PROGRAM

THE SIXTH ANNUAL

SOUTHERN CALIFORNIA ECONOMIC SUMMIT

THURSDAY, JANUARY 7, 2016

The L.A. Hotel Downtown

50 YEARS
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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SOUTHERN CALIFORNIA LEADERSHIP COUNCIL

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2016 REGIONAL CONFERENCE & GENERAL ASSEMBLY

SAVE THE DATE

MAY 5-6, 2016

La Quinta Resort & Club
49-499 Eisenhower Drive
La Quinta, CA 92253

More Info *www.scag.ca.gov/ga2016*

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2. Enter the following password (case sensitive): **scag2016**
3. Click **LOG ON** - It may take up to 1 minute to authenticate your computer
4. Surf the Net

WiFi

AGENDA

9:00 a.m. Registration & Networking

10:00 a.m. Welcome & Opening Remarks

- Hon. Cheryl Viegas-Walker, SCAG President, City of El Centro
- Governor Pete Wilson (Ret.), 36th Governor of the State of California, Co-Chair, Southern California Leadership Council
- Moderator: Frank Mottek, Anchor, The Business Hour, KNX 1070 NEWSRADIO

10:40 a.m. Opening Address

- Hon. Eric Garcetti, Mayor, City of Los Angeles

11:00 a.m. SCAG Region Economic Update

The SCAG region economy has largely recovered from the Great Recession, yet poverty is still an issue alongside an increase in low-income jobs. SCAG's team of independent economists will provide an insightful look at the state of the region's economy and the key issues that are affecting the region the most, as well as highlight opportunities for growth and updates on the region's most important industry clusters.

- Wallace Walrod, Ph.D., Chief Economic Advisor, Orange County Business Council
- Michael Bracken, M.P.A., Principal, Development Management Group, Inc.
- Christine Cooper, Ph.D., Senior Vice President, Los Angeles County Economic Development Corporation
- Matthew Fienup, M.A., Co-Director, Center for Economic Research & Forecasting, California Lutheran University
- John Husing, Ph.D., Principal, Economics & Politics, Inc.

12:00 p.m. Lunch

12:15 p.m. Working Lunch — The 2016 RTP/SCS: A Plan for Transportation & The Economy

The transportation projects and strategies included within the 2016-2040 RTP/SCS will not only ease congestion, but they will also generate hundreds of thousands of new jobs not only with the construction of new infrastructure and maintenance of the system, but also from efficiency gains across the region's entire transportation network due to increased and improved access. Hear from leading voices in transportation, academia, planning and business regarding the benefits of a strong regional transportation system and the impact an improved system will have on the economy, jobs and quality of life in Southern California.

- Wallace Walrod, Ph.D., Chief Economic Advisor, Orange County Business Council
- Marlon Boarnet, Ph.D., Professor and Chair, Department of Urban Planning and Spatial Analysis, Sol Price School of Public Policy, University of Southern California
- Cecilia Estolano, Vice President, Board of Governors, California Community Colleges
- Eric Sauer, Vice President of Policy and Government Relations, California Trucking Association
- Phyllis Tuchmann, Executive Director, Urban Land Institute Orange County/Inland Empire
- Phillip Washington, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

1:30 p.m. Closing Address

- Hon. John Chiang, California State Treasurer

1:45 p.m. Wrap-Up & Next Steps

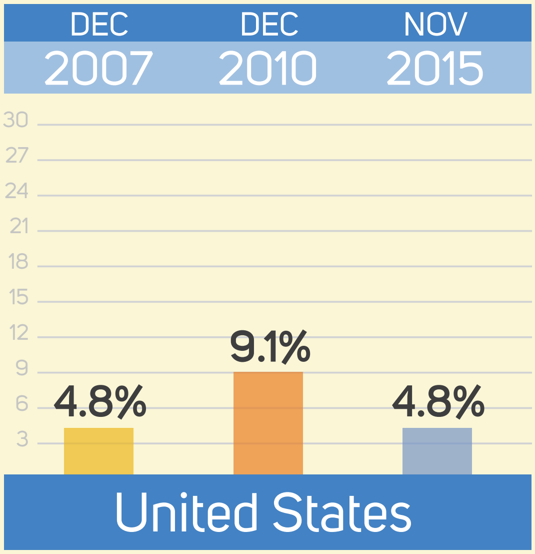
- Hasan Ikhrata, Executive Director, SCAG

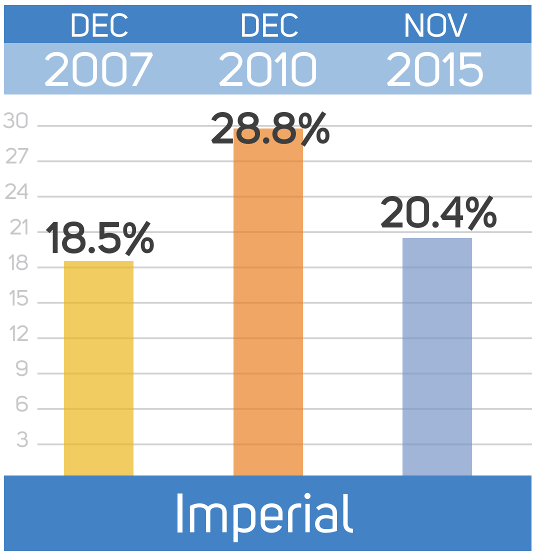
2:00 p.m. Summit Adjournment

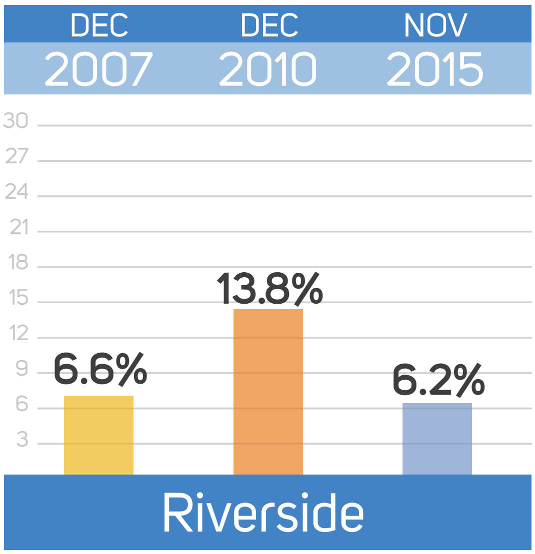
THE SIXTH ANNUAL
SOUTHERN CALIFORNIA
ECONOMIC SUMMIT

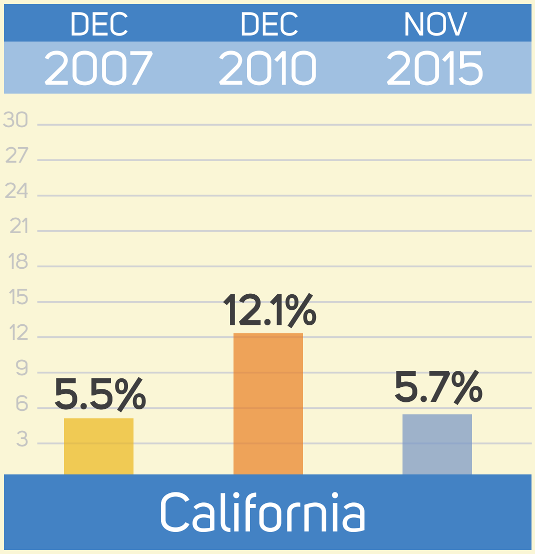
UNEMPLOYMENT
AT A GLANCE

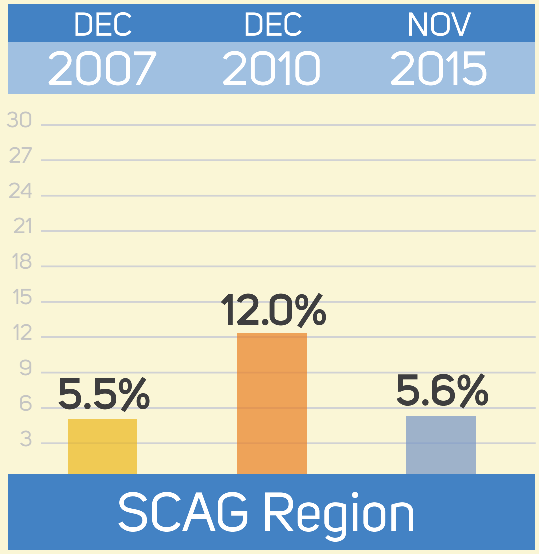
Between December 2007 and December 2010, the six-county SCAG region experienced the deepest and longest recession since the 1930s with 1 million jobs lost. Even though the recession technically ended over five years ago, California continues to have the eighth highest unemployment rate in the nation with more than one million out of work, including over 511,000 in the region (November 2015). Five years ago at the inaugural Economic Summit, lead economist Jack Kyser, along with a team of economic advisors, compared the pre-recession to post-recession unemployment numbers in the region, California and United States. The purpose was to determine the number of jobs that would need to be created to return to peak level employment in each county. This year's summit includes a comparison of three time periods: December 2007 (pre-Great Recession), December 2010 (peak unemployment), and November 2015 (present day). As shown in the graphs below, unemployment levels are well below their peak. Although some of the unemployment rates are higher than their pre-Great Recession levels, every county in the SCAG region has recovered the number of jobs lost in the Great Recession.








DEC 2007
DEC 2010
NOV 2015
5.5%
12.1%
5.7%
California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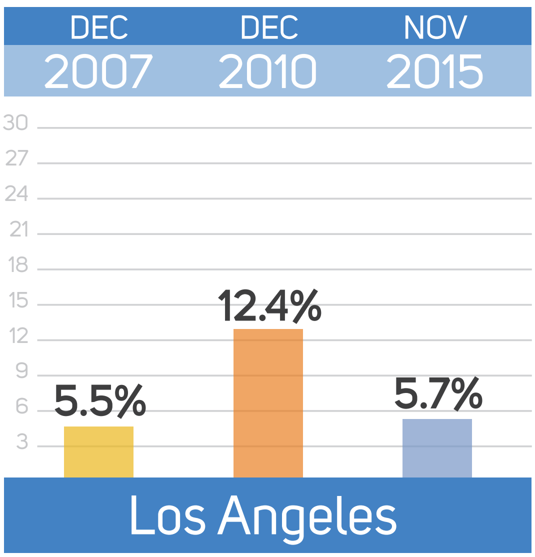
SCAG Region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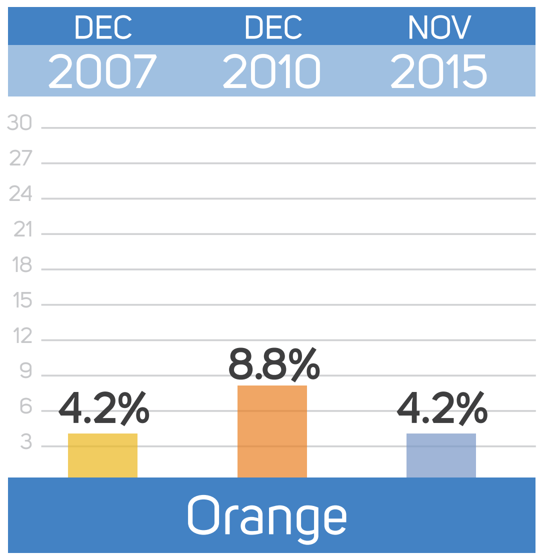
5.7%
Los Angeles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4.2%
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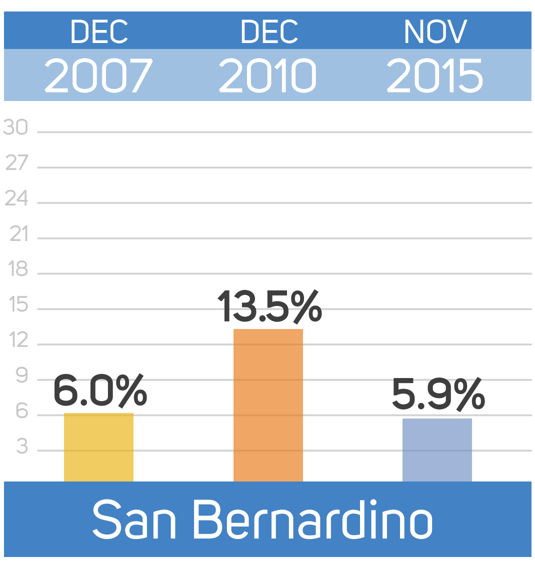
4.2%
Orange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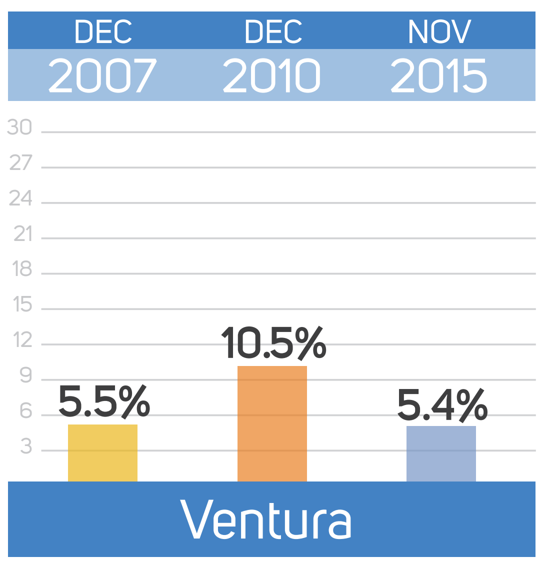
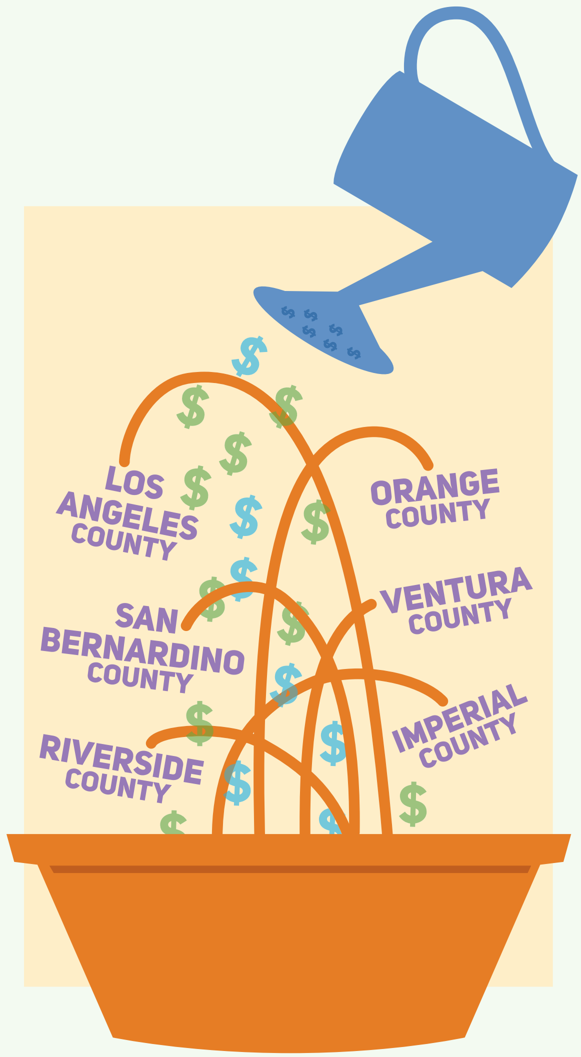
5.9%
San Bernardino


DEC 2007
DEC 2010
NOV 2015
5.5%
10.5%
5.4%
Ventura

SCAG REGION

ECONOMIC UPDATE



The Sixth Annual Southern California Economic Summit economic updates provide information on the latest economic trends at the county-level for the Southern California region. Annually since 2010, SCAG's team of independent economists have reported on the outlook for economic growth and job creation in Southern California, key industry clusters, the timeline for recovery from the Great Recession, and key economic development issues affecting the region such as poverty, education, and workforce development. The SCAG Region Economic Update provides an overview look at the regional economy and summaries of more in-depth reports that are prepared for each of the counties in the SCAG region. These research reports are provided in order to better inform state and local elected officials, public and private sector CEOs, business and labor leaders, stakeholder agency representatives and city managers and staff about the current and projected economic landscape facing Southern California. The county-specific research reports can be found on SCAG's Regional Economic Strategy & Data website at *www.scag.ca.gov/economicsummit/*.

SCAG's independent team of economists includes: Michael Bracken, M.P.A. from Development Management Group, Inc. (Imperial County); Christine Cooper, Ph.D. from the Institute for Applied Economics at the Los Angeles County Economic Development Corporation (Los Angeles County); Wallace Walrod, Ph.D. from the Orange County Business Council (Orange County); John Husing, Ph.D. from Economics & Politics (Inland Empire); and Matthew Fienup, M.A. and Bill Watkins, Ph.D. from the Center for Economic Research and Forecasting at California Lutheran University (Ventura County).

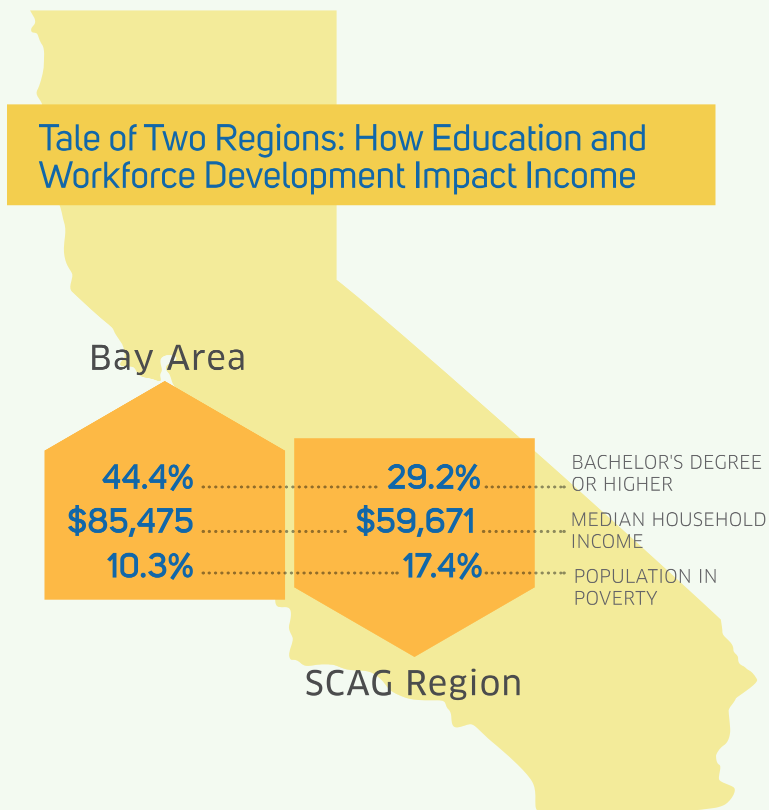
ECONOMIC RECOVERY AND JOB CREATION

IN THE SCAG REGION

The region has continued to make steady progress in the last year, and in fact economic growth and job creation has accelerated across the region, especially in those counties hit hardest by the recession – Imperial, Los Angeles, Riverside, and San Bernardino. By the end of 2015, all counties in the SCAG region have essentially recovered the jobs lost during the Great Recession, with Ventura County the last to achieve that distinction in the fourth quarter of 2015. This is quite an accomplishment as during the Great Recession, SCAG region-wide unemployment peaked at over 12 percent with over one million residents unemployed. Since 2010, the Southern California region has grown over one million jobs. As of November 2015, the SCAG region unemployment rate was down to 5.6 percent with approximately 511,000 unemployed in the SCAG region.

Overall, as you review the county executive summaries and full reports, Southern California has made great strides. However, recovering to previous employment levels does not necessarily tell the whole story, and especially does not account for population growth throughout the region and any changes in labor force participation rates. Looking forward to 2016 and beyond, the SCAG region of course faces many of the same domestic and international macro-economic external trends affecting job creation and economic growth in metropolitan regions around the country in the form of both tailwinds (lower oil prices, onshoring manufacturing trends) and headwinds (slowing international markets affecting international trade, softening consumer confidence, impact of a Federal reserve interest rate increase).

Additionally, while enjoying some unique opportunities (beneficial Pacific Rim location, entertainment capital of the world, world-class goods movement and logistics infrastructure, etc..), Southern California also faces some unique, interrelated economic challenges as reported previously by the SCAG team of economists – poverty, educational attainment demographics, and income – compared to our neighbors throughout the rest of the state, especially the Bay Area.

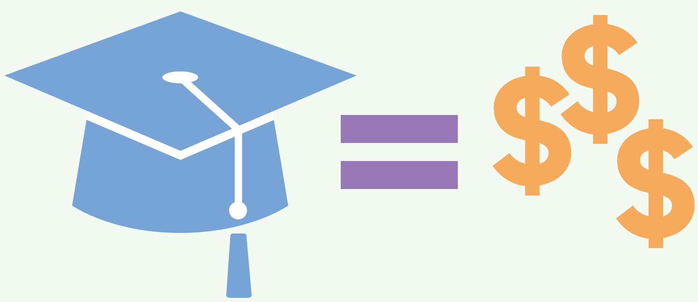


CLOSE NEXUS OF

JOB OPPORTUNITIES, EDUCATION, INCOME AND POVERTY IN THE SCAG REGION

There is no question that increasing educational attainment and preparing the workforce of the future is a long-term solution to the issue of poverty in Southern California, which is concentrated among adult workers without a high school diploma. Previous SCAG research has studied and highlighted the close links between educational attainment demographics, job opportunities, income, and poverty. Both the LAEDC and Inland Empire reports highlight key facts that the Great Recession exacerbated long-standing poverty trends in the SCAG region.

Many parts of the SCAG region have found that job creation since the recession so far has been primarily centered in lower paying, part-time, and service sector jobs. Making progress on poverty in the region is all about job opportunities – not only the absolute amount of jobs as the region recovers, but also the kinds of jobs that the region is creating. This issue was raised at the December 2013 Southern California Economic Summit and explored in more depth at the August 2014 Fifty Years into the War on Poverty Summit. SCAG's team of economists identified five key industry clusters that can provide the kind of good-paying entry-level job opportunities and clear pathways to higher level jobs for those with lower educational attainment.



Unfortunately, the track record for both Southern California and California regarding growing jobs in these key industries is not encouraging. Accelerating job creation in these five key sectors is critical to a region-wide economic development strategy, which will provide greater upward mobility and address poverty trends in the SCAG region.

Infrastructure investments such as the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy are one of the most proven economic development strategies to move a region forward economically. When investments are made in the transportation system, the economic benefits go far beyond the jobs created by its construction, operations, and maintenance. Unlike spending to satisfy current needs, infrastructure – once built – can enhance the economic competitiveness of the region and deliver benefits for decades.

"There are strong correlations between income, educational attainment and the likelihood of being in poverty." (Los Angeles County report, LAEDC)

"Unfortunately, a marginally educated population tends to correlate with high levels of poverty given the direction that technology is taking for good paying jobs in the 21st Century....these facts create enormous difficulties for the Inland Empire's quality of life. In particular, given the importance of children to the region's future labor force, the levels of childhood poverty represent a major barrier to the region's long term success." (Inland Empire report, Economics & Politics)

Opportunities for Workforce Development & Growth

	% OF WORKERS WITH A HS DIPLOMA OR LESS	NEW JOBS FORECASTED, 2012-2020	MEDIAN INCOME
Construction	84%	61,600	$53,036
Logistics	80%	143,100	$44,291
Finance, Insurance, & Real Estate	75%	53,000	$48,010
Manufacturing	68%	13,600	$50,597
Health Care	44%	133,100	$57,444

IMPERIAL COUNTY

Imperial County is located in the southeast corner of California and shares borders with San Diego County, Riverside County, Yuma County (Arizona) and Mexico (and the region and City of Mexicali). The County has a population of approximately 179,091. This represents an increase of 4,563 from 174,528 (or about 3% since 2010). The economy of the region is based on the following industries:

- Agriculture
- Energy Production (Solar, Wind, Geothermal)
- Prison/Detention Facilities (Federal and State)
- Border Security (namely Department of Homeland Security)
- Logistics (Goods Movement of Agriculture Products and Products Assembled in Mexicali through the Maquiladora Program).

The Imperial Valley, as with most regions based on seasonal economies (like agriculture) does experience high unemployment rates. Additionally, because agriculture workers are generally paid a low wage, the rate of poverty in the region is higher than state or national averages.

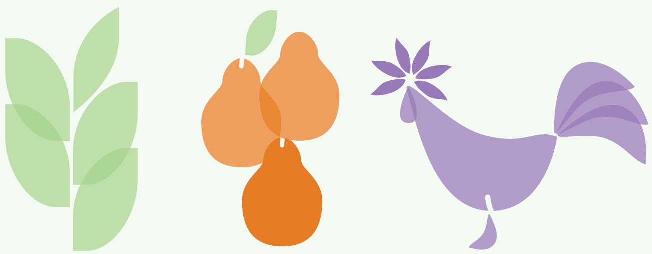
Over the last ten (10) years, the region has experienced a renaissance through economic investment in the form of utility scale renewable power production facilities (solar, wind, geothermal) and foreign-direct investment through the EB-5 Visa program *(Note: The EB-5 Visa program, administered through the United States Customs and Immigration Service (USCIS) provides an opportunity to for permanent residency in the United States by foreign nationals that invest a minimum of $500,000 into a business/development that generates 10 or more permanent full-time jobs.)*

As the Renewable Portfolio Standard (RPS) requirements continue to increase, so will investment in the region. California is just finishing up an era where the RPS was 33% and that helped lead to a total of thirty-four (34) separate renewable production projects. By 2020, it is projected that all of the major investor owned utilities will meet the 33% RPS standard with SDG&E leading the way at 38.8%. SDG&E's leadership can be attributed (in part) to the Sunrise Powerlink that moves utility-scale power production from the Imperial Valley to San Diego County. Assembly Bill 197 moves the needle from 33% (2020) to 50% by 2030. This will pave the way for additional economic investment.

The Imperial Valley currently hosts thirty-four (34) renewable energy projects comprising of some 32,746 acres (51.16 square miles) which is larger than the entire City of Anaheim, CA. The region produces over 3,266MW of power (enough for approximately 2.3 million people or the entire population of the Cities of San Diego and San Francisco combined).

Unemployment

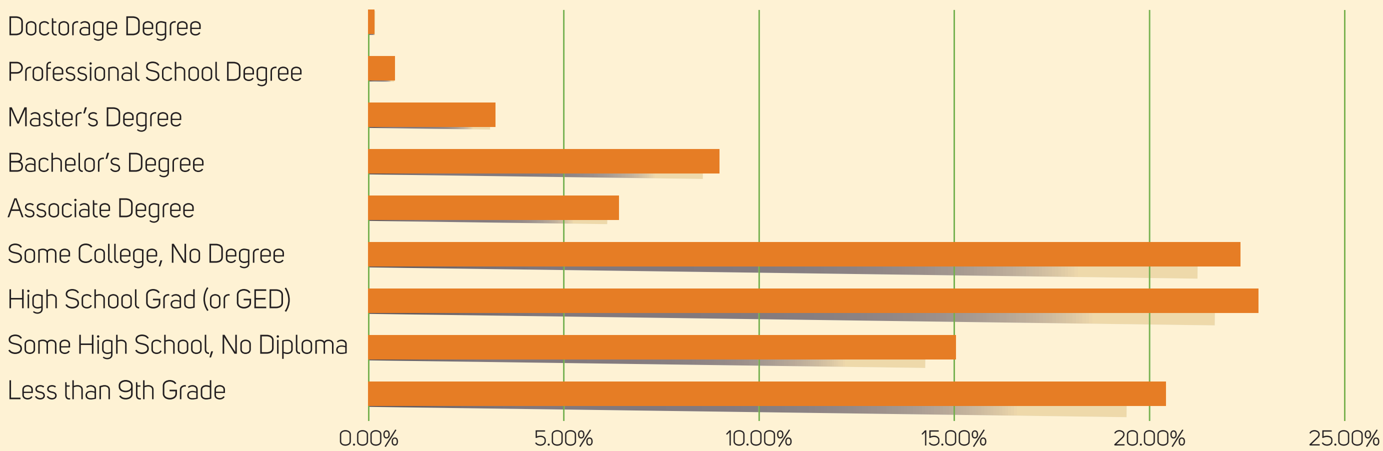
Imperial County was the first County in Southern California to fully recover from the "Great Recession" in terms of regaining the total number of jobs held prior to the economic crisis. That said, unemployment continues to remain high. In November 15, the unemployment rate is still at 20.4%.



Agriculture

Agriculture is still the largest private sector industry in the Imperial Valley. While the jobs associated with the industry are traditionally low pay, agriculture supports many families in a variety of occupations (direct farming, professional/business (including accountants) and transportation. In 2014, agriculture production totaled $1.859 billion. This represents a reduction of $299 million from the record high production of $2.158 billion in 2013. Two-thirds of the reduction can be attributed to the decrease production of livestock as the Imperial Valley saw the closing of its only beef processing plant in the second quarter of 2014. Livestock production was about $206.9 million (or 34%) less than it was in 2013. Crop production of vegetables and melons also decreased by $142.1 (16%) million between 2013 and 2014. Much of the reduction in vegetables can be attributed to softer market prices rather than decreased total production. Crops such as potatoes, sweet corn, cabbage and cauliflower saw significant decreases in market price.

Educational Attainment (Adults 25+)



The Imperial Valley continues to export a significant amount of crop/seed. In fact 46% of hay production as well as 38% of vegetables and 16% of seeds are exported to foreign nations. Mexico (39%), Japan (37%) and Republic of Korea (8%) represent the three nations where the largest amount of crop is exported to. Imperial Valley production is also exported to other states. Of the crops exported, Hawaii (66.4%) and Florida (29.7%) account for almost all export demand.

In looking at future economic prospects for the agriculture industry, the water crisis in California still looms large, though there is little statistical or anecdotal evidence of impact. DMG, Inc. still predicts that there could be movement of higher value crops from the Central Valley (Bakersfield to Sacramento) to the Imperial Valley over time to utilize a more stable water supply. That said, as world-wide demand for Imperial Valley hay and grass crops continue to keep yields strong and prices increasing ($220 per ton in 2014 for alfalfa production), farmers may be reluctant to convert their lands.

Employment Projections & Path to Middle Class

Job quality in the region is directly tied to educational achievement. Below are the fastest growing occupations (100+ jobs of growth anticipated over a ten-year period). Unfortunately, the top three job categories of the fastest growing occupations (100+ jobs of growth anticipated over a ten-year period) are all low-skilled, low-paid professions (cashiers, retail sales and food preparation, which also includes fast food).

Earnings by education level show the importance of educational achievement in the region. On average, a person with a college education will make some $20,000 more annually than someone with a high school education. The chart below shows current educational achievement in Imperial County, which is among the lowest in California.

LOS ANGELES COUNTY

Los Angeles County is on a steady employment growth path, which will continue over the next few years. Recovery from the Great Recession has been somewhat disappointing, but the county has experienced a sustained but moderate increase in employment, which is expected to continue over the next few years.

County Employment Situation

The November unemployment rate in Los Angeles County at 5.7 percent (not seasonally adjusted) is 7.5 percentage points below its July 2010 peak of 13.2 percent but still higher than the pre-recession low of 4.3 percent. Nonfarm employment in November 2015 totaled 4.4 million, adding 22,200 jobs from October and 73,200 jobs over the previous year, a year-over-year increase of 1.7 percent. A large majority of industry sectors experienced growth over the period.

As the unemployment rate continues to fall, it is expected that the labor market will tighten and wage growth will finally begin. In general, occupations requiring higher levels of educational attainment are those that will experience the largest wage increase. It remains to be seen if those are the occupations that will be growing most quickly over the next few years.

Leading and Emerging Industries

Several industries will add jobs over the next five years and lead in job growth:

- ***Construction:*** After suffering severe employment losses through 2011, and with slow recovery in the housing market and financial system, this sector is now expected to grow robustly.
- ***Information:*** The information sector, which includes motion picture production, broadcasting, publishing and new media industries, will continue to gain employment.
- ***Professional and Business Services:*** This large and diverse sector is forecast to add almost 75,000 new jobs over the next five years, led by growth in administrative and support industries (which includes temporary employment).
- ***Education and Health Services:*** The education and health services sector is expected to add almost 100,000 new jobs over the next five years, almost all of which will be in health care and social assistance.
- ***Leisure and Hospitality:*** The leisure and hospitality sector continues to grow, but most of the projected job growth will be in food services.

Several industries are emerging and have the potential to be future drivers:

- ***Digital Media/Digital Tech:*** The regional growth of media companies is converging with digital technology and multi-platform delivery of content and services to produce a fast-paced innovative 21st century industry in Los Angeles County. As the center of this transformation, Los Angeles will continue to demonstrate competitive strength and enjoy significant growth.
- ***Advanced Transportation and Fuels:*** As the automobile capital of the nation, Los Angeles is the recognized center of automotive design and transportation innovation. Additionally, current environment policy is motivating significant investment and research into this industry. This momentum suggests that there is a high growth potential in Los Angeles County.
- ***Biosciences:*** Los Angeles is home to some of the leading medical and bioscience research institutions in the nation. The biosciences industry is demonstrating the potential to grow and thrive in the Los Angeles region, motivated in part by partnerships among private, non-profit and public agencies to develop competitive strength and capability here.

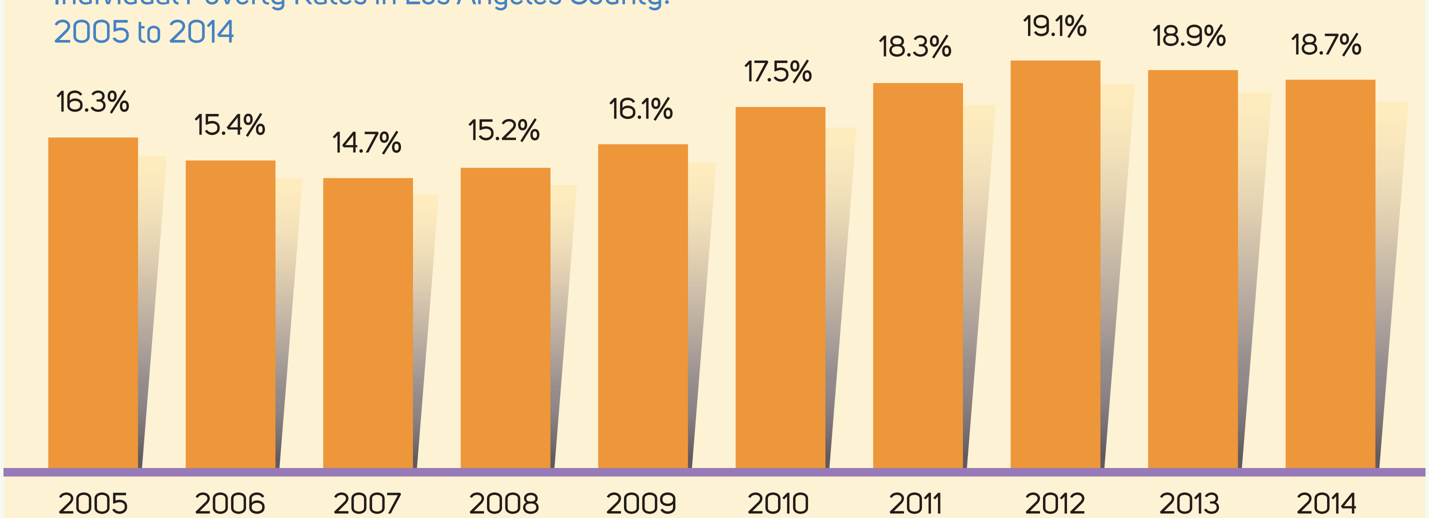
Nexus Between Income, Education & Poverty

Using the federal poverty threshold, almost 19 percent of individuals in Los Angeles County were living in poverty in 2014. Because poverty is highly correlated with unemployment, poverty rates were negatively impacted by the Great Recession. Since unemployment has been falling, the poverty rate has turned a corner and is declining.

There are strong correlations between income, educational attainment and the likelihood of being in poverty.

Median household income has declined in inflation-adjusted terms since 1990 and is now 11 percent below its 1990 value. Per capita income has been stagnant over the period, and is still 3 percent below its 2000 level.

Individual Poverty Rates in Los Angeles County: 2005 to 2014



Source: ACS 2014 1-year estimate

Educational attainment is highly correlated with workplace earnings. While overall, approximately 43 percent of the working age population of Los Angeles County has a high school credential or less, levels of educational attainment of younger cohorts is improving. This is a promising trend that will impact the probability of residents staying out of poverty.

Addressing Poverty Challenges

Although individual poverty rates are now declining, poverty is still higher than it was fifteen years ago in Los Angeles County. Resolving poverty challenges will require addressing issues related to poverty, including:

- ***Household structure:*** Single parent households account for almost half of all households in poverty in Los Angeles in 2014. With young children at home, the earnings outlook for single parents is poor as children need to be tended to, cared for, schooled and supervised.
- ***Health and wellness:*** Of all households in poverty, more than one-third do not have children at home. It may be that other family members require full time care that prevents individuals from attaining other full time employment, or some may not be healthy enough themselves to consistently maintain regular employment.
- ***Skills and education:*** Higher levels of educational attainment usually results in lower unemployment and higher earnings. The combination of higher rates of unemployment and lower median earnings combine to generate higher levels of poverty for workers with lower levels of education.
- ***Economic development strategies:*** Poverty is also influenced by macroeconomic conditions. A robust economy can be facilitated through strategies aimed at ensuring job growth and high wage opportunities for all residents.

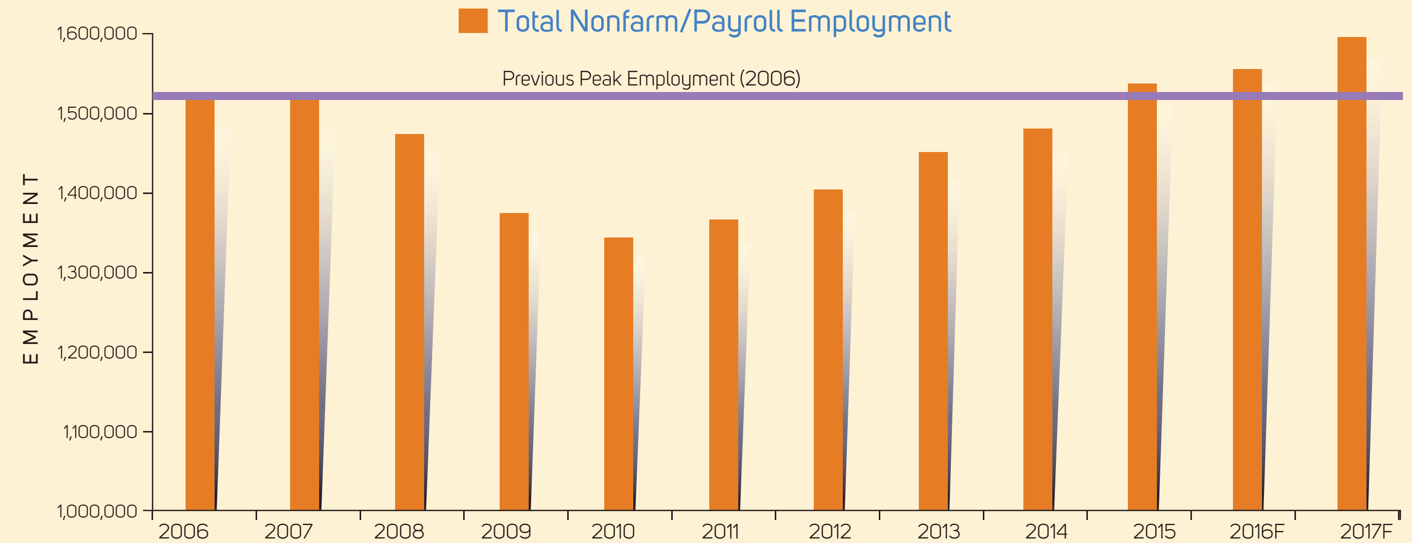
Policies that could address each of these challenges individually and together include:

- Providing access to safe and affordable child care and after-school care;
- Providing pre-natal care and universal preschool;
- Increasing access to quality health care;
- Expanding technical education and apprenticeships;
- Investing in targeted education to provide "in-demand" skills for regional businesses; and
- Supporting innovation and spur entrepreneurship.

ORANGE COUNTY

Orange County is positioned in one of the most advantageous economic locations in the world. With a diverse population of over 3.1 million people, Orange County is the sixth largest county in the nation, with more residents than 20 of the country's states. Orange County enjoys one of the most vibrant, diverse economies in the nation.

Primary characteristics of the Orange County economy are its diversity and entrepreneurial culture, resulting in the third most diverse economy in the nation. According to Deloitte Tech 500, 10 Orange County-based technology companies were among the fastest growing tech firms in North America



Sources: California State University, Fullerton: OCBC Analysis

Overview of the Orange County Economy

OOrange County reached a major milestone in 2015; employment reached pre-recession levels and recent monthly employment gains suggest that employment growth will continue into 2016. As of November 2015, Orange County's nonfarm employment reached slightly over 1.57 million surpassing October 2007 levels by approximately 50,000 jobs. Similar to historical trends, Orange County's unemployment rate in 2015 was lower relative to regional, state, and national averages. Orange County's unemployment rate dropped to 4.2 percent in November 2015, growing 39,000 jobs over the last 12 months, with the Construction, Leisure and Hospitality, Healthcare, and Manufacturing sectors leading the way in terms of job growth.

Looking ahead, employment growth is expected to continue into 2016 and 2017 for Orange County. According to California State University, Fullerton, Orange County's total nonfarm employment is expected to increase by 2.5 percent in 2016 and 2.4 percent in 2017, with the largest absolute job growth coming from Professional and Business Services, Construction, and Healthcare sectors.

Demographics

As Orange County's labor market continues to grow and evolve, so does its population. Orange County's demographic composition shows a more diverse, rapidly aging population compared to state and national averages. Orange County's population expanded by over 30,000 people in 2014, driven primarily by natural increase. Orange County does not have a majority ethnicity, and continues to become increasingly diverse as Hispanic and Asian populations grew from 30.8 percent and 13.6 percent of the population in 2000, respectively; to 34.3 percent and 18.9 percent of the population in 2014. Approximately 30 percent of Orange County residents are foreign born, higher than national and state averages.

Orange County's population is aging rapidly, with a large projected increase in the proportion of individuals aged 65 years and older in the next several decades, while simultaneously seeing a sizeable drop in the proportion of individuals aged 54 and younger. The number of Orange County working age adult residents is likely to decrease while employment continues to grow steadily. As a result, attracting and retaining Millennials is of growing importance to the Orange County economy.

Key Existing and Emerging Economic Drivers

Professional & Business Services, Education & Health Services, and Leisure & Hospitality continue to be Orange County's largest employment industries. Over the past year, the largest percentage growth in employment was seen in Construction (+6.2%), Other Services (+6.0%), and Transportation, Warehousing & Utilities (+5.6%).

Orange County's well-educated workforce talent has greatly contributed to economic growth and job creation and has helped Orange County become a hub for several high-technology industry clusters such as medical device, biotechnology, nanotechnology, computer software and gaming, semiconductors, advanced manufacturing, and "big data". As information technology continues to grow in importance, there will be stronger demand for individuals with tech-related backgrounds and degrees. In 2014, there were over 3,500 patents granted to Orange County inventors, a year-over-year increase of 13%. Orange County companies received $702 million in venture capital investments in 2014. Overall, 65 local deals received venture capital funding in a variety of industries including high-tech, medical devices, and energy.

Orange County's geographic location provides it with distinct advantages regarding international trade including close proximity to major international ports and airports, a well-connected highway and rail system, and a growing ethnically diverse population. In 2013, Orange County ranked 10th among U.S. metro areas for total exports, and Orange County exports hit record highs in the last year. Canada, Mexico, China, Japan, and South Korea are major trading partners, and exports are concentrated in high-tech industries such as computer and electronic products and transportation equipment.

Income/Salary Growth

Since the start of the Great Recession in 2007, Orange County wages have increased the average industry wage from $51,532 to $62,868, an increase of $11,336 or 22 percent. Additionally, Orange County has one of the highest median annual oncomes in Southern California, totaling $76,163 in 2014, a 7.4 percent increase over 2010 levels. Orange County's poverty rate in 2014 was 12.8 percent (U.S. Census), a decrease of 0.7 percent compared to the 2013 poverty rate, an ongoing concern since the County's cost of living continues to increase.

Educational Attainment Demographics

Overall, Orange County's educational system is a bright spot — Orange County residents are among the most educated in the nation. The academic proficiency of high school students continues to be among the best in the state, with Newsweek Magazine ranking 11 Orange County public high schools in the top 50 in California. Dropout rates are low (6.7%) and nearly 38 percent of Orange County residents over the age of 25 have a Bachelor's degree or higher in 2014, fifth highest in the nation, while 49% of high school graduates were UC/CSU eligible in 2014, one of the top college prep rates in the state. Additionally, STEM education is critical in closing the "skills gap" — the number of tech-related undergraduate degrees awarded by local universities hit new highs in 2014. Data shows that individuals with a Bachelor's degree or higher enjoy substantially lower rates of unemployment and substantially higher wages.

Workforce Housing Market and Construction Activity

The increasing levels of employment and salaries have also provided for a subsequent recovery in Orange County's housing market, with median housing prices reading $615,000 in September 2015, Housing prices have grown by 4.8 percent in 2015 and are expected to grow by an additional 3.7 percent in 2016. The Urban Land Institute's Emerging Trends in Real Estate 2015 named Orange County as one of the "Top 20" real estate markets to watch, ranking Orange County 12th overall among 75 U.S. metropolitan areas surveyed.

While continued increases in home prices and home sales throughout 2015 may seem to point to a healthy housing market, construction activity remains below pre-recessionary levels and OCBC's 2015 Workforce Housing Scorecard found that Orange County currently faces a workforce housing shortfall of over 50,000 units that will grow to over 100,000 housing units short by 2040 unless more housing supply is planned for and built. Orange County's future prosperity hinges on the region's ability to create a healthy, prosperous economy that promotes both jobs and housing; not one at the expense of the other. To accommodate workforce housing demand, Orange County is shifting to more multi-family housing units relative to single-family detached homes. Rentals reached 42.5% of Orange County's housing supply in the last year. As a result, average apartment rents are increasingly rapidly and reached new highs in 2015.

RIVERSIDE & SAN BERNARDINO COUNTIES

For the Inland Empire, a look at the most recent economic data and overall trend since the 2011 turnaround provides some good news. The area surpassed its previous record job level in 2015 as job growth was 51,075 (4.3%) in 2013, 53,117 (4.1%) in 2014 and is on track for 49,704 (3.8%) through September 2015. If that holds, the area will be up 189,471 jobs in the 2011-2015 period, surpassing the 142,933 jobs lost from 2008-2010 by 46,537 positions or 32.6%. There are strong reasons that 2016 growth will mimic the past three years given that the normally powerful but recently dormant new home market is showing life.

From September 2014-2015, inland area unemployment fell from 7.8% to 6.1%, well under September 2009's record of 14.0%. Still, it ranked third highest among major U.S. metropolitan areas after Las Vegas (7.0%) and Los Angeles (6.2%). A key challenge for the area is the 46.9% of adults with high school or less educations in 2014 versus 38.8% for the rest of Southern California. Those with AA degrees or higher were 27.7%, versus 45.0% in the coastal counties. This limits the kinds of firms for which the Inland Empire can compete, even though these rates are down from 50.3% and 23.1% respectively in 2000. Related to these metrics are serious public health issues in that 18.8% of all people and 26.0% of children under 18 lived in poverty in 2014 versus 14.8% and 23.2% for the rest of Southern California.

Like all regional economies, the key for Inland Empire's growth is the expansion of the economic base sectors for which it has competitive advantages. These are the activities bringing money to it from the outside world. Significantly, these same sectors can provide significant upward mobility to middle class incomes for the area's marginally educated workers:

- Logistics firms are locating in the Inland Empire due to its plentiful land and their need to handle the huge flow of goods moving in and out of the ports of Los Angeles and Long Beach plus the growth of fulfillment centers to handle the e-commerce explosion. The sector made up 22.5% of the area's direct job growth in 2011-2015 (42,768) including 23.3% of 2015's growth (11,584). At the 2015 growth rate of 8.2%, the sector is likely to create another 12,538 jobs in 2016 to reach 164,905. In 2015, the sector's median pay was $45,667 with 83.0% of its workers in jobs requiring high school or less schooling.

- Health Care firms are expanding in the Inland Empire in part because the average worker is still serving 28% more people than the state average. Also, the Affordable Care Act has cut the share of residents with no health insurance from 19.4% in 2013 to 14.6% in 2014. Providers are also responding to the fact that 22.5% of the population was 55 years or older in 2014 and population grew by 187,881 people (4.4%) from 2010-2015. Given job growth of 3,275 in 2013 (2.9%), 4,008 in 2014 (3.3%) and an estimated 4,331 in 2015 (3.6%), the sector will add 4,926 jobs or 3.9% in 2016 to reach 131,223. Its 2015 median pay was $54,261 with 40.8% of workers in jobs with minimal educational requirements. It also provides significant upward mobility for those with AA degrees or post-secondary training (41.1%).

- Construction has historically been the Inland Empire's major economic driver as it has most of Southern California's undeveloped land needed to build homes and industrial facilities. The mortgage crisis caused the loss of -67,654 jobs from 2006-2011 (-54.3%). From 2012-2015, it regained 21,299 jobs. Some positive factors are appearing. Permit valuation rose 12.6% in 2014. Industrial and infrastructure construction are booming and residential housing permits rose 14.4% to 7,444 in 2015, low by local standards but the strongest since 2007. The share of underwater homes fell to 12.3% in 2015 from a 2009 peak of 54.9%. Given average job growth of 9.0% from 2013-2015, it is estimated 7,277 jobs will be added in 2016 to reach 88,276, though still -30.3% below the 2006 peak. The sector's 2015 median pay was $51,051 with 85.5% of workers in jobs requiring minimal levels of formal education, though apprenticeship is necessary for some types of work.

    - Finance, Insurance & Real Estate (2015 median pay: $48,862) will grow as construction and real estate recover. 73.8% of sector workers are in jobs requiring minimal entry level educations though many require specific state certifications.

- Manufacturing has performed worst among the Inland Empire's base sectors due to California's regulatory environment and energy prices that are 43.3% above the second most expensive state west of the Mississippi (Nevada). The state has created only 25,300 manufacturing jobs (2.0%) since January 2010, accounting for just 2.9% of the U.S.'s 858,000 job growth (7.5%). Local job creation mostly occurs to replace aging baby boomer technicians. Given job growth of 3.2% in 2014 and 3.3% in 2015, it is estimated that the sector will add 3,121 jobs in in 2016 to reach 96,374. That would be -22,159 jobs (-18.7%) below the pre-recession level. In 2015, median pay was $49,567 with 67.2% needing high school or less schooling but some technical training.

- Professional, management & scientific work has recently started expanding due to three factors. First, a 76.2% gain in residents with BA's or higher degrees from 2000-2014. Though less well educated than coastal county competitors, the area's share of those with AA degrees or higher grew from 23.1% to 27.7%; BA's or higher went from 16.3% to 19.9%. Second, the inland economy's growth requires increasing levels of professional service providers given its 4.4 million people and 99,284 firms.

  Third, the re-emergence of the construction sector creates a need for engineers and other such specialists. Given job growth of 3.4% in 2013, 5.6% in 2014 and 7.3% in 2015, it is estimated that the sector will grow by 8.0% and add 4,248 jobs in 2016 to reach 57,343 positions. In 2015, median pay was $68,648 with 34.5% of workers in jobs requiring high school or less training. Another 9.2% can reach higher pay with AA degrees or post-secondary training.

Finally, the need for change in the Inland Empire's economy is underscored by the fact that the median income adjusted for inflation has been nearly stationary (-2.0%) between 1999-2015 despite gaining 7.5% from 2011-2015. Per capita income has fared better in that it is up 4.9% from 1990-2013. However, this measure is pulled higher by the small share of people with high incomes. That fact is seen by the imbalance in the income distribution. Thus in 2014, the 9.0% of households earning over $150,000 captured 25.8% of all income. That group together with those earning $100,000-$149,999 (23.8%) of households captured 49.6% of the Inland Empire's income. The 46.2% of families earning below $50,000 had an 18.4% share of the area's income.

Income Imbalance in the Inland Empire

Household Income	Below $50,000	$100,00-$149,999	Above $150,000
Percent of Households	46.2%	23.8%	9.0%
Percent Share of Inland Empire	18.4%	49.6%	25.8%

VENTURA COUNTY

This year's report highlights four major forces impacting Ventura: an unexpected job-growth spurt, changes in job composition, possible changes in agriculture, and high housing prices.

Job Growth

Ventura County jobs grew very slowly in the years since the recession began. As recently as September 2015, Ventura County was down 3,100 jobs from its pre-recession high. Since then, Ventura County has seen a spectacular job-growth spurt. As of November 2015, the County is up 5,800 jobs.

Government and Agriculture were the big job gainers, with 2,000 and 1,800 new jobs, respectively, over the 60 days. However, the gains were widespread. Only manufacturing lost jobs. Other big gainers were Retail, up 1,600 (probably mostly seasonal) jobs; Leisure and Hospitality, up 1,400 jobs; Professional and Business Services, up 1,200 jobs; and Education and Healthcare, up 1,000 jobs. Other sectors were unchanged or up minimally.

These sorts of gains, while welcome, are unsustainable. Indeed, it will be interesting to see if they are retained going forward.

Job Composition

The Great Recession has been followed by the Great Dismal Recovery, which has been persistent, volatile and weak. For Ventura County, it has meant profound changes in industrial composition. As of November 2015, Construction jobs were down 25 percent from October 2007. Durable Manufacturing was down 24.2 percent. Non-Durable Manufacturing was down 15.9 percent. Finance was down 17.2 percent.

A Difficult Recovery: Profound Changes in Industrial Composition: *Jobs in Ventura County from October 2007 to November 2015*

Construction	DurableManufacturing	Non-Durable Manufacturing	Finance
-25%	-24%	-15.9%	-17.2%

Ventura County's net job losses were concentrated in high-paying, high-value, sectors. Education and Health Services was Ventura County's big gainer. As of November 2015, this sector's jobs were up 28.2 percent since October 2007. Leisure and Hospitality were up 18.1 percent. Retail Trade was up 8.6 percent. Professional and Business Services were up 6.2 percent. Government was up 5.8 percent.

Ventura County net job gains were concentrated in low-paying, low-value, sectors.

Agriculture

After seeing net job losses, throughout the recession and recovery, Ventura County's Agriculture sector has recently seen a strong job-growth spurt, that appears to be more than seasonal. This may reflect changes in crops and how existing crops are produced. Environmental pressures and potentially permanent declines in water availability are forcing changes. Those changes appear to be toward ever-more capital-intensive and labor-intensive cultivation methods and crops.

Housing

While still below pre-recession levels, Ventura County home prices have been increasing, and there are no signs that the trend will abate any time soon. The prices for rental units also continue to climb.

Rising prices have not resulted in significant new construction. New home construction peaked at just over 4,000 units in 2005. The County has averaged well under 1,000 units a year since the recession started. In fact, no year has reached 1,000 units, but 2014 came close at 973 units.

We do not anticipate significant increases in Ventura County home construction. All new housing has become controversial, and large projects are particularly controversial. Regardless of how the current movement to extend the land use restrictions in SOAR (Save Open Space and Agricultural Resources) turns out, it is unlikely that any large new project can be approved in today's political climate.

Home prices and rents will likely continue to increase, a result of little construction, a growing population, and amenity- and climate-driven demand.

Conclusions

Slow job growth, changing job composition, increasing agricultural employment, and rising housing costs pose significant challenges to Ventura County. Inequality will increase. Housing affordability, now at a dismal 25 percent of the population able to afford Ventura County's median home, will deteriorate. It appears that there is no political will do anything serious about these issues. So, we expect them to worsen.

TRANSPORTATION AND THE ECONOMY

"With the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG has a modern-day platform that can bring many of the benefits the nation saw from the Works Progress Administration established under President Lyndon B. Johnson's leadership at the onset of the War on Poverty. The RTP/SCS has the potential to create hundreds of thousands of construction jobs to repair our transportation infrastructure while providing opportunities for many of Southern California's unemployed"

—SCAG/SCLC Regional Action Plan on Poverty

How Does the Transportation Network Affect Economic Growth?

Transportation affects economic activity in two ways. First, the investment in infrastructure projects – over $500 billion during the 25-year period of the 2016 RTP/SCS – will create jobs in engineering and design, construction and maintenance, and system operation. These are direct jobs from the investment, and as the firms and employees that build, operate, and maintain the system purchase inputs and spend their income, the effect percolates through the economy. It is important to realize that an investment the size of the RTP/SCS requires hundreds of thousands of persons to plan, design, build, and operate the system, creating jobs throughout the SCAG region. The construction jobs, in particular, are well-paying jobs that provide a career ladder in a region that has seen a loss of construction jobs during the Great Recession.

Second, modern knowledge-based economies thrive on reliable, convenient, and quick access, and transportation has become increasingly central to the health of metropolitan economies. Intuitively, it is easy to understand that our roads, transit, and freight systems are the threads that knit together the regional economy. The economic role for transportation has grown over the past several decades. Academic economists have documented that firms in large metropolitan areas are more productive, and hence can pay higher wages, than firms in smaller cities. Firms benefit from being near other firms, to communicate ideas, specify how they will work together, and to learn from each other. As modern economies have shifted away from "production line" operations to firms that must tailor their products and services to a range of customer desires, the need for face-to-face communication, and the ready transportation access that allows such communication, has grown larger.

The following examples illustrate how important our region's transportation system is for economic growth. Santa Monica's "Silicon Beach" is a location where technology firms have easy access to other similar nearby firms, creating an environment of shared ideas, talent, and mutually beneficial interaction. This is why we see information technology firms clustering in Silicon Beach, or the Bay Area's Silicon Valley, but not in isolated locations far from the industry centers. Yet the access for firms in our own Silicon Beach is not always as easy as it might sound.

A video gaming company in Santa Monica might benefit from access to talent at Caltech or access to movie studios in Burbank – both easily an hour away during much of the day because of traffic congestion. The same story could be as easily apply to biotechnology firms in coastal Orange County that would benefit from collaborations with medical research centers throughout the region, or logistics firms in the Inland Empire that must meet just-in-time orders while navigating an increasingly unpredictable highway network where congestion can slow shipments at any time of the day.

Job Creation Resulting from the 2016-2040 SCAG RTP/SCS

The 2016-2040 SCAG RTP/SCS represents one of the biggest investment opportunities for moving the needle in terms of Southern California's future economic growth and competitiveness. The plan provides an excellent catalyst for job creation in the region, outlining a transportation infrastructure investment strategy of well over $500 billion that will beneficially impact Southern California, the state, and the nation in terms of economic development, job creation and economic growth, and overall business and economic competitive advantage in the global economy in terms of job creation and economic growth throughout the Southern California region. The SCAG region is embarking on one of the largest, it not the largest, public works suite of projects in the history of the U.S., an investment at a scale beyond what has been experienced in other similar metropolitan areas during recent decades.

The 2016-2040 RTP/SCS boosts job creation in Southern California:

- Job growth from building, operating, and maintaining the RTP infrastructure projects, an annual average over 188,000 jobs generated by the construction, maintenance, and operations expenditures that are specified in the RTP/SCS program, and the indirect and induced jobs that flow from those expenditures.
- Increases in economic competitiveness and efficiency from completion of the projects and operations, averaging 375,000 jobs per year. This second source of economics impacts from the RTP/SCS, which we will call network benefits, captures how improved transportation access provides productivity benefits that allow firms to sell more, employ more persons, and grow the Southern California economy. Projects that reduce congestion may help firms produce at lower cost, make the SCAG region a more attractive place to do business, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness, business productivity, and goods movement aspects of the SCAG region economy.

How Did SCAG Model the Job Creation Impacts of the 2016 RTP/SCS to Occupations and Industries?

In response to questions regarding what kind of jobs the RTP/SCS creates, SCAG's economic team conducted further analysis using REMI Transight model to determine the distribution of job creation attributed by industry and occupation, and then compared those to the current distribution of jobs in the SCAG region.

REMI Transight is an advanced economic forecasting tool that can model both the direct effect of the RTP/SCS investment (spending creates jobs to build, maintain, and operate the system) and the network benefits (firms become more productive when the transportation system provides better access.) Using detailed output from the REMI model allowed SCAG economists to allocate the SCAG plan aggregate job impacts into 70 major industry categories and 17 major occupation classifications that align and crosswalk with the North American Industry Classification System (NAICS), the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. economy and the Standard Occupational Classification (SOC) system, which is used by Federal statistical agencies to classify workers into occupational categories for the purpose of collecting, calculating, or disseminating data.

The REMI model uses Bureau of Labor Statistics (BLS) and Current Population Survey (CPS) occupational data, survey data, and employment projections to develop matrices that disaggregate model results that crosswalk to industries and occupations. The BLS base projections of industrial and occupational employment are developed in a series of six interrelated steps, each of which is based on a different procedure or model and related assumptions: labor force, aggregate economy, final demand (GDP) by consuming sector and product, industrial activity, employment by industry, and employment by occupation, with multiple iterations to allow feedback and to insure consistency.

Both from an industry and occupational perspective, jobs projected to be created by the 2016 RTP/SCS align well with several of SCAG's key industry clusters, particularly in the priority Construction, Logistics, and Healthcare sectors. It is not surprising that one implication is that transportation- and construction-intensive industries and occupations are particularly sensitive to both the construction and network efficiency/access aspects of the 2016 RTP/SCS plan. Not surprisingly, the RTP

INDUSTRY AND OCCUPATIONAL BREAKDOWN OF 2016-2040 RTP/SCS JOB CREATION IMPACTS

Top Five Industry Sectors in which the 2016 RTP/SCS will create jobs

Industry	% RTP/SCS Jobs Created
Transportation & Warehousing	21.3
Construction	19.2
Healthcare	11.7
Retail Trade	9.3
Accomodation & Food Service	6.5

Sources: REMI, Bureau of Labor Statistics, California Employment Development Department

Top Five Occupational Categories in which the 2016 RTP/SCS will create jobs

Occupational Category	% RTP/SCS Jobs Created
Sales/Office/Administration	22.2
Transportation/Material Moving	19.2
Construction/Extraction	12.0
Management/Business/Financial	9.0
Healthcare	6.8

Sources: REMI, Bureau of Labor Statistics, California Employment Development Department

especially benefits Construction and Logistics, in each of which the REMI model analysis projects the 2016 RTP/SCS plan to create 3-5 times the concentration of jobs created compared to those industries and occupations representation in the SCAG economy. In other words, the RTP creates construction and logistics employment at a rate 3-5 times greater than their representative share of the SCAG region labor market and economy. Note that Construction and Logistics are also the two sectors that are most amenable to upward mobility for those with educational attainment at the high school level.

The goods movement sector in the SCAG region provides tens of thousands of jobs that are linked to the freight activity that moves through the Ports of Los Angeles and Long Beach and warehousing in the Inland Empire. Those jobs in transportation and warehousing depend on reliable landside transportation links that move goods efficiently from the ports out to other parts of the SCAG region. With the widening of the Panama Canal, East Coast ports are working to increase their share of shipping activity, at the expense of the SCAG region. Maintaining and improving the speed and related of goods movement through the region is a key way that improvements to the transportation network can increase the number of transportation and warehousing jobs in the region.

Interestingly, the plan also demonstrates well above-average job creation in the Management/Business/Financial occupational category. Metropolitan areas compete with each other, globally, for skilled talent and firms, especially for Millennial talent in key highly skilled sectors such as IT and tech in what some have termed a “War for Talent”. One way that regions can build an advantage is to provide increasingly effective, reliable transportation access that connects business nodes in the urban area that allows attraction and retention of a skilled, talented workforce. Given this reality, the 2016 RTP/SCS benefits the SCAG region economy in ways that go well beyond the jobs needed to build, maintain, and operate the system, but directly addresses key economic development issues and competitiveness issues confronting the region, including technology and demographic shifts including the rising importance of Millennials to the regional workforce.

2016 LEGISLATIVE PRIORITIES
PROPOSED

FUNDING

Support of balanced consideration of revenue measures to addresses the State's systemic funding deficit, including proposals that return to transportation those revenues that previously may have been diverted to other purposes. Other measures that might be considered include a reasonable increase to the fuel tax that is indexed for the future, user fees, enhanced weight fees, pricing mechanisms, enhanced and expanded HOV/HOT lanes and other tolls, expanded P3s, and Cap-and-Trade funding.

GOODS MOVEMENT

As the nation's global trade gateway, Southern California's freight infrastructure is vital to the state and national economy. Support legislation enacting a robust funding increase to the Trade Corridors Improvement Fund (TCIF), formerly funded by voter-approved transportation bond funds, building upon its prior success to fund critically needed infrastructure enhancements along California's high volume freight corridors.

SHARED REVENUES

Recognizing that cities and counties face tremendous road repair deficiencies and maintenance backlogs, support legislation that embraces sharing of roadway maintenance between state highways and local roads as vital to maintaining and improving the condition of each.

OPERATIONAL AND EFFICIENCY IMPROVEMENTS

Support legislative efforts to provide efficiency reforms and streamline state processes to affect operational improvements and better utilize all funds invested into the public infrastructure.

FEDERAL AUTHORIZATION IMPLEMENTATION

Support state legislation to implement its provisions, including funding for metropolitan planning; investment in a national freight program; flexible use of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding; supporting pilot program allowing States to let CEQA stand for NEPA reviews to eliminate duplicative environmental reviews; and permitting MPOs in addition to States to receive federal grant resources to conduct pilot programs or studies.

ENHANCE & PROTECT TRANSPORTATION FUNDING

Support legislative efforts to establish new sources of statewide funding for transportation infrastructure, whether advanced through regular or special legislative session, affecting fuel or other taxes, fees, surcharges, or other sources of funding. Protect all new sources of transportation from borrowing or use for any purpose other than those related to transportation. Support a regional equity component or consideration to additional revenues from any source to ensure that Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures as may be identified to correspond with the funding source. Support legislation that ensures funding of 'fix-it-first' and maintenance of good repair expenditures to address the multi-billion dollar regional and statewide need to repair and maintain the existing infrastructure. Support dedicated, secure funding to state highways, streets, and local roads to support the maintenance and rehabilitation of the state and local road projects and transit systems, including but not limited to mileage based user fees and local revenue enhancement initiatives.

CAP-AND-TRADE FUNDING

Support legislation to equitably distribute revenues from the implementation of the Cap-and-Trade program to transportation improvements and sustainable communities that maximize resources to the SCAG region. Specifically, in 2015 the Legislature deferred action on appropriating 40% of the annual Cap-and-Trade funding for the fiscal year, leaving approximately $735 million un-allocated. This amount could be appropriated in FY2016-17 with the estimated $1.5 billion of Cap-and-Trade funds which may be available from auction of emissions allowances for the fiscal year. SCAG supports legislation to increase the share of Cap-and-Trade funds dedicated to transportation, providing increased funding for goods movement projects and purposes that reduce Greenhouse Gas (GHG) emissions, public transit, active transportation, and other projects that implement a Sustainable Communities Strategies (SCS) and reduce carbon emissions.

PROJECT STREAMLINING & EXPEDITING

Support California Environmental Quality Act (CEQA) modernization and process reform to expedite project delivery and promote job creation. Promote design-build, innovative procurement of projects, expedited judicial review of environmental related determinations, Public-Private-Partnerships (P3s), and in general increased options for contracting and financing, where appropriate, to achieve more efficient project delivery.

PUBLIC/PRIVATE PARTNERSHIPS

Support legislation consistent with the findings of the House T&I Committee Special Panel on Public-Private Partnerships (P3) to support P3s that are transparent, accountable, and synergistically marry the policy goals of the public sector with the financial needs and expertise of the private sector, including support of improved P3 design-bid-build & design-build procurement processes; improved performance standards to measure success, curtail project delays, reduce and provide more accountable expenditure.

POVERTY AND WORKFORCE DEVELOPMENT

Support legislation that increases opportunities for workforce development and education, particularly initiatives that focus on regional coordination and investment in education and skills development in the region's top industry clusters. Support legislation that restores and strengthens programs that prevent, alleviate, and reduce poverty; reduce the wage gap; and improves access to education, training, and jobs. Support formal state recognition and commemoration of the War on Poverty.

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AT A PUBLIC HEARING IN YOUR COMMUNITY

2016 2040 RTPSCS

HELP PLAN THE FUTURE OF SOUTHERN CALIFORNIA

JOBS
AIR QUALITY
HOUSING
GREEN SPACE
ACTIVE TRANSPORTATION
PUBLIC HEALTH
GOODS MOVEMENT
POVERTY
TRAFFIC & MOBILITY

PUBLIC HEARING DATES

Tuesday, January 12, 7:00 p.m.
Tuesday, January 19, 10:00 a.m.
Saturday, January 23, 10:00 a.m.

TO BE HELD CONCURRENTLY AT THESE LOCATIONS

Imperial County
1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

Los Angeles County
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Riverside County
3403 10th Street, Suite 805
Riverside, CA 92501

San Bernardino County
1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410

Ventura County
950 County Square Drive, Suite 101
Ventura, CA 93003

Orange County
AT THE FOLLOWING DATES AND LOCATIONS ONLY
January 19 – 10:00 a.m.*
OCTA
600 S. Main Street, Suite 964
Orange, CA 92868

January 21 – 6:00 p.m.
Santa Ana Regional Transportation Center – Logan Room
1000 E. Santa Ana Blvd.
Santa Ana, CA 92701

* Space is limited and an RSVP is required to **Kevin Gilhooley at (213) 236-1878 or Gilhooley@scag.ca.gov**.

The Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Draft Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The Draft Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

50 YEARS SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

For more information, visit scagrtpscs.net or email rtpscs@scag.ca.gov

SOUTHERN CALIFORNIA
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