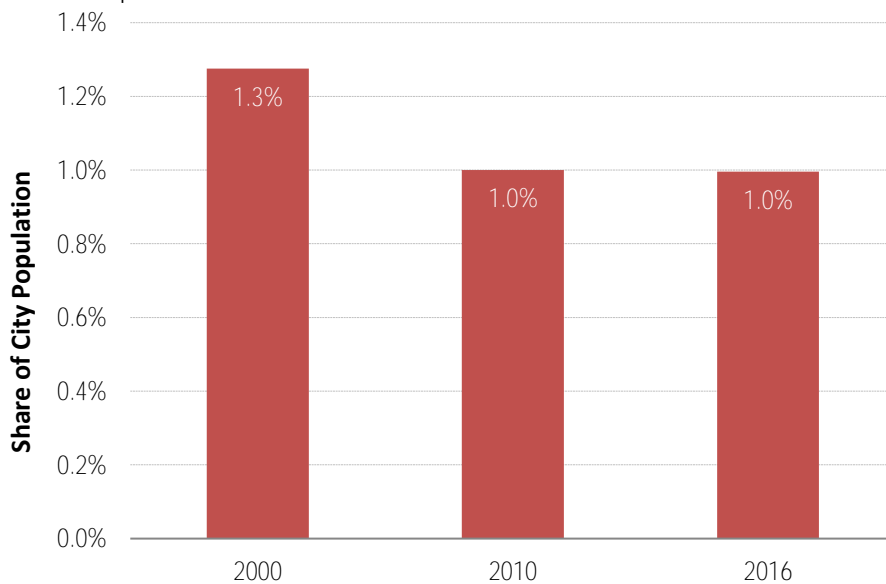
Non-Hispanic Asian: 2000, 2010, and 2016



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

- Between 2000 and 2016, the share of Non-Hispanic Asian population in the city increased from 8.7 percent to 10.9 percent.

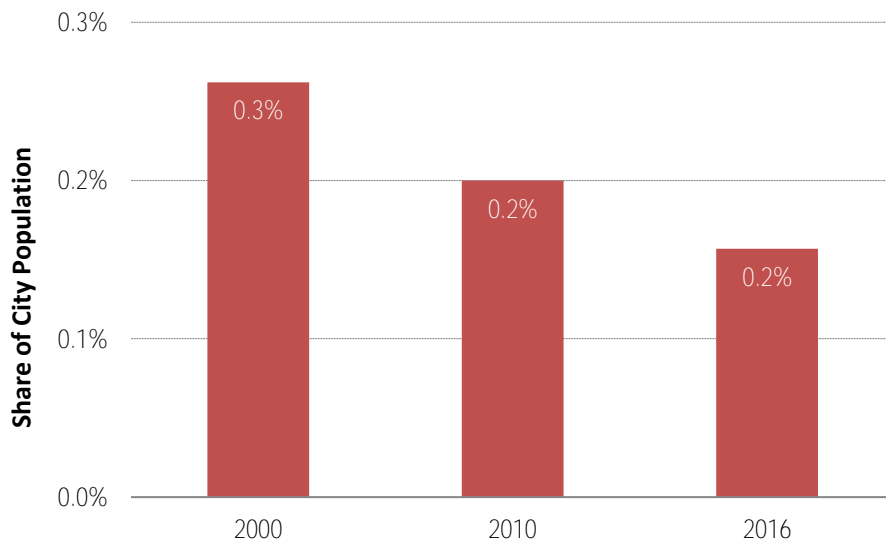
Non-Hispanic Black: 2000, 2010, and 2016



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

- Between 2000 and 2016, the share of Non-Hispanic Black population in the city decreased from 1.3 percent to 1.0 percent.

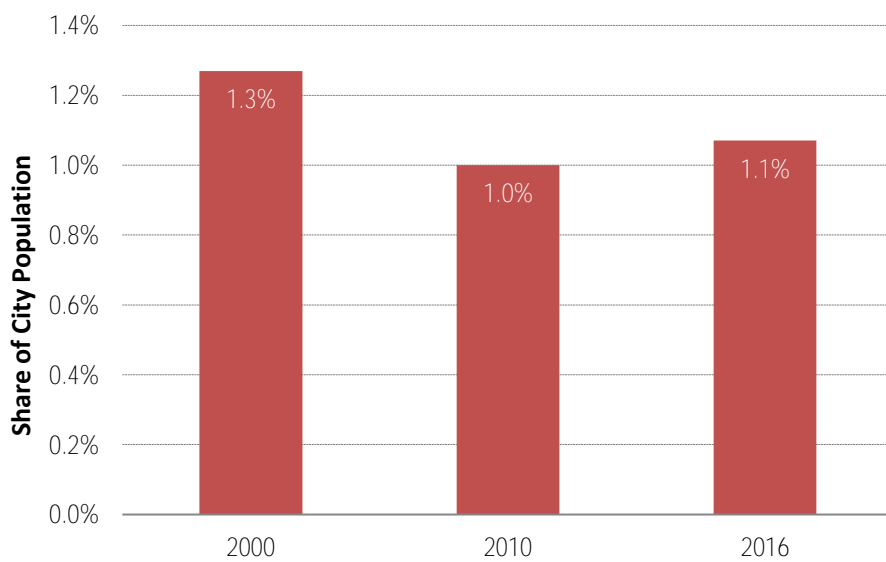
Non-Hispanic American Indian: 2000, 2010, and 2016



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

- Between 2000 and 2016, the share of Non-Hispanic American Indian population in the city decreased from 0.3 percent to 0.2 percent.

All Other Non-Hispanic: 2000, 2010, and 2016



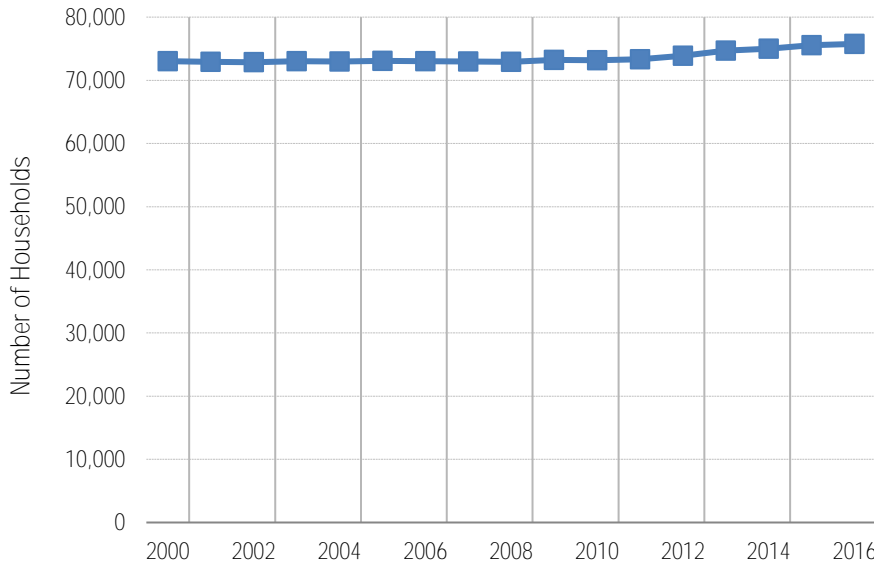
Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

- Between 2000 and 2016, the share of All Other Non-Hispanic population group in the city decreased from 1.3 percent to 1.1 percent.

### III. Households

#### Number of Households (Occupied Housing Units)

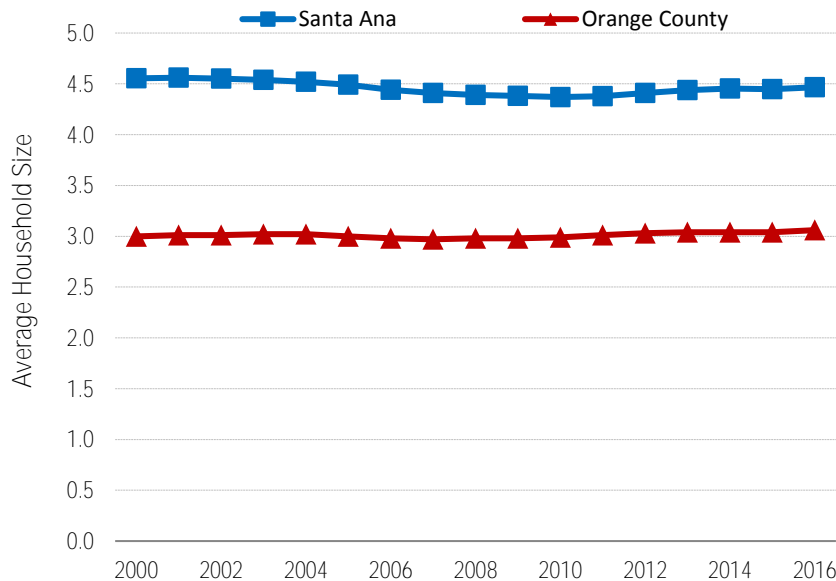
Number of Households: 2000 - 2016



Sources: 2000 and 2010 U.S. Decennial Census; California Department of Finance, E-5, 2016

- Between 2000 and 2016, the total number of households in the City of Santa Ana increased by 2,753 units, or 3.8 percent.
- During this 16-year period, the city's household growth rate of 3.8 percent was lower than the county growth rate of 9.6 percent.
- 7.4 percent of Orange County's total number of households are in the City of Santa Ana.
- In 2016, the city's average household size was 4.5, higher than the county average of 3.1.

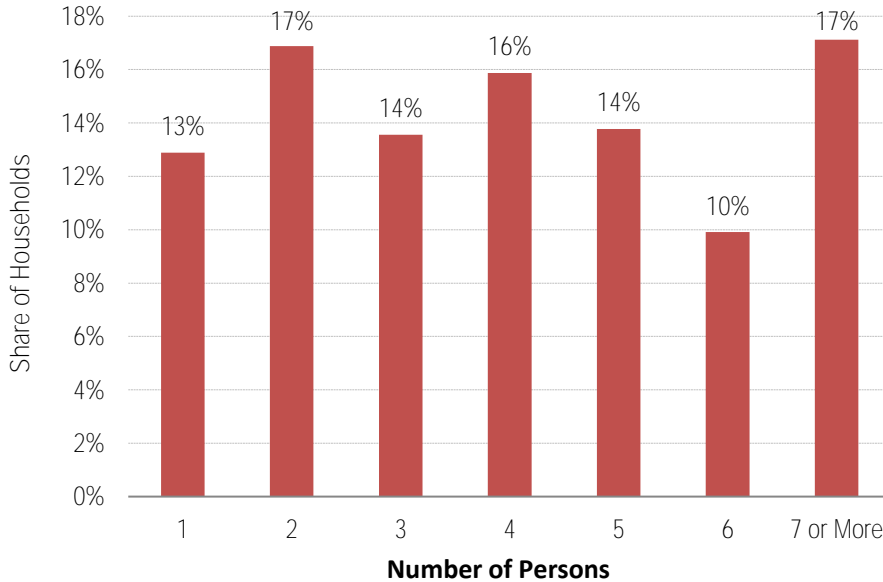
Average Household Size: 2000 - 2016



Source: California Department of Finance, E-5, 2016

### Households by Size

Percent of Households by Household Size: 2016

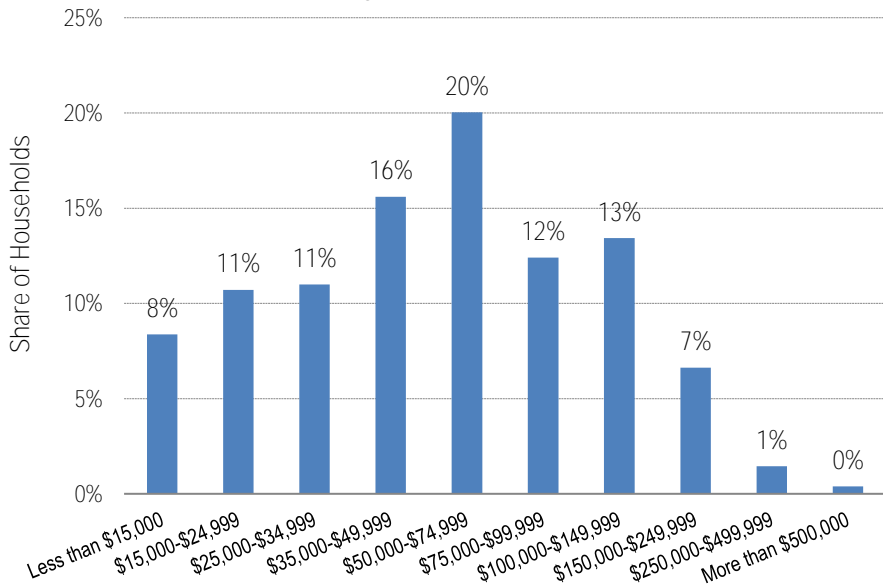


Source: Nielsen Co., 2016

- In 2016, 43.3 percent of all city households had 3 people or fewer.
- About 13 percent of the households were single-person households.
- Approximately 41 percent of all households in the city had 5 people or more.

### Households by Income

Percent of Households by Household Income: 2016

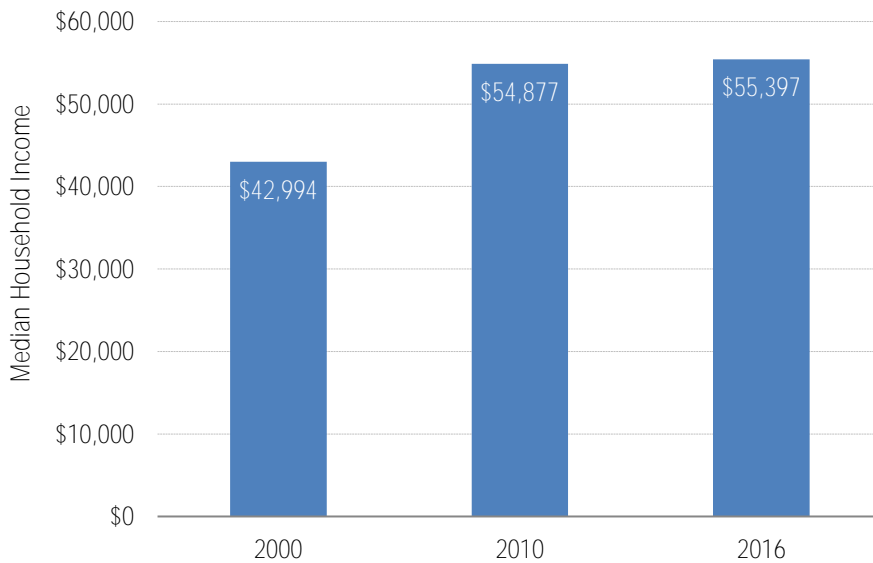


Source: Nielsen Co., 2016

- In 2016, about 46 percent of households earned less than \$50,000 annually.
- Approximately 22 percent of households earned \$100,000 or more.

### Household Income

Median Household Income: 2000, 2010, and 2016

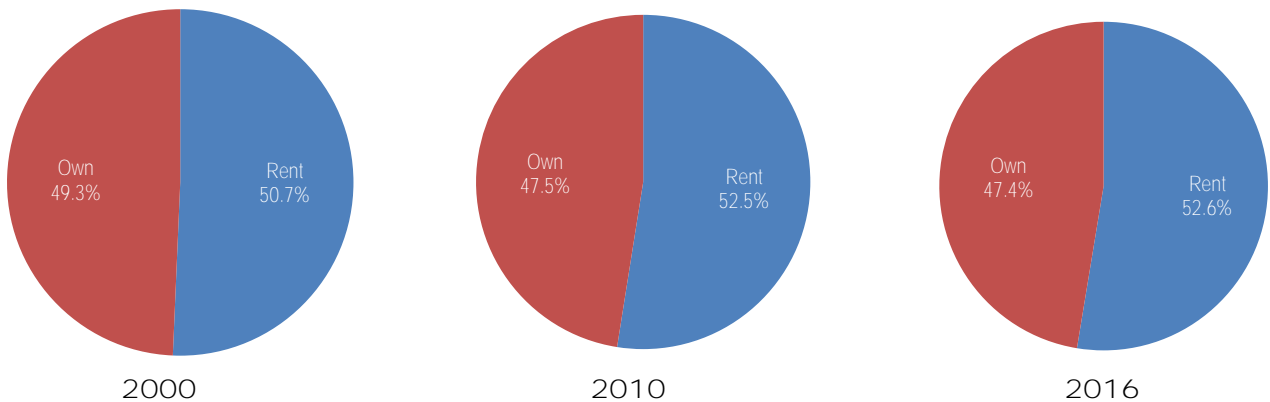


- From 2000 to 2016, median household income increased by \$12,403.
- Note: Dollars are not adjusted for annual inflation.

Source: Nielsen Co., 2016

### Renters and Homeowners

Percentage of Renters and Homeowners: 2000, 2010, and 2016



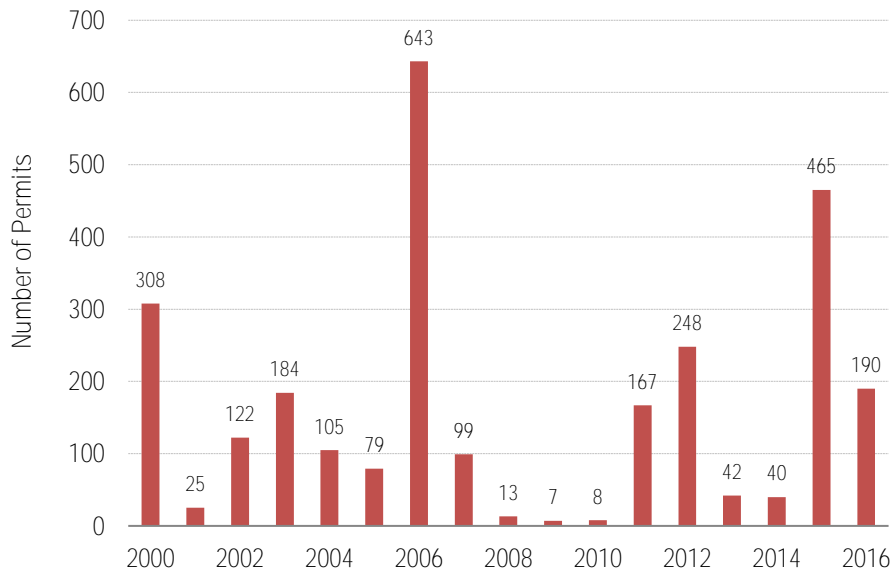
Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2016

Between 2000 and 2016, homeownership rates decreased and the share of renters increased.

## IV. Housing

### Total Housing Production

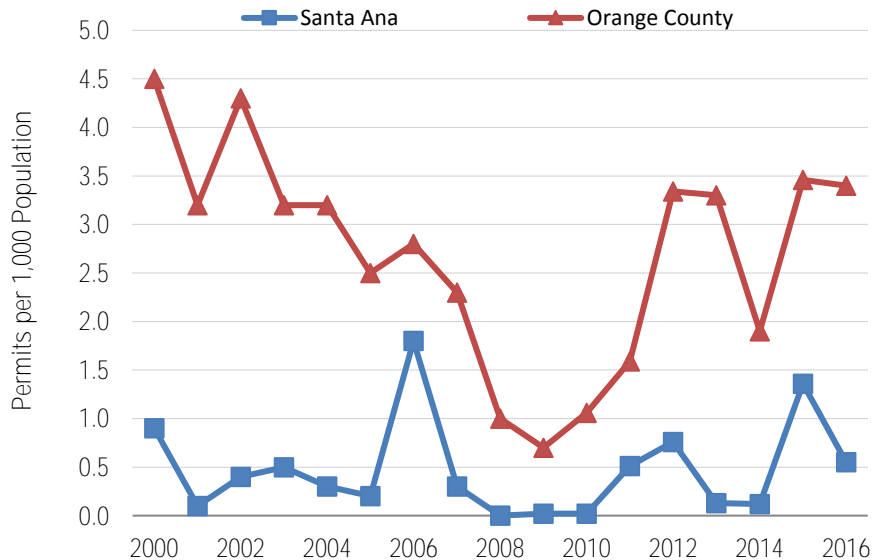
Total Permits Issued for all Residential Units: 2000 - 2016



- Between 2000 and 2016, permits were issued for 2,745 residential units.

Source: Construction Industry Research Board, 2000 - 2016

Permits Issued for all Residential Units per 1,000 Residents: 2000 - 2016



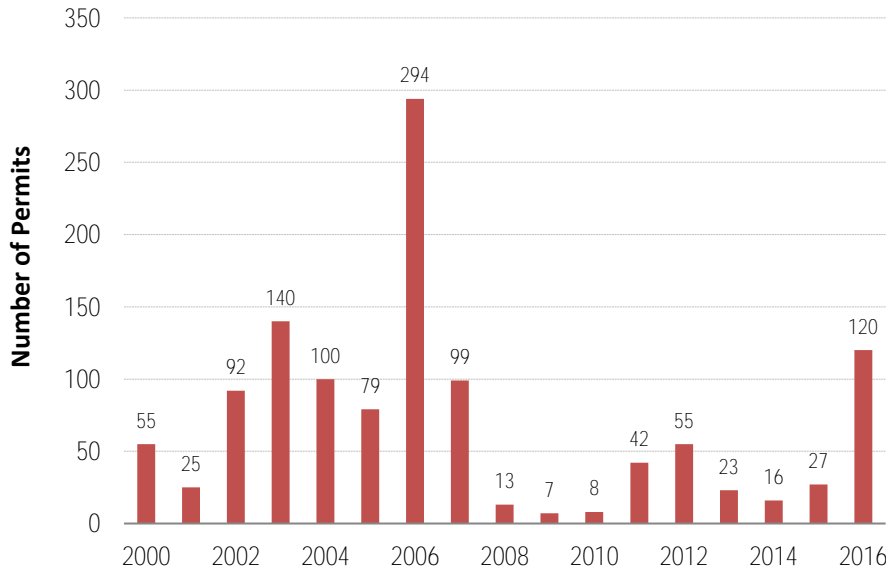
- In 2000, the City of Santa Ana had 0.9 permits per 1,000 residents compared to the overall county figure of 4.5 permits per 1,000 residents.
- For the city in 2016, the number of permits per 1,000 residents decreased to 0.6 permits. For the county overall, it decreased to 3.4 permits per 1,000 residents.

Source: Construction Industry Research Board, 2000 - 2016



### Single-Family Housing Production

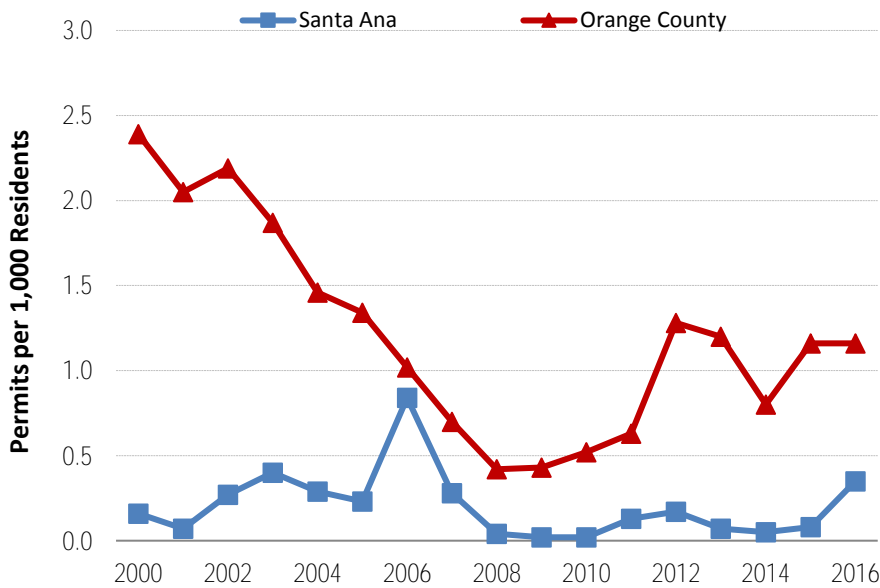
Permits Issued for Single-Family Units: 2000 - 2016



Source: Construction Industry Research Board, 2000 - 2016

- Between 2000 and 2016, permits were issued for 1,195 single family homes.
- 13.6 percent of these were issued in the last 3 years.

Single-Family Permits Issued per 1,000 Residents: 2000 - 2016

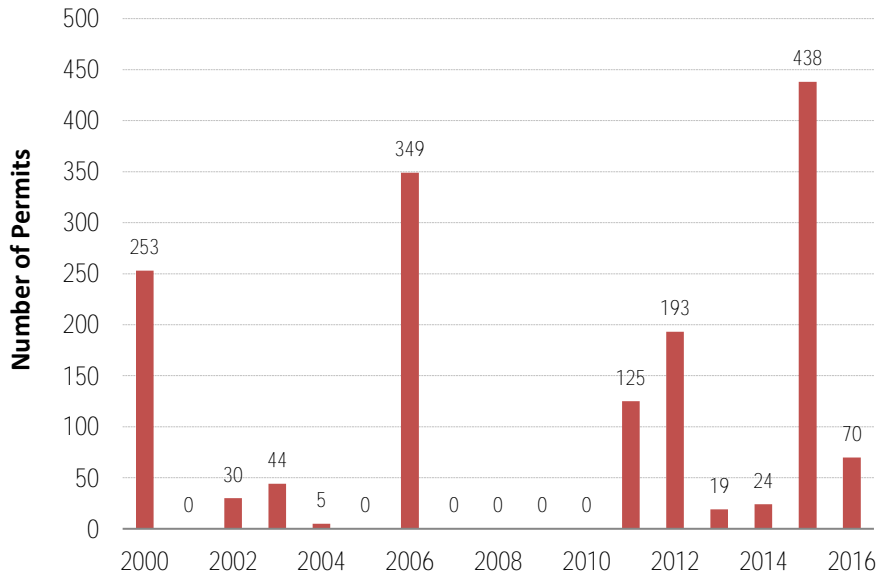


Source: Construction Industry Research Board, 2000 - 2016

- In 2000, the City of Santa Ana issued 0.2 permits per 1,000 residents compared to the overall county figure of 2.4 permits per 1,000 residents.
- For the city in 2016, the number of permits issued per 1,000 residents increased to 0.3 permits. For the county overall, it decreased to 1.2 permits per 1,000 residents.

### Multi-Family Housing Production

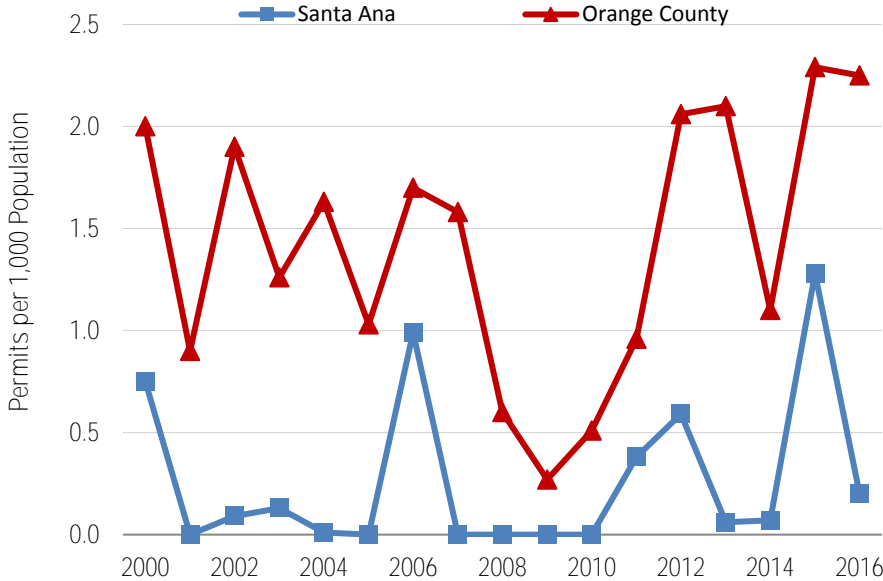
Permits Issued for Multi-Family Units: 2000 - 2016



Source: Construction Industry Research Board, 2000-2016

- Between 2000 and 2016, there were permits issued for 1,550 multi-family residential units.

Multi-Family Permits Issued per 1,000 Residents: 2000 - 2016

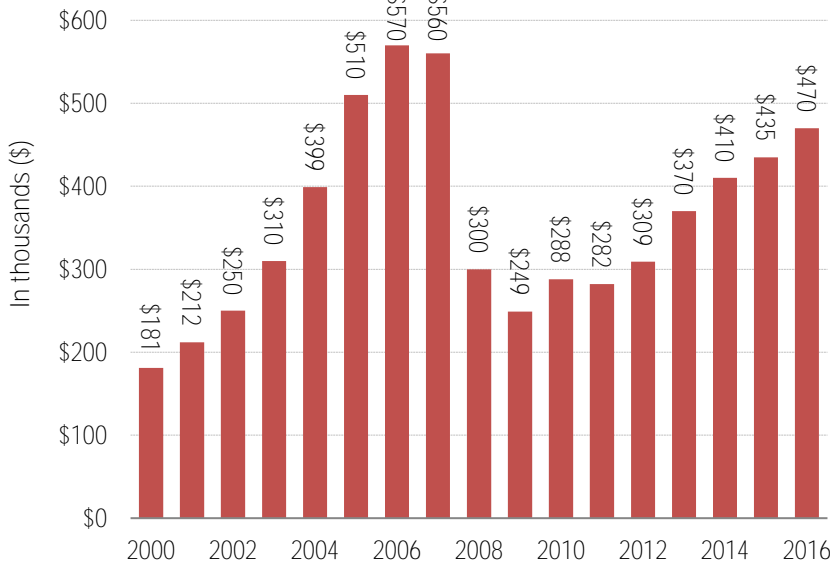


Source: Construction Industry Research Board, 2000-2016

- For the city in 2016, the number of permits per 1,000 residents decreased to 0.2 permits. For the county overall, it increased to 2.2 permits per 1,000 residents.

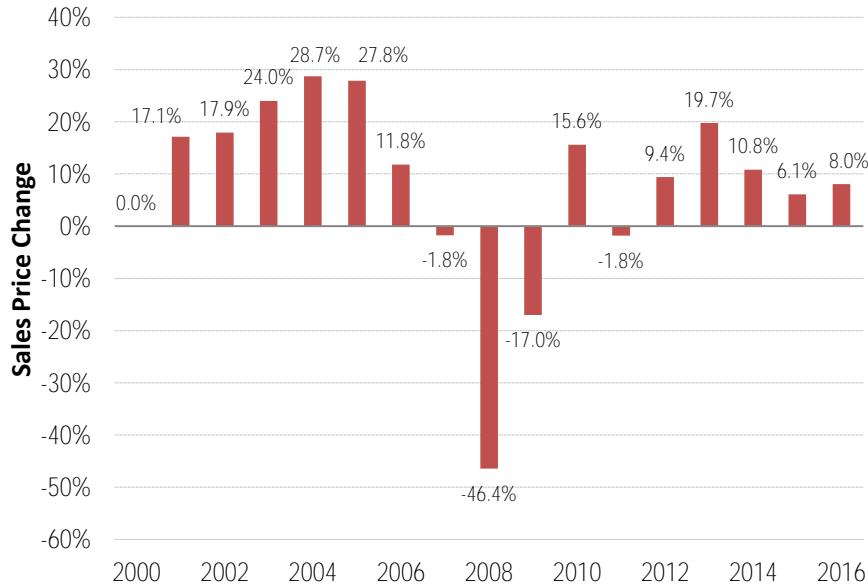
### Home Sales Prices

Median Home Sales Price for Existing Homes: 2000 - 2016 (in \$ thousands)



Source: CoreLogic/DataQuick, 2000-2016

Annual Median Home Sales Price Change for Existing Homes: 2000 - 2016



Source: CoreLogic/DataQuick, 2000-2016

- Between 2000 and 2016, the median home sales price of existing homes increased 160 percent from \$181,000 to \$470,000.
- Median home sales price increased by 63.3 percent between 2010 and 2016.
- In 2016, the median home sales price in the city was \$470,000, \$175,000 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.
- Between 2000 and 2016, the largest single year increase was 28.7 percent.

### Housing Type

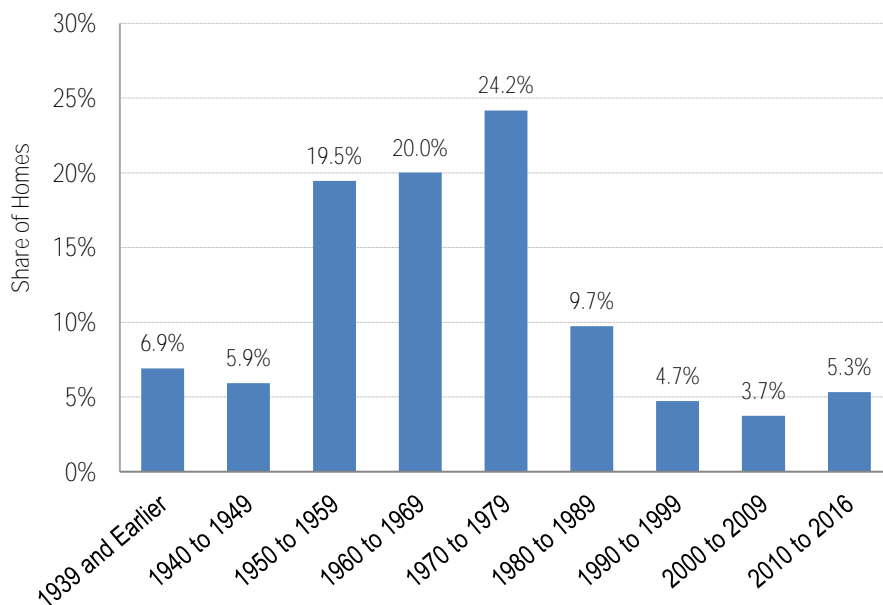
Housing Type by Units: 2016

Housing Type	Number of Units	Percent of Total Units
Single Family Detached	35,601	45.9 %
Single Family Attached	5,691	7.3 %
Multi-family: 2 to 4 units	7,543	9.7 %
Multi-family: 5 units plus	24,726	31.9 %
Mobile Home	4,049	5.2 %
Total	77,610	100 %

- The most common housing type is Single Family Detached.
- Approximately 53 percent were single family homes and 42 percent were multi-family homes.

Source: California Department of Finance, E-5, 2016

Age of Housing Stock: 2016

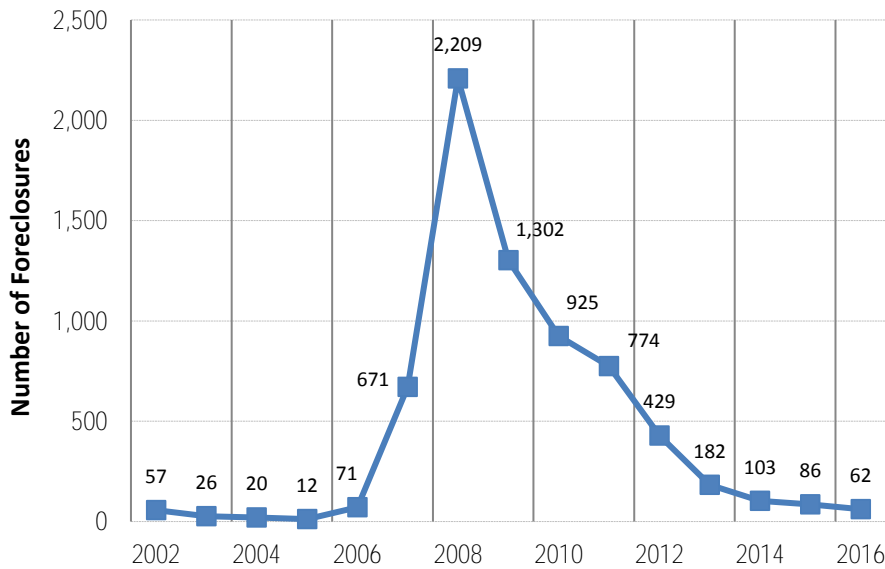


- 52.3 percent of the housing stock was built before 1970.
- 47.7 percent of the housing stock was built after 1970.

Source: Nielsen Co., 2016

### Foreclosures

Number of Foreclosures: 2016

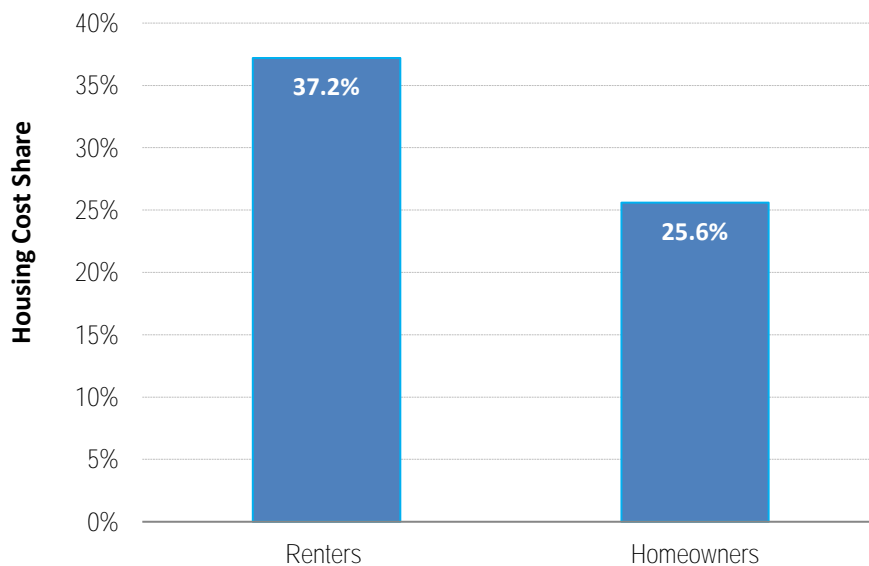


- There were 62 foreclosures in 2016.
- Between 2007 and 2016, there were 6,743 foreclosures.

Source: CoreLogic/DataQuick, 2002-2016

### Housing Cost Share

Percentage of Housing Cost for Renters and Homeowners: 2014



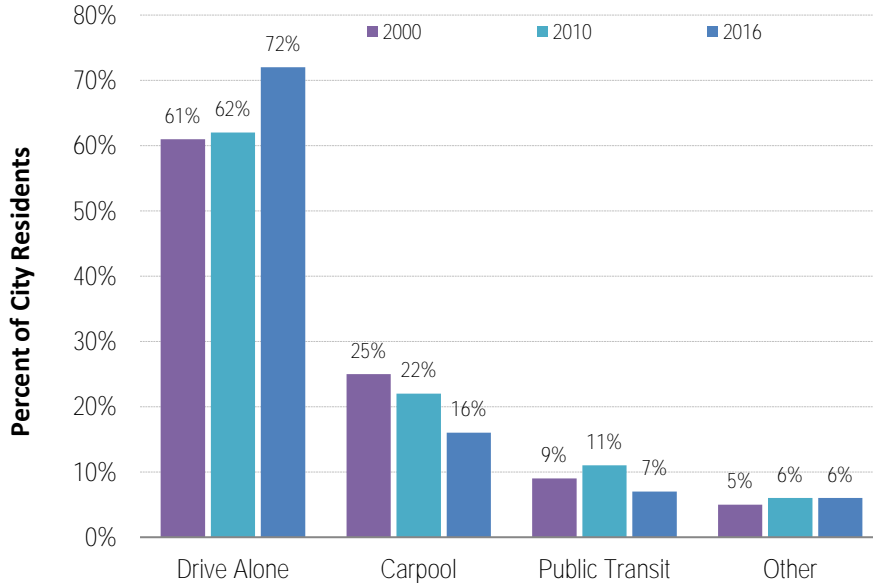
- Housing costs accounted for an average of 37.2 percent of total household income for renters.
- Housing costs accounted for an average of 25.6 percent of total household income for homeowners.

Source: U.S. Census American Community Survey, 2015

## V. Transportation

### *Journey to Work for Residents*

Transportation Mode Choice: 2000, 2010, and 2016



Sources: 2000 U.S. Decennial Census; 2010 U.S. Census American Community Survey; and Nielsen Co., 2016

- Between 2000 and 2016, the greatest change occurred in the percentage of individuals who traveled to work by driving; this share increased by 10.7 percentage points.
- 'Other' refers to bicycle, pedestrian, and home-based employment.

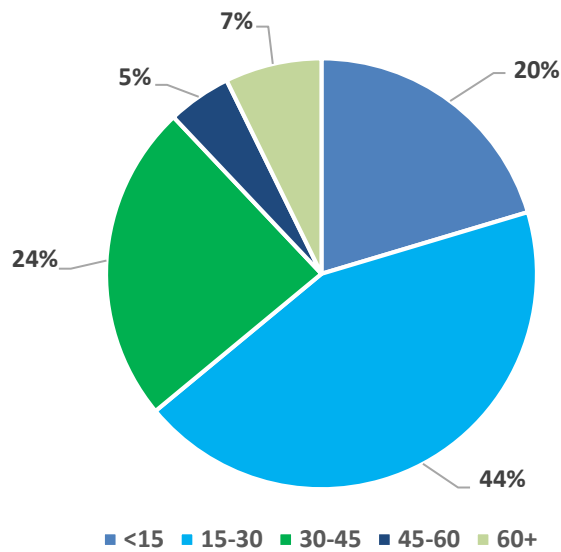
Average Travel Time (minutes): 2000, 2010, and 2016



Sources: 2000 U.S. Decennial Census; 2010 U.S. Census American Community Survey; and Nielsen Co., 2016

- Between 2000 and 2016, the average travel time to work decreased by approximately 1 minute.

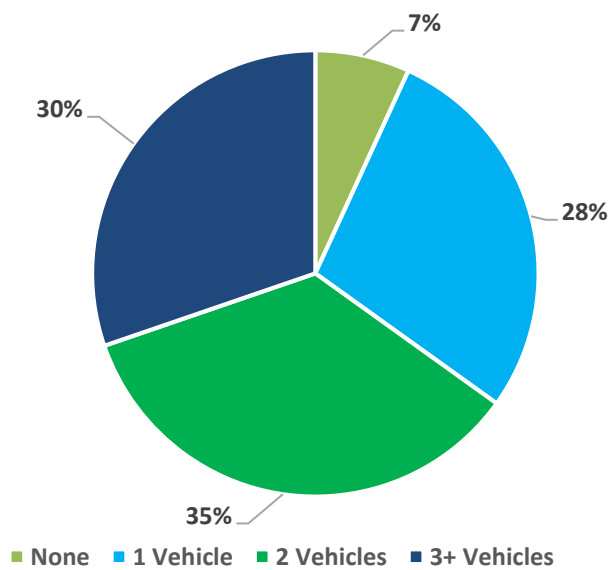
Travel Time to Work (Range of Minutes): 2016



- In 2016, 36.0 percent of Santa Ana 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: Nielsen Co., 2016

Household Vehicle Ownership: 2016



- 34.9 percent of Santa Ana households own one or no vehicles, while 65.1 percent of households own two or more vehicles.

Source: Nielsen Co., 2016

## 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, decreasing greenhouse gas emissions, improving public health, and enhancing community cohesion.

Beginning with the 2017 Local Profiles, SCAG will be providing information on the active transportation resources being implemented throughout our region. The 2017 Local Profiles initiates this enhanced 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 year 2012, will serve as a baseline to measure regional progress over subsequent years. It is expected that with each cycle of the Local Profiles, additional active transportation data resources will become available for inclusion in these reports at the local jurisdictional level. Information on rates of physical activity (walking) is available in the Public Health section of this report.

Since 2017, approximately 11 linear miles of new bikeways have been constructed within the City of Santa Ana.

### Bike Lane Mileage by Class: 2012

County	Class 1	Class 2	Class 3	Class 4	Total Miles
Imperial	3	4	82	0	89
Los Angeles	302	659	519	2	1,482
Orange	259	706	87	0	1,052
Riverside	44	248	129	0	421
San Bernardino	77	276	150	0	503
Ventura	61	257	54	0	372
SCAG Region	746	2,150	1,021	2	3,919

Source: County Transportation Commissions, 2012

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 (Separated Bikeway): Lane(s) separated from vehicle traffic by more than striping, with physical barriers such as grade separation, landscaping, or parking.



## VII. Employment

### *Employment Centers*

#### **Top 10 Places Where Santa Ana Residents Commute to Work: 2014**

	Local Jurisdiction	Number of Commuters	Percent of Total Commuters
1.	Santa Ana	22,570	21.1 %
2.	Irvine	12,455	11.6 %
3.	Anaheim	6,925	6.5 %
4.	Orange	5,730	5.4 %
5.	Costa Mesa	5,650	5.3 %
6.	Los Angeles	4,526	4.2 %
7.	Newport Beach	3,947	3.7 %
8.	Garden Grove	3,199	3.0 %
9.	Huntington Beach	2,968	2.8 %
10.	Tustin	2,918	2.7 %
	All Other Destinations	36,072	33.7 %

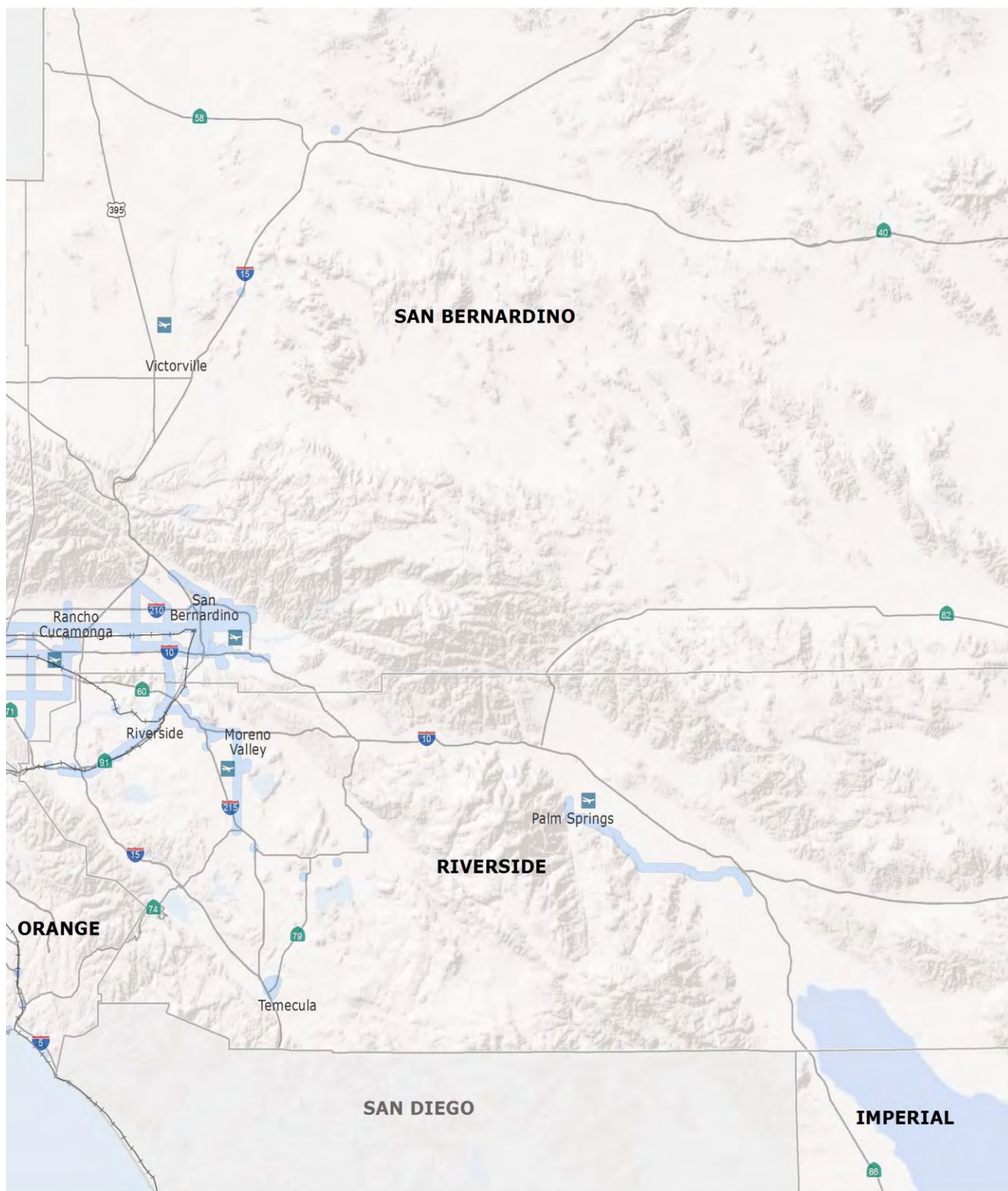
Source: U.S. Census Bureau, 2017, LODES Data; Longitudinal-Employer Household Dynamics Program, <https://lehd.ces.census.gov/data/lodes/>

- This table identifies the top 10 locations where residents from the City of Santa Ana commute to work.
- 21.1% work and live in Santa Ana, while 78.9% commute to other places.

### MAJOR WORK DESTINATIONS

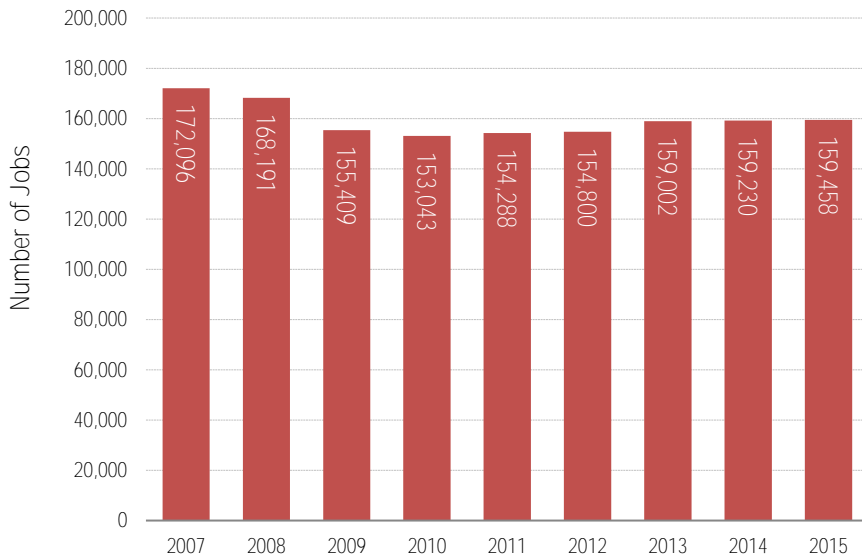


Source: SCAG, U.S. Census Bureau, 2017, LODES Dataset Version 7.2



### Total Jobs

Total Jobs: 2007 - 2015

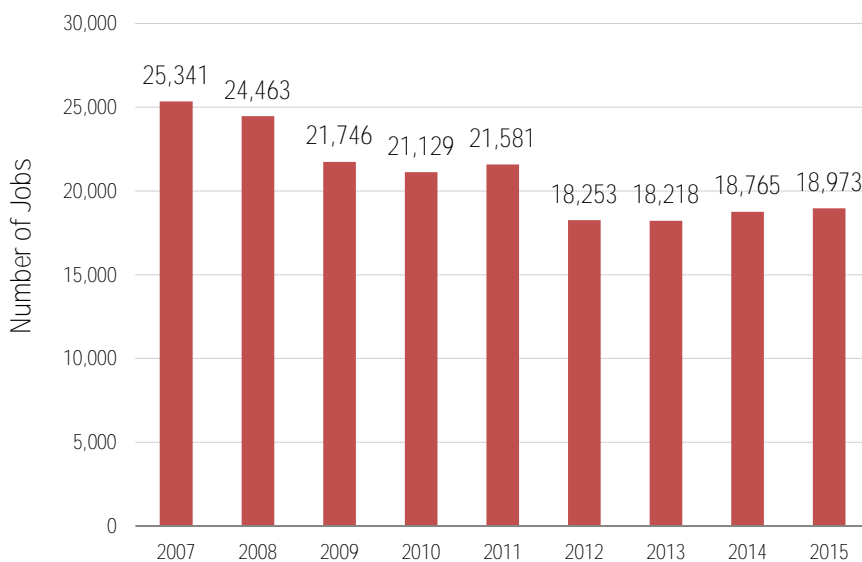


Sources: California Employment Development Department, 2007 - 2015; InfoGroup; and SCAG

- 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 2015, total jobs in the City of Santa Ana numbered 159,459, a decrease of 7.3 percent from 2007.

### Jobs by Sector

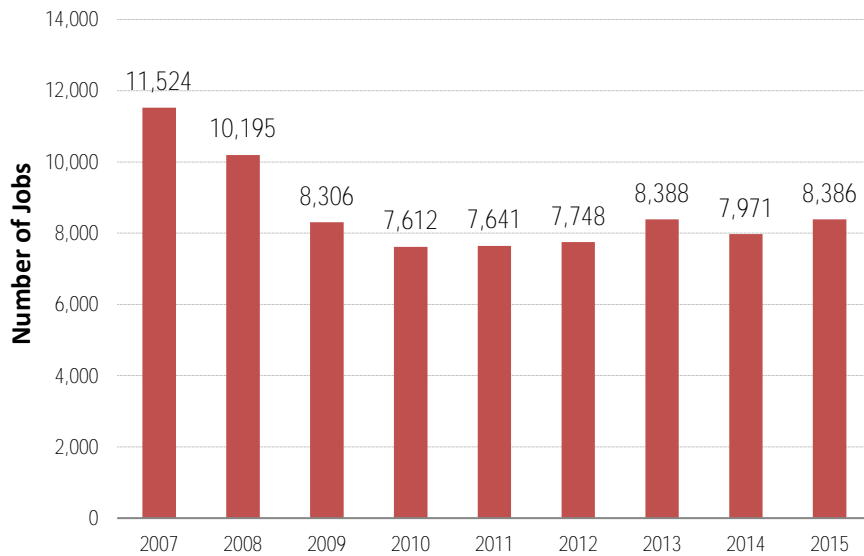
Jobs in Manufacturing: 2007 - 2015



Sources: California Employment Development Department, 2007 - 2015; 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 2015, the number of manufacturing jobs in the city decreased by 25.1 percent.

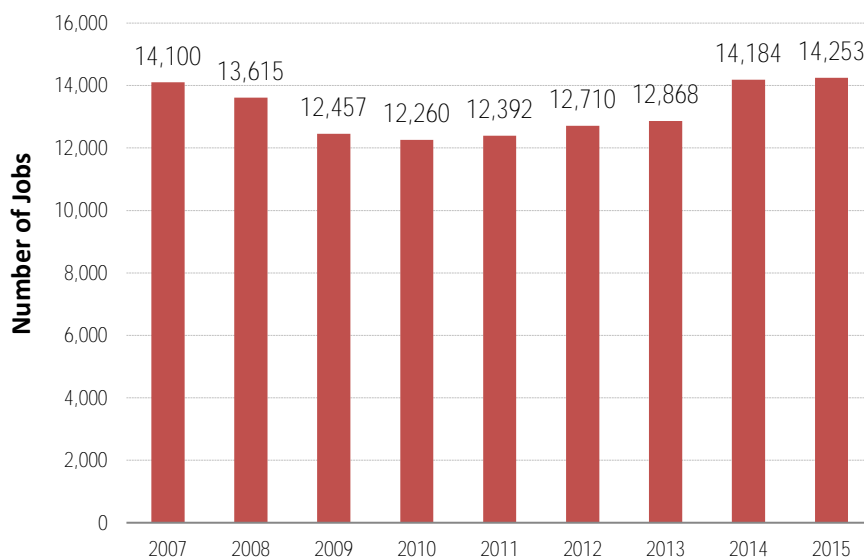
Jobs in Construction: 2007 - 2015



Sources: California Employment Development Department, 2007 - 2015; InfoGroup; and SCAG

- Construction jobs include those engaged in both residential and non-residential construction.
- Between 2007 and 2015, construction jobs in the city decreased by 27.2 percent.

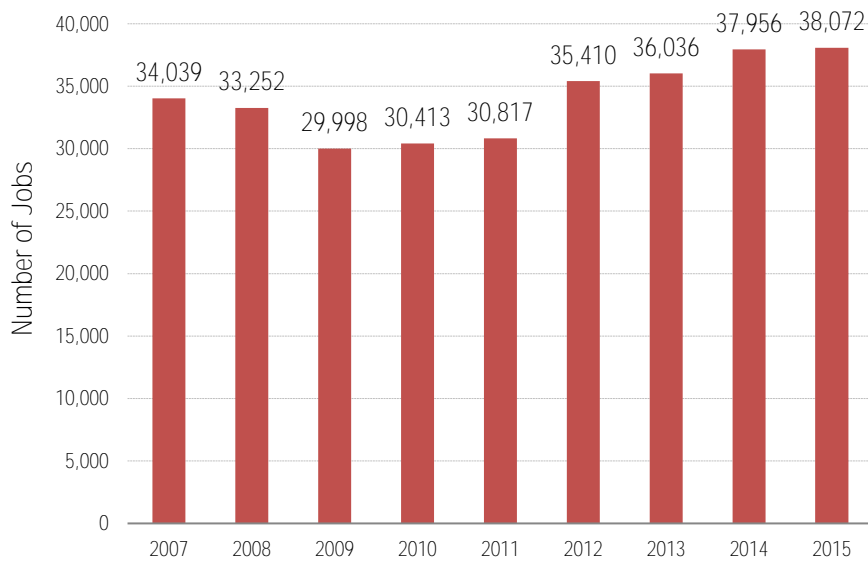
Jobs in Retail Trade: 2007 - 2015



Sources: California Employment Development Department, 2007 - 2015; 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 2015, the number of retail trade jobs in the city increased by 1.1 percent.

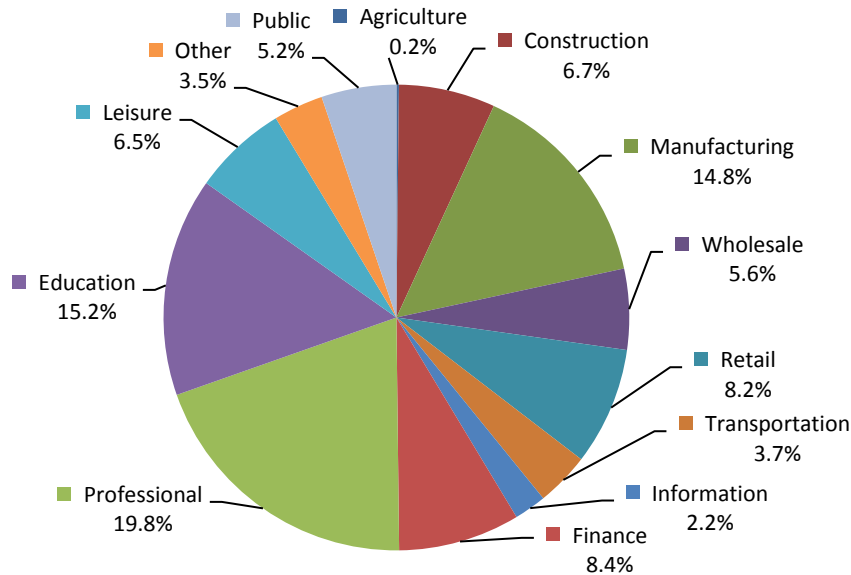
Jobs in Professional and Management: 2007 - 2015



Sources: California Employment Development Department, 2007 - 2015; 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 2015, the number of professional and management jobs in the city increased by 11.9 percent.

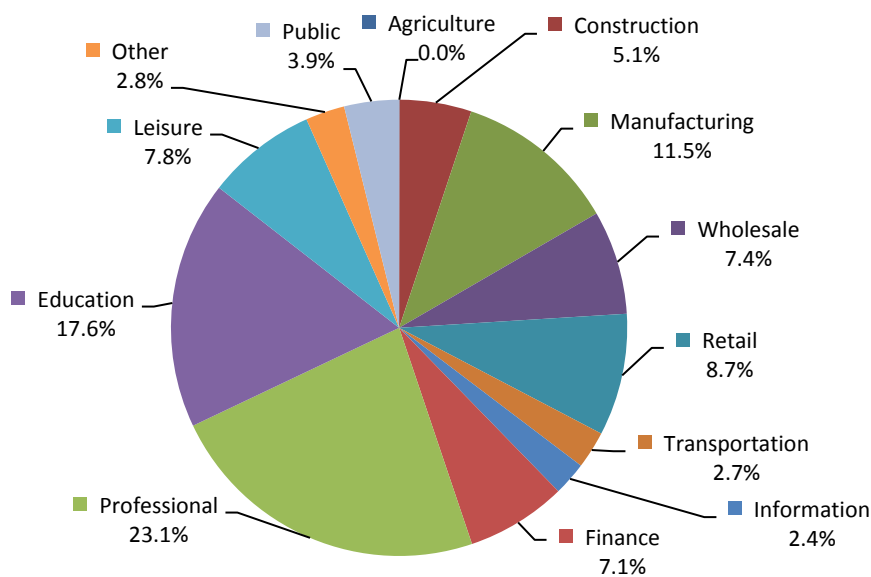
Jobs by Sector: 2007



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

- From 2007 to 2015, the share of Professional jobs increased from 19.8 percent to 23.1 percent.
- See Methodology Section for industry sector definitions.

Jobs by Sector: 2015



Sources: California Employment Development Department, 2016; InfoGroup; and SCAG

- In 2015, the Professional sector was the largest job sector, accounting for 23.1 percent of total jobs in the city.
- Other large sectors included Education (17.6 percent), Manufacturing (11.5 percent), and Retail (8.7 percent).

### Average Salaries

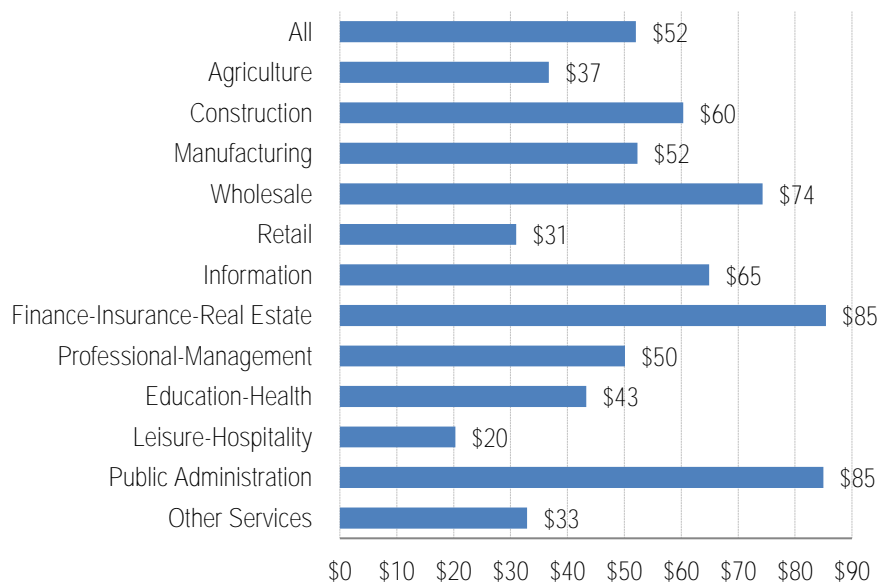
Average Annual Salary: 2003, 2009, 2011, and 2015



Source: California Employment Development Department, 2003 - 2015

- Average salaries for jobs located in the city increased from \$40,084 in 2003 to \$52,030 in 2015, a 29.8 percent change.
- Note: Dollars are not adjusted for annual inflation.

Average Annual Salary by Sector: 2015 (\$ thousands)



Source: California Employment Development Department, 2015

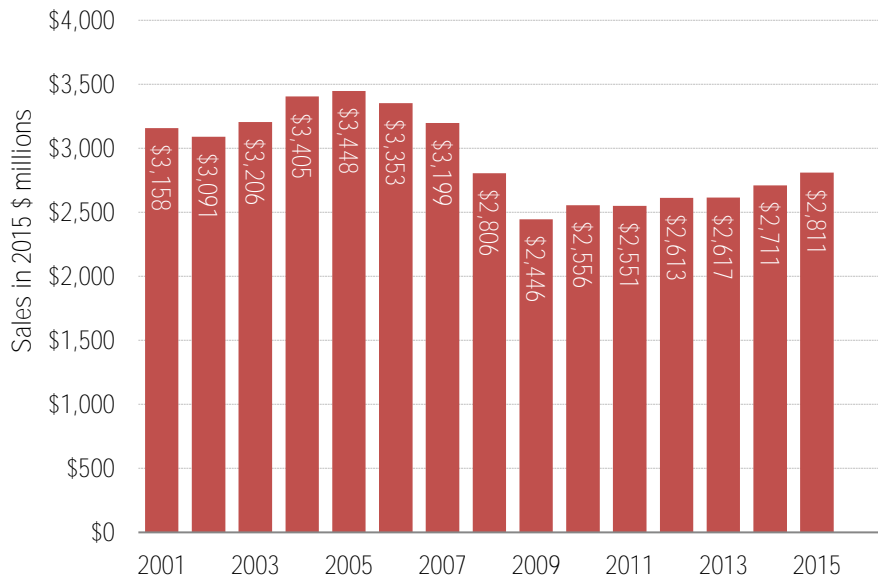
- In 2015, the employment sector providing the highest salary per job in the city was Finance-Insurance-Real Estate (\$85,449).
- The Leisure-Hospitality sector provided the lowest annual salary per job (\$20,314).



## VIII. Retail Sales

### *Real Retail Sales*

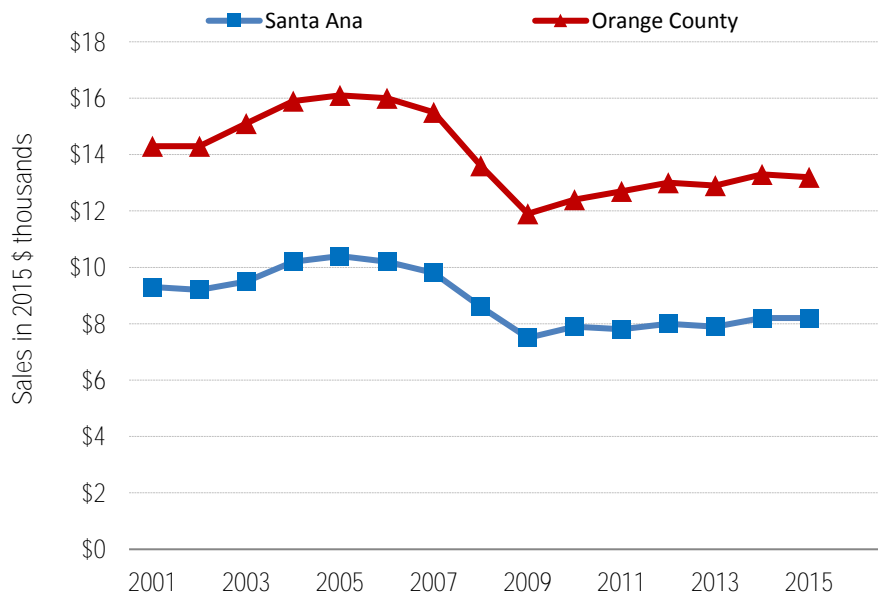
Retail Sales (in 2015 \$ millions): 2001 - 2015



Source: California Board of Equalization, 2001-2015

- Real retail sales decreased by 13.6 percent between 2005 and 2015.

Retail Sales per Person (in 2015 \$ thousands): 2001 - 2015



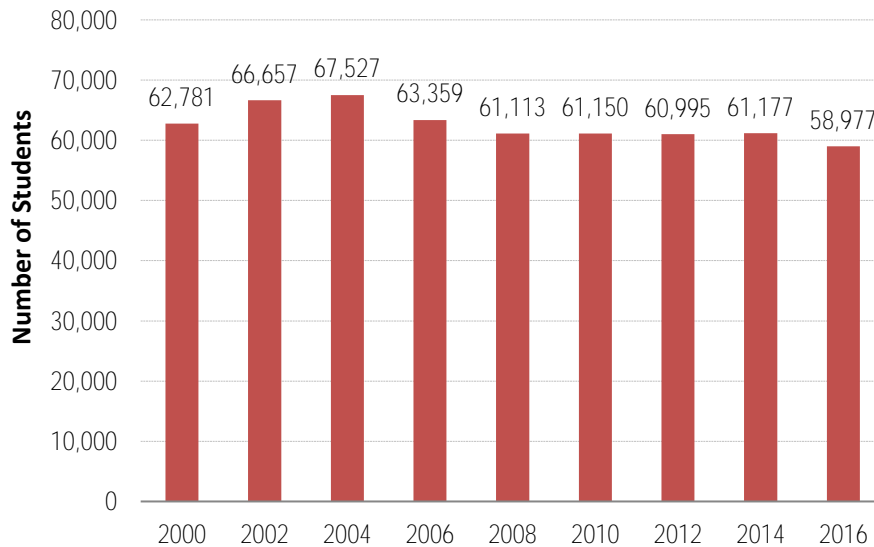
Source: California Board of Equalization, 2001-2015

- Between 2001 and 2015, retail sales per person for the city decreased from \$9,300 to \$8,242.

## IX. Education

### Total Student Enrollment

K-12 Public School Student Enrollment: 2000 - 2016

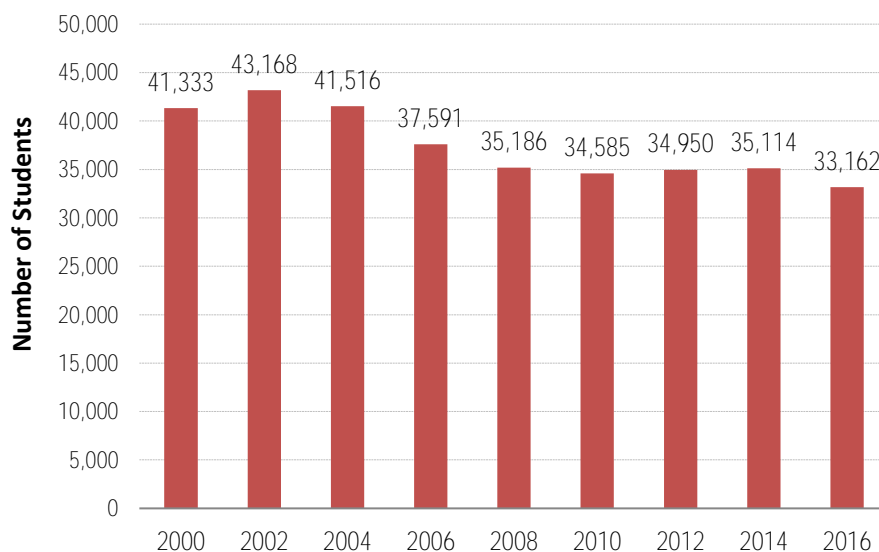


Source: California Department of Education, 2000 - 2016

- Between 2000 and 2016, total K-12 public school enrollment for schools within the City of Santa Ana decreased by 3,804 students, or about 6.1 percent.

### Student Enrollment by Grade

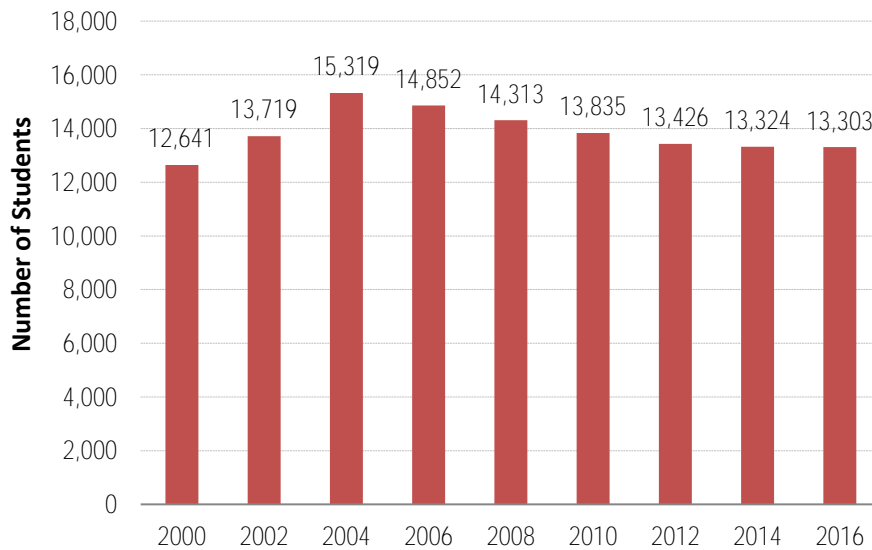
K-6 Public School Student Enrollment: 2000 - 2016



Source: California Department of Education, 2000 - 2016

- Between 2000 and 2016, total public elementary school enrollment decreased by 8,171 students or 19.8 percent.

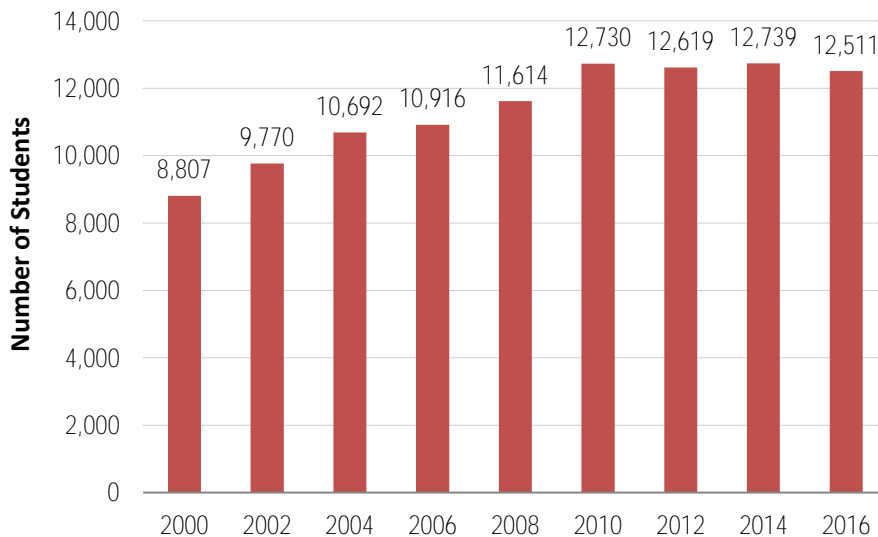
Grades 7-9 Public School Student Enrollment: 2000 - 2016



Source: California Department of Education, 2000 - 2016

- Between 2000 and 2016, total public school enrollment for grades 7-9 increased by 662 students or 5.2 percent.

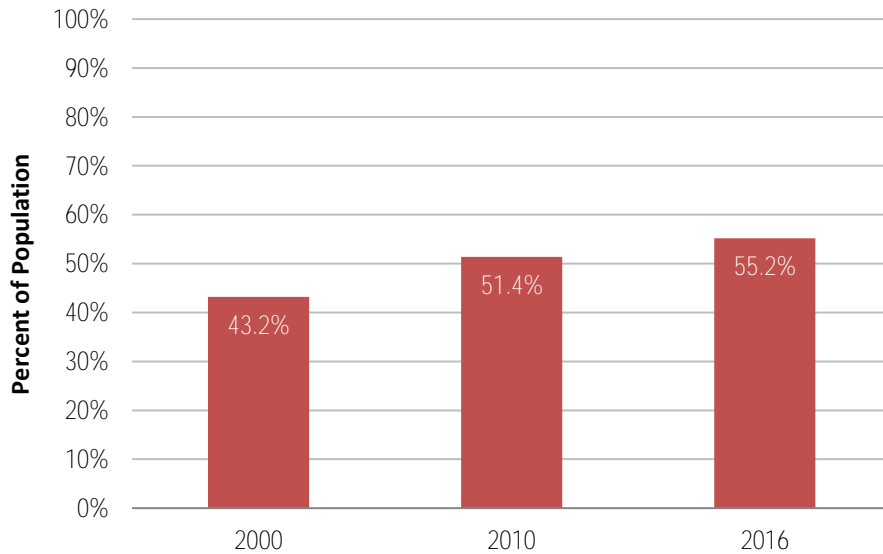
Grades 10-12 Public School Student Enrollment: 2000 - 2016



Source: California Department of Education, 2000 - 2016

- Between 2000 and 2016, total public school enrollment for grades 10-12 increased by 3,704 students, about 42.1 percent.

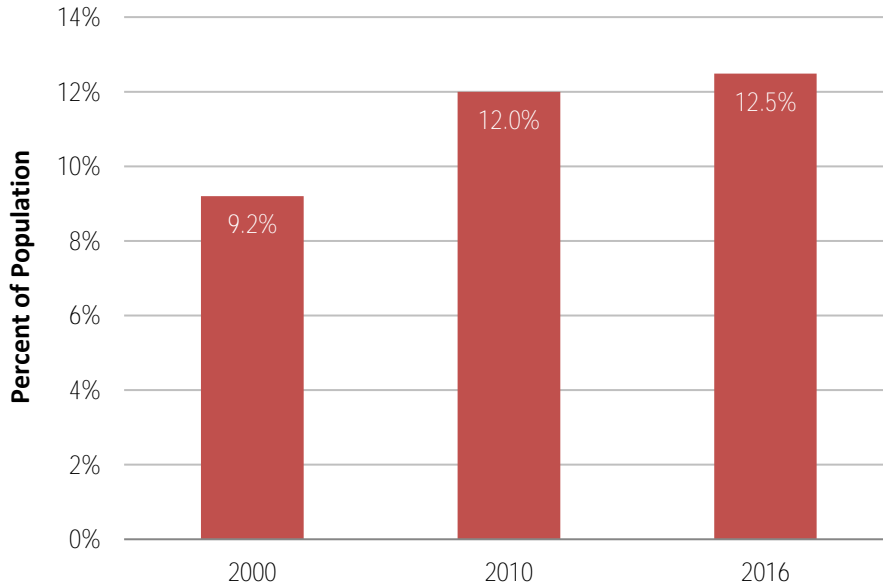
Percent of City Population 25 Years & Over Completing High School or Higher



Sources: 2000 and 2010 Census; Nielsen Co., 2016

- In 2016, 55.2 percent of the population 25 years and over completed high school or higher, which is higher than the 2000 level.

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



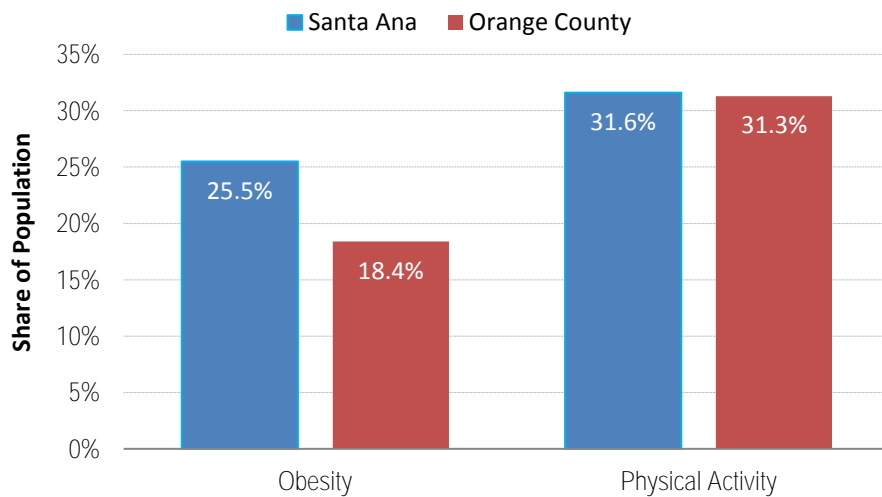
Sources: 2000 and 2010 Census; Nielsen Co., 2016

- In 2016, 12.5 percent of the population 25 years and over completed a **Bachelor's degree** or higher, which is higher than the 2000 level.

## X. Public Health

Beginning with the 2017 edition, the Local Profiles will be providing information on public health performance at the local jurisdictional level. Many adverse public health outcomes related to obesity and poor air quality may be reduced 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.

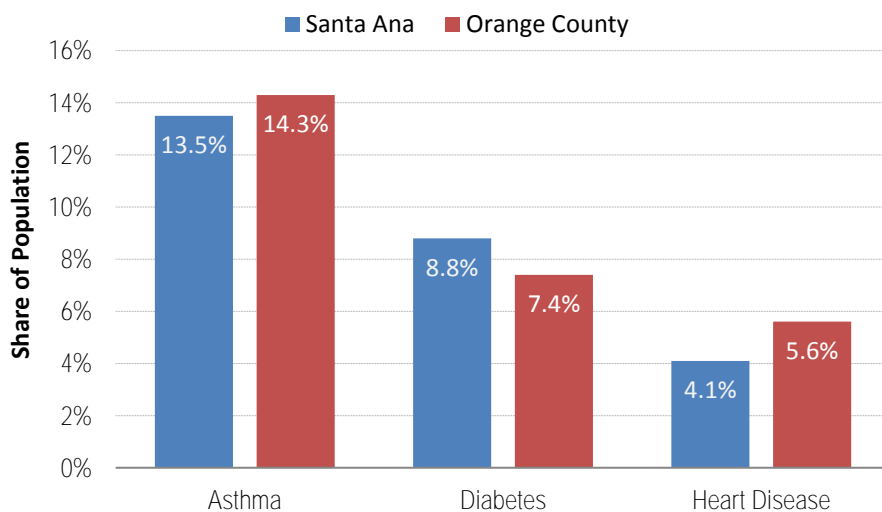
Obesity/Physical Activity Rates (18 & Over): 2014



Source: California Health Interview Survey, 2016

- The obesity rate in the City of Santa Ana was 25.5 percent in 2014, 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.

Chronic Disease Rate (18 Years & Over): 2014

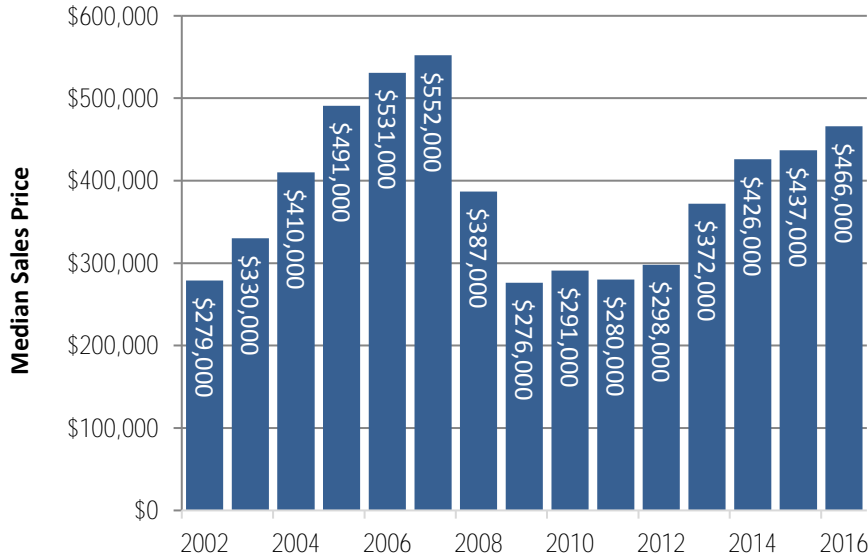


Source: California Health Interview Survey, 2016

- The share of population in the City of Santa Ana who were ever diagnosed with asthma was 13.5 percent in 2014; for diabetes the rate was 8.8 percent; and for heart disease 4.1 percent.

## XI. SCAG Regional Highlights

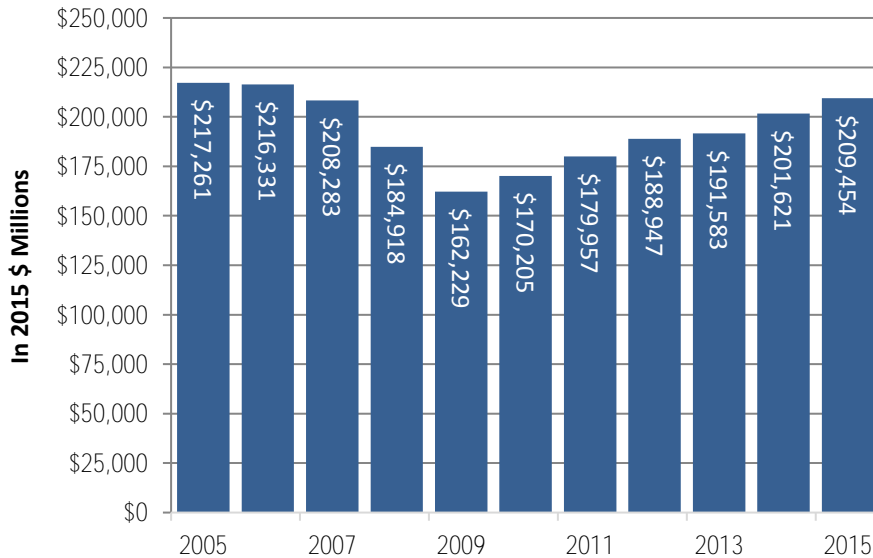
Regional Median Sales Price for Existing Homes: 2002 - 2016



Source: CoreLogic/DataQuick, 2002-2016

- After reaching its peak in 2007, the median sales price for existing homes in the SCAG region dropped by almost half by 2009.
- In 2016, the median sales price had rebounded by about 69 percent from the 2009 low to \$466,000.
- Median home sales price was calculated based on total existing home sales in the SCAG region.

Regional Retail Sales: 2005 - 2015



Source: California Board of Equalization, 2005-2015

- Retail sales tend to follow closely with trends in personal income, employment rates, and consumer confidence.
- Before 2005, real (inflation adjusted) retail sales increased steadily by 11 percent before dropping by about 25 percent between 2005 and 2009.
- In 2015, total real retail sales in the SCAG region increased by about 29 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 Local Profiles utilize** the most up-to-date information from a number of publicly available sources, including the U.S. Census Bureau, California Department of Finance, and the California Department of Education. In the event that 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 was compiled to produce the information displayed 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 Nielsen Company data. Number of Housing Units is based on the 2010 Census and estimates from the California Department of Finance. Data for all other categories are referenced throughout the report.

### Population Section

Where referenced, data from 2000 to 2016 was taken from the California Department of Finance's (DOF) E-5 estimates, which were published in May 2016. 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, and Nielsen Co. The 2000 figure was based on U.S. Decennial Census figures for April 1, 2000 and the 2010 figure was based on U.S. Decennial Census figures 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 is:

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

The race categories are:

- American Indian or Alaska Native – A person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment.
- Asian – A person 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, the Philippine Islands, Thailand, and Vietnam.
- Black or African American – A person having origins in any of the black racial groups of Africa, including those who consider themselves to be "Haitian."



- White – A person 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 (a person 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," and "White" race categories described above.

Charts for population based on age were tabulated using 2000 and 2010 U.S. Decennial Census data and Nielsen Company data for 2016. Charts for race/ethnicity were tabulated using 2000 and 2010 U.S. Decennial Census data and Nielsen Company data for 2016.

### Households Section

The 2000 figure was based on U.S. Decennial Census figures for April 1, 2000 and the 2010 figure was based on U.S. Decennial Census figures for April 1, 2010. Information for 2016 was supplied by the Nielsen Company. Average household size was developed using information from the California Department of Finance (DOF). Households by Size was calculated based on Nielsen Company data. Households refer to the number of occupied housing units.

### 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 (DOF). Age of housing stock information was provided by 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. 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.

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

Housing Cost Share refers to the percentage of household income that is devoted to housing expenses. Housing cost share information for homeowners and renters is provided by the U.S. Census 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. Census American Community Survey. Information for 2016 was provided by the Nielsen Company.

## 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 2007-2015. 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 that conduct business in 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 mediums.

- 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 industries, 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 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) for the year 2014 was obtained through the California Health Interview Survey (AskCHIS: Neighborhood Edition). Chronic disease incidence rates for 2014 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. The jurisdictions are not constrained from using other data sources for their planning activities.

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Additional assistance was provided by the California Department of Transportation.

## XIV. Acknowledgments

### SCAG Management

Hasan Ikhata, Executive Director  
Darin Chidsey, Chief Operating Officer  
Debbie Dillon, Deputy Executive Director, Administration  
Joann Africa, Chief Counsel/Director, Legal Services  
Frank Wen, Acting Director, Land Use & Environmental Planning  
Naresh Amatya, Acting Director, Transportation Planning  
Basil Panas, Chief Financial Officer  
Catherine Kirschbaum, Chief Information Officer

### Department Manager

Ping Chang, Acting Manager, Compliance & Performance Monitoring

### Project Manager

Michael Gainor, Senior Regional Planner

### Project Core Team

Anita Au, Assistant Regional Planner  
John Cho, Associate Regional Planner  
Jung Seo, Regional Planner Specialist  
Manish Upadhyay, Senior Application Developer

### Reproduction

Pat Camacho, Office Services Specialist

Assistance from the following SCAG staff members is also recognized:

Rye Baerg, Senior Regional Planner  
Deshawn Brown, SCAG Intern  
Diana Chamberlain, Senior Graphics Designer  
John Chen, SCAG Intern  
Xi Chen, SCAG Intern  
Regemralph Corpuz, SCAG Intern  
Oceann Hai, SCAG Intern  
Carolyn Hart, Lead Graphics Designer  
Sarah Jepson, Manager, Active Transportation  
Matt Kaufman, SCAG Intern  
Gurpreet Kaur, Programmer Analyst  
Dylan Lawrence, SCAG Intern  
Cheol-Ho Lee, Senior Regional Planner  
Jeff Liu, Manager, Media & Public Affairs  
Geneive Mendoza, SCAG Intern  
Tess Rey-Chaput, Clerk of the Board  
Arnold San Miguel, Public Affairs Officer IV  
Alan Thompson, Senior Regional Planner  
Tom Vo, Associate Regional Planner  
Qiaoyi Yu, SCAG Intern  
Feiyang Zhang, SCAG Intern  
Yue Zhau, SCAG Intern  
Ying Zhou, Program Manager II

Southern California Association of Governments  
Regional Council Roster  
May 2017

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2nd Vice-President	3.	Hon. Alan Wapner	<i>Ontario</i>	SBCTA/SBCOG
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	8.	Hon. Shawn Nelson		Orange County
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32.	Hon. Tri Ta	<i>Westminster</i>	District 20	
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35.	Hon. Victor Manalo	<i>Artesia</i>	District 23	
36.	VACANT		District 24	
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Southern California Association of Governments  
Regional Council Roster  
May 2017

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45. Hon. Peggy Delach	<i>Covina</i>	District 33
46. Hon. Barbara Messina	<i>Alhambra</i>	District 34
47. Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
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49. Hon. Sam Pedroza	<i>Claremont</i>	District 38
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52. Hon. <b>Pam O'Connor</b>	<i>Santa Monica</i>	District 41
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54. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
55. Hon. Laura Rosenthal	<i>Malibu</i>	District 44
56. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
57. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
58. Hon. John Procter	<i>Santa Paula</i>	District 47
59. Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
61. Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
62. Hon. David Ryu	<i>Los Angeles</i>	District 51
63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
65. VACANT	<i>Los Angeles</i>	District 54
66. Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
67. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
68. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. <b>Mitch O'Farrell</b>	<i>Los Angeles</i>	District 60
72. Hon. José Huizar	<i>Los Angeles</i>	District 61
73. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
74. Hon. Karen Spiegel	<i>Corona</i>	District 63
75. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
76. Hon. Barb Stanton	<i>Apple Valley</i>	District 65
77. Hon. Michael Wilson	<i>Indio</i>	District 66
78. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
79. Hon. Rusty Bailey	<i>Riverside</i>	District 68
80. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69

Southern California Association of Governments  
Regional Council Roster  
May 2017

81. Hon. Ben Benoit	<i>Wildomar</i>	Air District Representative
82. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA Representative
83. Hon. Sabrina LeRoy	<i>San Manuel Band of Mission Indians</i>	Tribal Government Representative
84. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
85. Hon. Eric Garcetti	<i>Los Angeles</i>	(Member at Large)



***Notes:***



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
[www.scag.ca.gov](http://www.scag.ca.gov)

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#### REGIONAL OFFICES

Imperial County  
1405 North Imperial Avenue, Suite 1  
El Centro, CA 92243  
T: (760) 353-7800  
F: (760) 353-1877

Orange County  
OCTA Building  
600 South Main Street, Suite 1233  
Orange, CA 92868  
T: (714) 542-3687  
F: (714) 560-5089

Riverside County  
3403 10th Street, Suite 805  
Riverside, CA 92501  
T: (951) 784-1513  
F: (951) 784-3925

San Bernardino County  
Santa Fe Depot  
1170 West 3rd Street, Suite 140  
San Bernardino, CA 92418  
T: (909) 806-3556  
F: (909) 806-3572

Ventura County  
950 County Square Drive, Suite 101  
Ventura, CA 93003  
T: (805) 642-2800  
F: (805) 642-2260

## 2017 Local Profiles User Survey

1. What is your overall reaction to your Local Profiles report?

- Very positive
- Somewhat positive
- Neutral
- Somewhat negative
- Very negative

2. How would you rate the overall quality of the report?

- Very high quality
- High quality
- Average quality
- Low quality
- Very low quality

3. How useful is the data contained in the report ?

- Extremely useful
- Very useful
- Somewhat useful
- Not so useful
- Not at all useful

4. Please select (3) report sections that you find to be the most useful:

- Population
- Households
- Housing
- Transportation
- Active Transportation
- Employment
- Retail Sales
- Education
- Public Health

5. How likely is it that you would recommend the report to a friend or colleague?

Not at all likely

Extremely likely

0	1	2	3	4	5	6	7	8	9	10
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6. Which of the following new data items would be most valuable for future reports? (Select as many as you like)

- Vehicle Miles Traveled (VMT)
- Non-English Speaking Population Share
- Bicycle Lane Mileage (within city)
- Open Space
- Active Transportation Collisions
- Healthy Food Accessibility
- Motor Vehicle Collisions
- Greenhouse Gas Emissions (per capita)

7. What improvements would you like to see for the next Local Profiles?

8. What data items would you like to see added (or removed) in the next Local Profiles?