



PETE AGUILAR
Mayor

City of
REDLANDS

Incorporated 1888

Redlands, CA 92373

#14

PAUL FOSTER
Mayor Pro Tem

JON HARRISON
Council Member

JERRY BEAN
Council Member

BOB GARDNER
Council Member

June 19, 2011

Citizens Redistricting Commission
901 P Street, Suite 154-A
Sacramento, CA 95814
Fax: (916) 651-5711

06.19.11.N

PUBLIC COMMENT SUBMITTED JUNE 19 IN SAN BERNARDINO

Commissioners,

As the Mayor of the City of Redlands, I write and speak before you today sharing my personal opinions about the negative outcome associated with splitting the City of Redlands within the Congressional INMNOSB tentative draft map that was released June 10, 2011.

I appreciate the difficult decisions the Citizens Redistricting Commission ("Commission") has made thus far in creating districts that meet legal standards and attempt to maintain communities of interest, but splitting the City of Redlands does a disservice to the proposed maps when alternatives exist that would keep the City whole.

In fact, the commission gave citizens the appearance that these types of redistricting efforts splitting communities and spanning hundreds of miles was something of the past in their press release last week. In it the Commission stated:

"In the past, district lines were drawn behind closed doors, producing districts that divided communities -- sometimes running hundreds of miles in indescribable shapes..."
-Commission statement released 6/10

It would appear that the commission may want to exercise some caution before making similar statements after the July and August maps are released.

Here are the Facts about the district titled INMNOSB:

- The district spans 349.6 miles from top to bottom and is almost 33,000 square miles;
- From City Hall in Redlands to the middle of the Town of Mammoth Lakes (only town in Mono County) it is 268 miles;
- The district is larger in square miles than 11 separate states including: South Carolina, West Virginia, Maryland, Vermont, New Hampshire, Massachusetts, New Jersey, Hawaii, Connecticut, Delaware, and Rhode Island.

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The City of Redlands lies in an urbanized area of the Inland Empire that is richly diverse and shares interests in promoting smart, sustainable urban communities with good jobs-housing balance. Attempts to place Redlands with more rural communities with much different interests 268 miles away does not serve the City well.

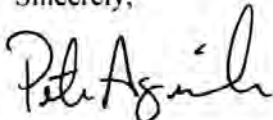
But I did not want to just add my voice to those leveling criticisms without offering any alternatives for the commission to consider. Here are some changes that could be enacted that would maintain Redlands with other cities in the East Valley of the Inland Empire:

1. ONTPOM should incorporate the entirety of Chino Hills and Upland creating a true west San Bernardino County seat that includes some of the high desert;
2. SBRIA should shift west to add the entirety of the City of Fontana creating a previously Voting Rights Act ("VRA") protected district;
3. An East San Bernardino/Riverside County urban seat could then include the similar communities of the Cities of Highland, Loma Linda, San Bernardino (East of the I-215 freeway), Yucaipa, and Moreno Valley;
4. Inyo and Mono Counties should be removed from INMNOSB Congressional District and placed in more adjacent communities with elected officials who can best serve them.

These suggestions are similar to those contained in the comment and testimony the Commission heard from Inland Action, a group of business leaders committed to working regionally in support of economic development efforts. If these points were followed by the Commission the number of cities split within San Bernardino County would decline, residents would have representation from members serving the Inland region, and the Commission would add a VRA seat that exists today, but is omitted from the current draft.

I appreciate the opportunity to submit this personal letter and testimony to the Commission and thank you for your attendance here in the Inland Empire.

Sincerely,



Pete Aguilar
Mayor

#16

06.19.11.O



Four Corners Coalition

LOS ANGELES, ORANGE, RIVERSIDE
AND SAN BERNARDINO COUNTIES

June 17, 2011

Citizens Redistricting Commission
901 P Street, Suite 154-A, Suite 101
Sacramento, CA 95814

Dear Citizens Redistricting Commission Members:

Re: Proposed Congressional District Split of Chino Hills and Revised Regional Boundaries

As Chairperson of the Four Corners Coalition, I would like to express the Board of Director's strong opposition to the proposed new Congressional District that not only divides Chino Hills into two separate Districts, but also impacts the representation for "communities of interest" within the Four Corners region.

The Four Corners Coalition includes representation from the Counties of Los Angeles, Orange, Riverside and San Bernardino; and the Cities of Anaheim, Brea, Chino, Chino Hills, Corona, Diamond Bar, City of Industry, Fullerton, Norco, Ontario, Pomona, and Walnut. For nearly 20 years, this group has advocated for improvements in this heavily impacted Southern California region that crosses traditional County and City boundaries.

Following the release of your proposed redistricting maps, on June 13, 2011, the Board took urgency action to oppose the new Congressional District which divides Chino Hills and creates a new District that stretches from northern Chino Hills westerly to the Glendale/Pasadena area in Los Angeles County.

The Board of Directors recognizes the difficult challenges facing the Redistricting Commission in developing Districts that provide fair and equitable representation. However, this proposed Congressional District defies practicality and common issues surrounding transportation, race/ethnicity, and socioeconomics in this vital geographic and economic hub of Southern California. Moreover, it divides the City of Chino Hills – and even neighborhoods – into two separate Congressional Districts.

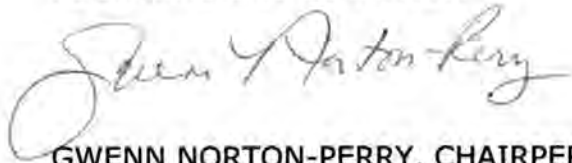
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PAGE TWO
FOUR CORNERS COALITION

In closing, thank you for consideration of the concerns expressed by the Four Corners Coalition. We trust that you will reach an amicable revision that reflects the unique perspectives we have expressed. Should you have any questions, please contact me at [REDACTED]

Sincerely,

FOUR CORNERS COALITION



GWENN NORTON-PERRY, CHAIRPERSON
COUNCILMEMBER, CITY OF CHINO HILLS



City of
Chino Hills

06.19.11.P

June 17, 2011

Citizens Redistricting Commission
901 P Street, Suite 154-A, Suite 101
Sacramento, CA 95814

Dear Citizens Redistricting Commission Members:

Re: Proposed Congressional District Split of Chino Hills

We are strongly opposed to the draft Congressional District map (Draft Map) that splits Chino Hills into two different Districts, with half of our City aligned with a District oriented to Los Angeles County and the other half aligned with a District oriented to San Bernardino County. The Draft Map is flawed because it does not meet your stated criteria to "respect counties, cities, communities of interest, and neighborhoods, where possible." In fact, with respect to Chino Hills, the Draft Map has split our City at every level – county and city level, communities of interest, and even next-door-neighbors have been relegated to different Districts. Another concern is that one small neighborhood in the City of Chino was included with Chino Hills in the East San Gabriel Valley / Diamond Bar District which isolates it from the remainder of the City of Chino.

Chino Hills, which is located in southwestern San Bernardino County, is strongly tied to the City of Chino and our other neighbors in the west-end of San Bernardino County. We request that our entire City be located within a single Congressional District that encompasses primarily other San Bernardino County communities.

As currently proposed, the Draft Map places the northerly portion of Chino Hills in the East San Gabriel / Diamond Bar District, a Los Angeles County district that extends west to Rowland Heights and north to Arcadia. Chino Hills shares no community interests with this Los Angeles County District, differing along all major lines, including regional issues, socioeconomics, and race/ethnicity.

The Draft Map places the southerly portion of Chino Hills in the Ontario / Pomona District, a predominantly San Bernardino County District that extends east to Chino and north to Rancho Cucamonga. We request that all of Chino Hills, and the isolated Chino neighborhood, be placed in this District. This request is based on our strong community of interest with these neighboring San Bernardino County cities. Maintaining our ties to this community of interest is vital to the welfare of our citizens and meets your own criteria to respect counties, cities, communities of interest, and neighborhoods.

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The following outlines the critical facts that connect Chino Hills to our west-end San Bernardino County neighbors:

1. Chino Hills has a contractual relationship with San Bernardino County for many of the services we provide to our residents. We contract with the San Bernardino County Sheriff's Department for Police services. In case of emergency, our local emergency operations are coordinated with the Emergency Operation Center in San Bernardino. In addition, our James S. Thalman Chino Hills Library is part of the San Bernardino Library system. These are three areas where we have historically been assisted by elected representatives.
2. Two of our biggest challenges are regional in nature and shared with our neighboring west-end cities. The challenges we face with building an adequate transportation system and water delivery system are similar to those faced by the City of Chino and other local agencies in the west end of San Bernardino County. To ensure adequate water delivery we have worked to develop local authorities such as the Water Facilities Authority, the Chino Desalter Authority, the Inland Empire Utilities Agency, and Monte Vista Water District. These are complex contractual relationships, developed over many years.
3. The San Bernardino Association of Governments (SANBAG) works to solve regional transportation issues for our west end region. Our public transportation authority, OmniTrans, serves the San Bernardino County valley area. We also are on the edge of three other CalTrans districts but we are in District 8, along with the other West End cities.
4. The Army Corp of Engineers owns considerable property along the border of Chino Hills and Chino and they control the Prado Flood Control Basin which has significant impacts on Chino Hills, Chino and Ontario.
5. Chino Hills and Chino are both served by the Chino Valley Independent Fire District and the Chino Valley Unified School District. The Chino Valley Chamber of Commerce brings the businesses of both cities together.

We previously presented these concerns to the Commission. Again, we request that all of Chino Hills be placed in a single District and that this District be the Ontario / Pomona District, which is shared by Chino and our neighboring west-end San Bernardino County cities.

The attached map illustrates the draft Congressional Districts against the City of Chino Hills boundaries. Clearly, Chino Hills should be fully within the Ontario / Pomona District. Congressional balance can be achieved by removing Pomona, a Los Angeles County city, from the Ontario / Pomona District and placing Pomona in the East San Gabriel Valley / Diamond Bar District.

The City of Chino Hills respectfully requests due consideration of our recommendation. Please don't hesitate to call me at [REDACTED]

Sincerely,

CITY OF CHINO HILLS

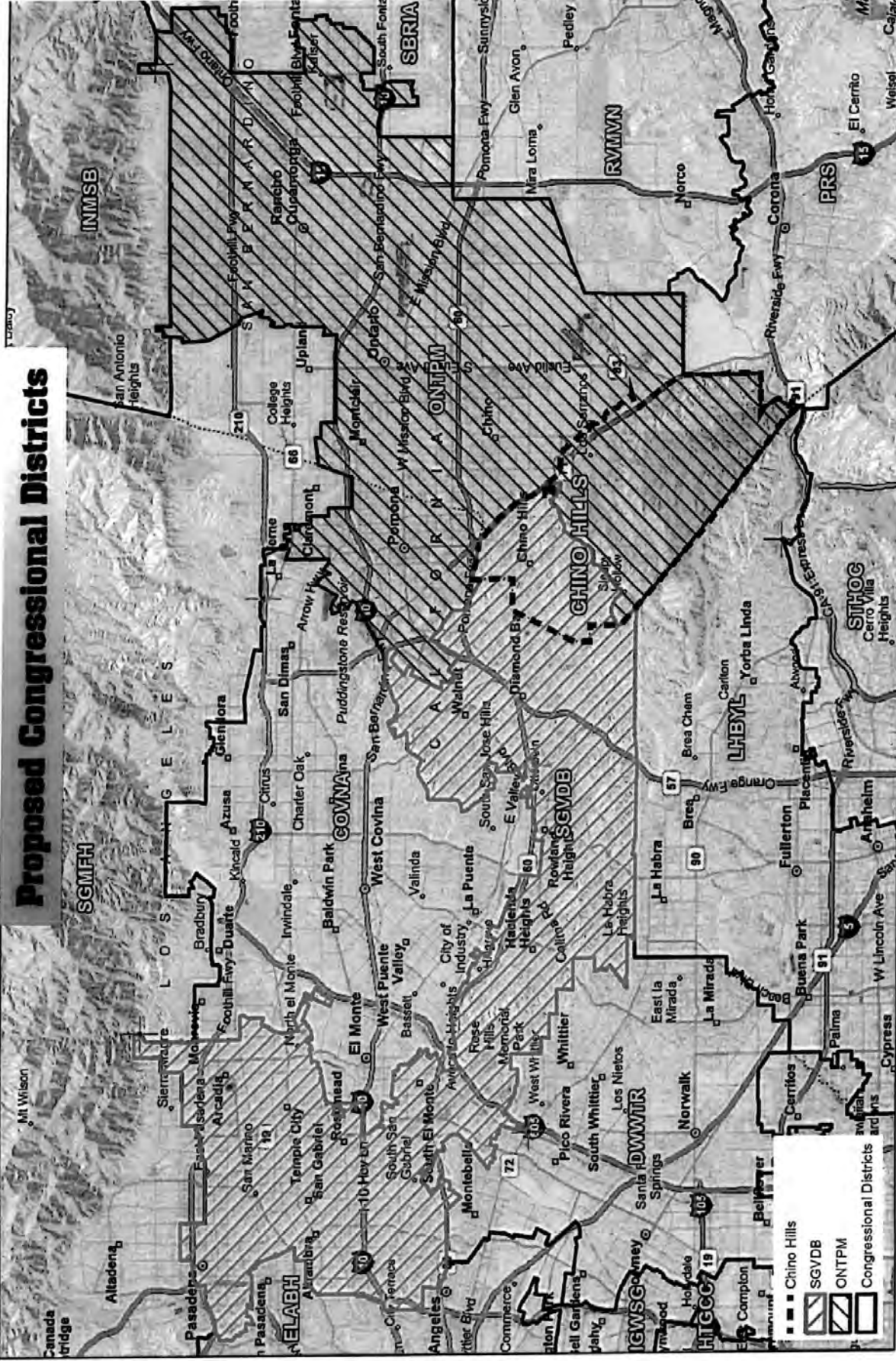


ED GRAHAM, MAYOR

ATTACHMENT

Proposed Congressional Districts

CITY OF CHINO HILLS ATTACHMENT



- Chino Hills
- ▨ SGVDB
- ▧ ONTPM
- Congressional Districts

Board of Supervisors
County of San Bernardino

06.19.11.Q

GARY C. OVITT
SUPERVISOR, FOURTH DISTRICT



Citizens Redistricting Commission
901 P Street, Suite 154-A
Sacramento, CA 95814

June 15, 2011

Dear Citizens Redistricting Commission Members:

Let me start by thanking you for your time and service to the State of California. I am writing to you to ask that you look at changing the borders for the proposed Ontario-Pomona Congressional District. Constituents of mine have voiced their concerns with the current proposal and I share their concern.

While serving as the President of the Southern California Association of Governments (SCAG), I learned about the many different regions of Southern California. You may or may not be familiar with SCAG which is the nation's largest metropolitan planning organization, representing six counties, 190 cities and more than 19 million residents. SCAG undertakes many planning and policy initiatives that encourage a more sustainable Southern California. This experience with SCAG has given me a very regional perspective for Southern California and helped me to learn what our different communities' interests and needs are.

Regarding the proposed Ontario-Pomona Congressional District, I think that all of Chino Hills should be included into that district for many reasons, including the following:

- The City of Chino Hills is obviously its own community of interest. Splitting this city and having the northern portion as the only San Bernardino County sliver in a Los Angeles County Congressional District is a disservice to residents. All of Chino Hills should be included within the Ontario-Pomona Congressional District and kept within San Bernardino County.
- The City of Chino Hills shares a County Supervisor, school district, fire protection district, community college district, water agency, and chamber of commerce with Chino, which is in the proposed Ontario-Pomona Congressional District.
- The City of Chino Hills' commonalities are in line with the San Bernardino County, not Los Angeles County.

Thank you for your consideration of this change. Please enjoy your use of our County Board of Supervisors Chambers for your meeting in San Bernardino; I regret not being present to voice these concerns.

Sincerely,

GARY C. OVITT
Supervisor, Fourth District

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06.19.11.R

Four Corners: From Periphery to the Center of the Action

Project Team

Joel Kotkin
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Four Corners:

From Periphery to the Center of Action

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Four Corners: From Periphery to the Center of the Action

Executive Summary

Born largely as a series of agricultural settlements, the area known as the Four Corners region of Southern California — which covers the cities of Anaheim, Chino, Norco, Ontario, Diamond Bar, Chino Hills, Brea, Pomona, Walnut and Industry — has experienced rapid economic and population growth over the past half century. One of the biggest challenges has been that the transportation and infrastructure needs have struggled to keep up with the region's internal growth and increasingly central location with Southern California.

Most urban planners and policy makers continue to embrace the fiction that Southern California revolves around the historic core of Los Angeles. Yet in reality, this has not been the case for a generation and, despite constant attempts to reinvigorate that historic core, its overall importance as an economic center has continued to fade.

What is needed now is a new understanding of how a metropolitan area such as Southern California actually functions. Our analysis shows that it does so in what may best be seen as a multi-polar form, with growth concentrating in particular sub-regions as opposed to in the central core. Good examples of this tendency also can be seen in the growth of such employment hotspots as Irvine, Burbank, West Los Angeles, the area around LAX, and the industrial region that abuts the City of Commerce.

The cities of the Four Corners region, taken together, contain a significant number of major employment centers. Altogether, six of the top ten areas — Anaheim, Ontario, City of Industry, Brea, Bell and Santa Fe Springs -- are in or adjacent to the region. These cities represent a new kind of urban agglomeration tied not to a historic core, but to each other, and to farther flung parts of the Inland Empire.

Little is understood about such regions. Most economic studies continue to focus on models developed in the last century that see economic areas as emanating from a central point. Yet as we begin to seek environmentally and economically sustainable ways to restart employment growth in the region, it is to places such as the Four Corners that policy-makers need to turn their primary attention.

As the economy restarts its growth cycle, the Four Corners will remain uniquely suited to take advantage of improved job prospects.

Significantly, despite the current downturn in energy prices, worldwide supply shortages and growing political demands for regulation on carbon emissions will increasingly lead businesses to procure goods and services nearby. Given the business agglomeration, transportation infrastructure, and geographic advantages of the Four Corners region, this area can act as a major hotspot for economic recovery in Southern California.

Part One: The Rise of the Four Corners

The origins of the Four Corners region lie with agriculture and with the development of small, farm-focused towns across the region. The very name of Pomona, for example, comes from the Roman goddess of fruit. A mild climate and natural fecundity, when coupled with imported water, transformed the semi-arid area into a rich agricultural region.

Most Four Corners communities, when founded during the late 19th Century, differed from other Southern California agricultural settlements. They were not the typical *latifundia* seen in places like the Central Valley, with vast estates, a few very wealthy *patroness*, and a large indigent class of farm workers. Instead, these communities were based on a solid foundation of middle class businesses and institutions, such as churches, schools, and libraries.

These were the essential building blocks of the future development of the region into a series of largely self-sufficient and economically dynamic communities. The earliest settlement, Anaheim, was founded in 1857 by hard-driven German immigrants, who saw an opportunity to grow wine. Their model was drawn from the ideal of a sturdy middle-European burg surrounded by rich, intensely cultivated farms. Parcels were set aside for schools and other public structures.

Similarly, in Ontario, the brothers George and William Chaffey, who had come from Ontario, Canada, had a distinct, well thought-out plan to develop a new colony that would bear the name of their home. Described by local historian Eleanor Freeman as “men of determination and considerable foresight”, the Chaffey family laid out an elaborate irrigation system, a street system, and transport linkages, particularly by rail, as well as a telephone line. With their “progressive, enterprising spirit”, as the great historian Carey McWilliams noted, they eschewed the hucksterism that surrounded many Southern California land developments.

The Chaffey family's approach to development set a new standard for rural communities, not only in America but throughout the world. **An Act of Congress officially**

designated Ontario “The Model Colony,” and a model was presented at the St. Louis World’s Fair in 1904. Other agricultural communities, some in agricultural regions as distant as Australia, looked to the Chaffeys for advice on how to develop.ⁱ

Over time, one dream of the Chaffeys — that of a region dominated by small farmers — fell by the wayside. As historian Kevin Starr suggests, irrigated agriculture has an almost inexorable tendency towards large corporate ownership. Rather than a city of sturdy middle class yeomen, the trend over time was for these agricultural colonies to evolve into cities divided between wealthy owners and a largely poor work force.ⁱⁱ

Nearby locations in Riverside County and Chino prospered as dairy areas, which were dominated by large-scale farms but relied on a strong base of support businesses. It was not until the 1950s that a new middle class began to arrive, lured not by the prospect of farms, but by the region’s mostly modest houses. Over the ensuing decades an ever-growing number of people from the crowded and expensive coastal regions migrated to the communities of the Four Corners.

In Ontario and Anaheim, they migrated into already established towns. Diamond Bar, Chino and Walnut, on the other hand, were transformed quickly into new centers during the 1950s and 1960s. As orchards and dairies closed, they provided newly available land for sprawling suburban towns. When development pressures increased in the early 1980’s, innovative planning tools such as a Specific Plan were used for the area that would become Chino Hills. Explosive residential growth occurred and the population doubled over the next 25 years, and Chino Hills became a magnet for high-wage earners who desired the quality of life amenities the community offered. Brea, which started largely as an oil-producing region, also expanded rapidly during this period of the largest surge in population growth for the area.ⁱⁱⁱ

City of Industry’s trajectory was unique. As late as the 1950s, the area was primarily rural. At a time when residential growth was soaring, Industry sought to become a major source of industrial and other commercial development. It continues to serve as a major job and commercial center for the surrounding Four Corners region. Its mission was critical to the creation of the area as a multi-polar metropolis.

Part Two: The Rise of the Multipolar Region

Population growth slowed by the 1990s, but the region continued to reinvent itself economically. Bedroom communities now became major centers of employment. As our analysis shows, the Four Corners is home or adjacent to six of the region’s top ten largest employment centers: Anaheim, Ontario, Brea, Santa Fe Springs, Rancho Cucamonga and Bell.

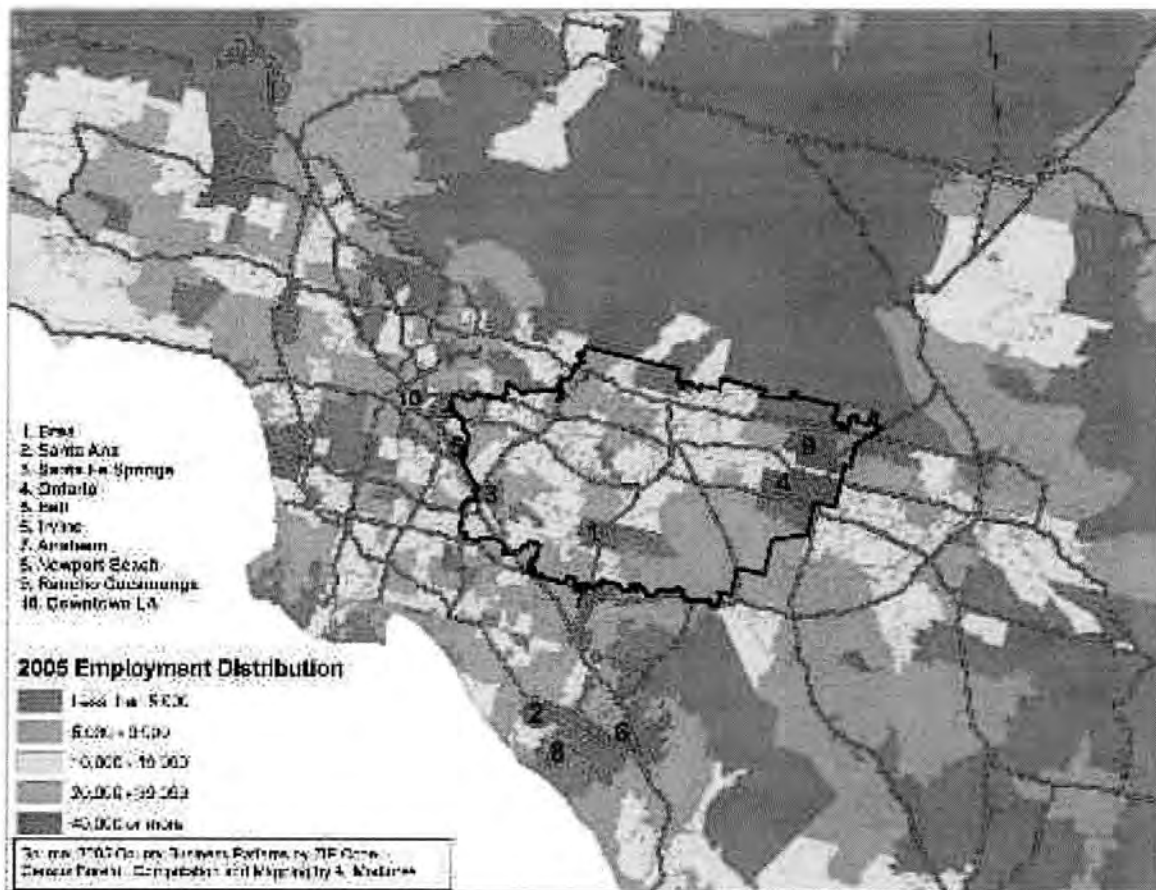


Figure 1: U.S. Census Bureau 2005 County Business Patterns

The convergence of businesses and residences lay the basis for modern multipolar regions like the Four Corners. Rather than merely suburbs of a great central city — as was common further east — the pattern of development was “post-suburban”, with jobs moving towards the burgeoning new population centers. Although some communities, like Pomona and Ontario, grew from a historic core, others, according to historian Greg Hise, represented somewhat of a take-off on utopian notions of “garden cities”, which combined suburban residence with employment.^{iv}

No place had more epitomized this new spirit than the oldest of these communities, Anaheim, with its broad employment base in industry and services. The city also entered the global imagination with the opening of Disneyland in 1955. But beyond the thrill of animatronics and fast rides, Disneyland reflected a particular kind of new urban consciousness, one that blended the past and the emerging future.

As historian Kevin Starr put it:

Disneyland perfectly expressed this sustaining mythology of small town life and identity via the schematized intensity of a theme park that was a metaphorical landscape for the new cities that were being developed across the American West. Walt Disney intended Disneyland to be, literally, the happiest place on earth.^v

Since the beginning of the last century, Southern California has been on the cutting edge of small town suburban lifestyles built on an industrial age scale. In terms of the creation of the multi-polar region, **it is ‘the original in the Xerox machine.’** Even before the rise of the automobile, the region was laid out in a dispersed manner, with numerous sub-centers, including Ontario, Riverside, Pomona, San Bernardino and other towns in the Inland Region.

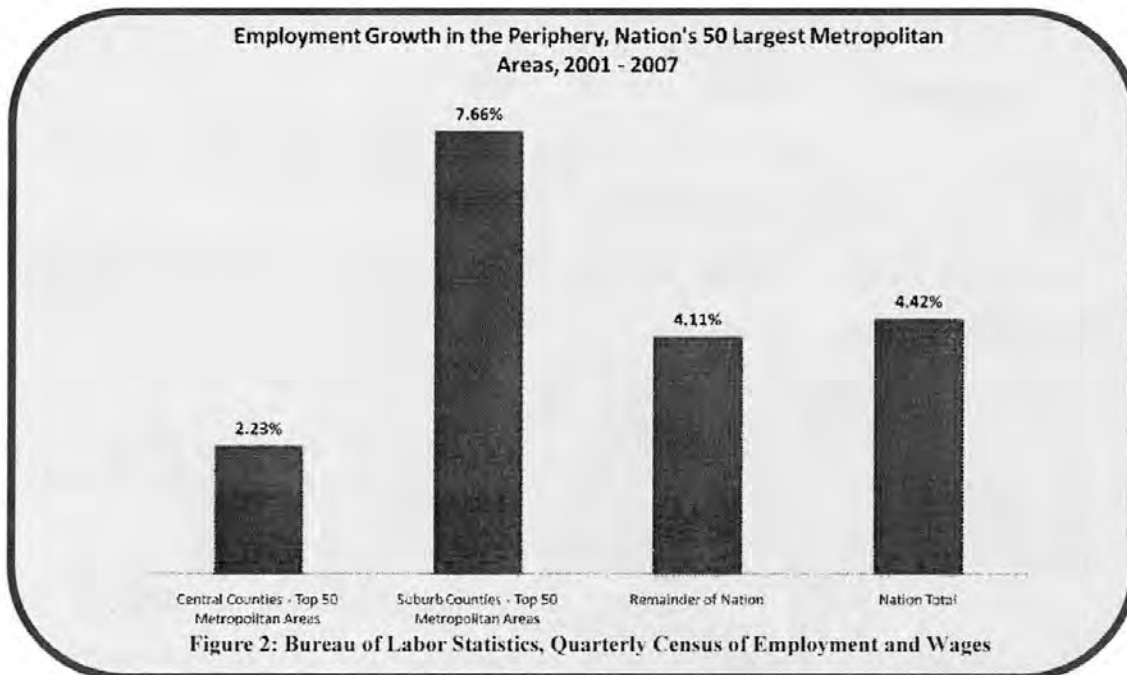
LA’s downtown was relegated to relative unimportance early on. Los Angeles, noted Carey McWilliams, was “the first modernized decentralized industrial city in America,” and it would not be the last.^{vi}

This development pattern has been widely decried. With their dispersed economic and residential patterns, regions like Southern California have been dubbed “anti-cities” by urbanists. Jane Jacobs, despite her considerable genius, never understood or appreciated such places or recognized that the vast, multipolar structure represented a new, vital urban form. Instead, Jacobs saw the sprawling city of Los Angeles as “a vast blind-eyed reservation”.^{vii}

Such attitudes have proven as short-sighted as it would have been for a Florentine to view a then-new industrial city like Manchester as an “anti-city”. Like the Manchesters of the industrial past, the new cities that have risen in contemporary America have embraced a new form of urbanism, shaped by factors unique to their historical development. For these cities, the primary historical forces were not the mechanization and power of the early industrial age, but rather the vast availability of land, the growth of technology, and the high level of affluence enjoyed by late 20th Century Americans who could afford to purchase cars and homes.

In the 21st Century, individuals, families, and businesses increasingly will have more freedom to locate where they wish. This will continue to accelerate the expansion of some cities, as well as the development of diverse environments: historic downtowns, low and moderate density inner-ring communities, dense suburbs, and ever far-reaching outer rings. But most of the urban growth will take place not in cities based on the older models of New York or Chicago, but along the lines of places like Los Angeles, Houston and Phoenix.

Indeed by 2000, in the largest US 100 metro areas, only 22 percent of people worked within three miles of the city center; in cities such as Chicago, Atlanta and Detroit, more than 60 percent of all regional employment now extends more than ten miles from the core.^{viii} Perhaps most importantly, these trends extend to those science and information-based industries that are likely to drive much of our future growth and wealth creation.



This shift to the periphery extends well beyond a few key high-end growth sectors. For example, in 1969 only 11 percent of the nation's largest companies were headquartered in the suburbs; a quarter-century later roughly half had migrated to the outskirts of major cities.^{ix} Studies have shown that this preference for suburbs also extends to a wider range of firms. During the 1990s, this included those with 2500 employees and more.^x As early as the 1980s, even thriving urban cores — such as Atlanta and Manhattan — possessed less office space than their surrounding suburbs.^{xi}

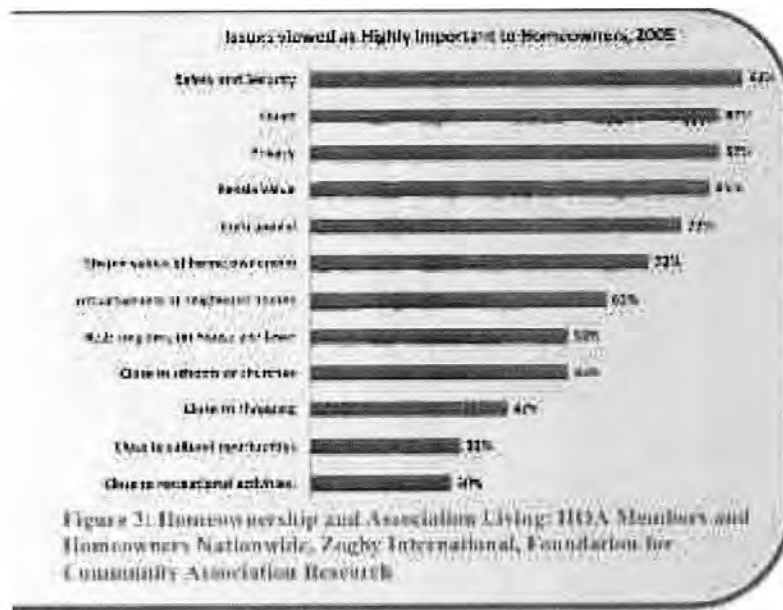
Nationwide, then, we are witnessing a dramatic shift in the employment base away from the center cities and towards what are best described as suburban 'employment centers'.

These communities, no longer merely residential areas, have become the fastest growing part of most regional economies.^{xii}

If anything, we are likely to see further dispersal of work over the next few decades, even within the suburban context. We may well be moving towards what Rob Lang at the Brookings Institution calls “edgeless cities” – collections of businesses located in random office complexes, strip centers, shopping malls and, increasingly, people’s homes.^{xiii} These industries will include many in the business services field – financial planning, insurance, consulting, graphic arts – where micro-enterprises will depend less on daily access to

large customers and more on the internet, and where clients are increasingly scattered both across the breadth of the expanding metropolis and beyond it.

Indeed, when a residential community near a suburban office park is closer to work than one that is near a traditional downtown, the very notion of what is a convenient place to live is upended and the historical relationship between core and periphery is forever altered. Downtowns will remain important, but



increasingly mainly in symbolic terms, as regional meeting places or cultural centers. America’s economic geography has changed.

Nowhere have these trends been more pronounced than in southern California.

In greater Los Angeles, for example, downtown employs barely three percent of the regional workforce^{xiv} Over the past decade, growth in peripheral areas has been far stronger. In the Four Corners, it has been stronger than in other surrounding regions.^{xv}



Figure 4: National Survey on Communities conducted for Smart Growth America and National Association of Realtors

These appear to be long-term trends, even though they contradict predictions oft-made since the 1960s about a “flight from suburbia.”^{xvi} One large consideration is consumer preference. Even advocates of densification admit that most of those surveyed hold a “negative view” of adding density to their communities. Generally speaking, people aspire to larger, not smaller, homes. Roughly two-thirds of all new homeowners, in one 2002 survey by the National Association of Realtors and the National Association of Homebuilders, said they wished their home was larger; other considerations, such as being closer to work or able to walk to more places, was cited by roughly one in four, an important but not dominant consideration.^{xvii}

Part Three: Case Study - The Four Corners Economy

In this new kind of urban dispersion, the true center of a region may be said to exist not in its historical core, but in places like Four Corners. Located in the geographic middle of the Los Angeles and Riverside metropolitan areas, the Four Corners has become increasingly central to the broader regional economy. It now serves along the main corridor, shipping goods from the huge Los Angeles-Long Beach harbor complex to the processing centers further inland and beyond to markets further east.

Already some sixteen percent of the entire vast region’s employment is located within its borders. Within the entire Greater LA region, the Four Corners area is home to roughly a quarter of all utilities, construction, and wholesale trade, and almost that great a percentage of all manufacturing and transportation/warehousing, administrative and waste services jobs.

Sector	2009 Jobs	Four Corners Share of Region's Job
Agriculture, forestry, fishing and hunting	3,134	8.1%
Mining	1,610	9.1%
Utilities	6,094	23.9%
Construction	120,012	26.9%
Manufacturing	163,774	22.7%
Wholesale trade	110,560	24.7%
Retail trade	161,449	17.8%
Transportation and warehousing	71,272	21.6%
Information	15,513	5.2%
Finance and insurance	54,186	14.0%
Real estate and rental and leasing	74,012	13.2%
Professional and technical services	81,895	11.0%
Management of companies and enterprises	15,385	15.5%
Administrative and waste services	127,649	20.0%
Educational services	34,159	14.9%
Health care and social assistance	126,653	14.9%
Arts, entertainment, and recreation	31,342	11.3%
Accommodation and food services	100,313	16.0%
Other services, except public administration	87,970	14.4%
Government	92,405	9.0%
Total	1,479,387	15.90%

Table 1: EMSI Complete Employment – Spring 2009

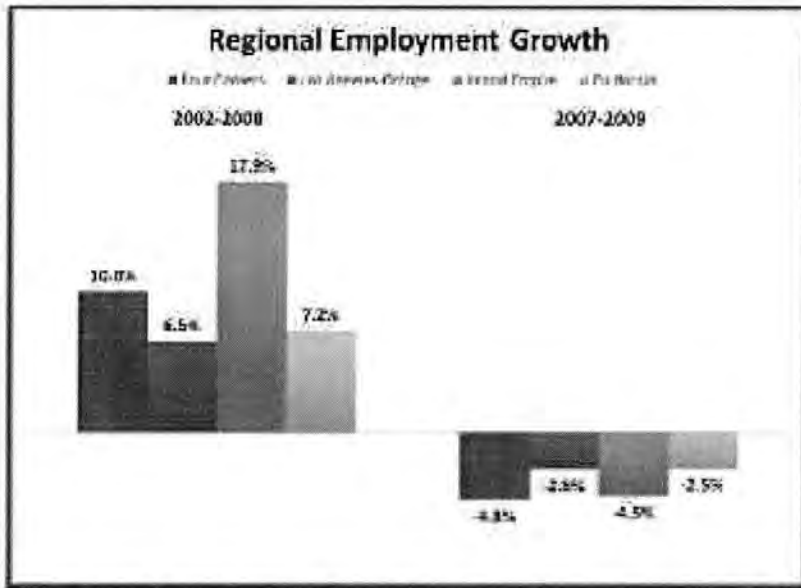


Figure 5: EMSI Complete Employment - Spring 2009

In recent years, the area has seen employment levels grow at a rate faster than Los Angeles and Orange Counties, although slower than the Inland Empire as a whole. The Four Corners added just fewer than 139,000 jobs between 2002-2008 for 10% growth, ahead of Greater LA (8.4%) and the state of California (7.2%).

The region's fast growth may make it more susceptible to decline during the current recession, as Four Corners is expected to lose 4.8% of total employment since 2007.

High concentrations in both construction and trade employment may also work against its short-term job prospects.

At the same time, the area has demonstrated strengths in areas with clear growth potential in the post-crash environment. The largest overall growth occurred in the Business and Financial Services Cluster. While some of this growth can be attributed to wild fluctuations in real estate oriented employment, the region has seen strong growth in technical consulting, display advertising, computer services, engineering services and testing laboratories.

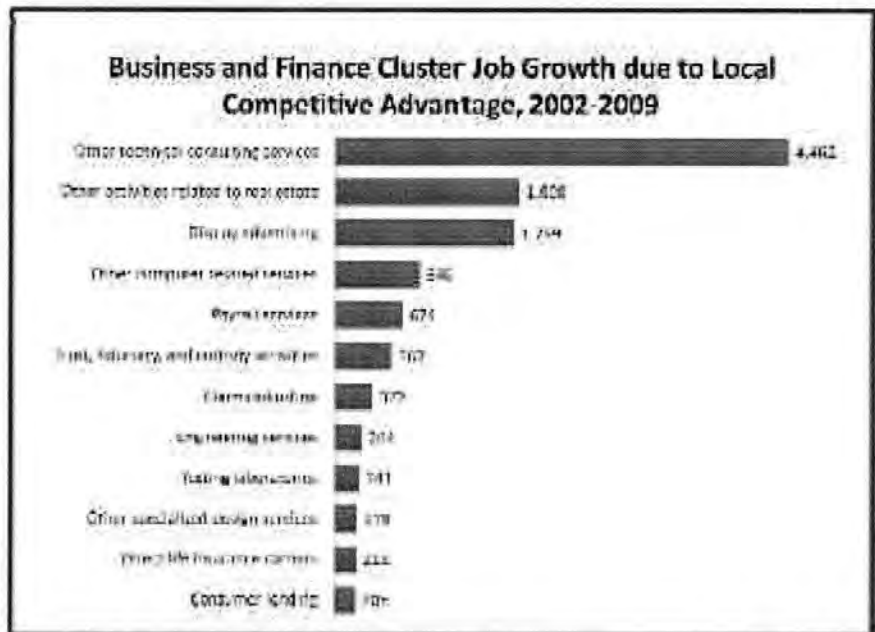


Figure 6: EMSI Complete Employment - Spring 2009

The region continues to be a nationally relevant player in apparel and textiles, holds a strong transportation and logistics cluster, and is home to significant specialized manufacturing, while the growing business and financial services and energy clusters push northward towards local concentrations close to national norms.

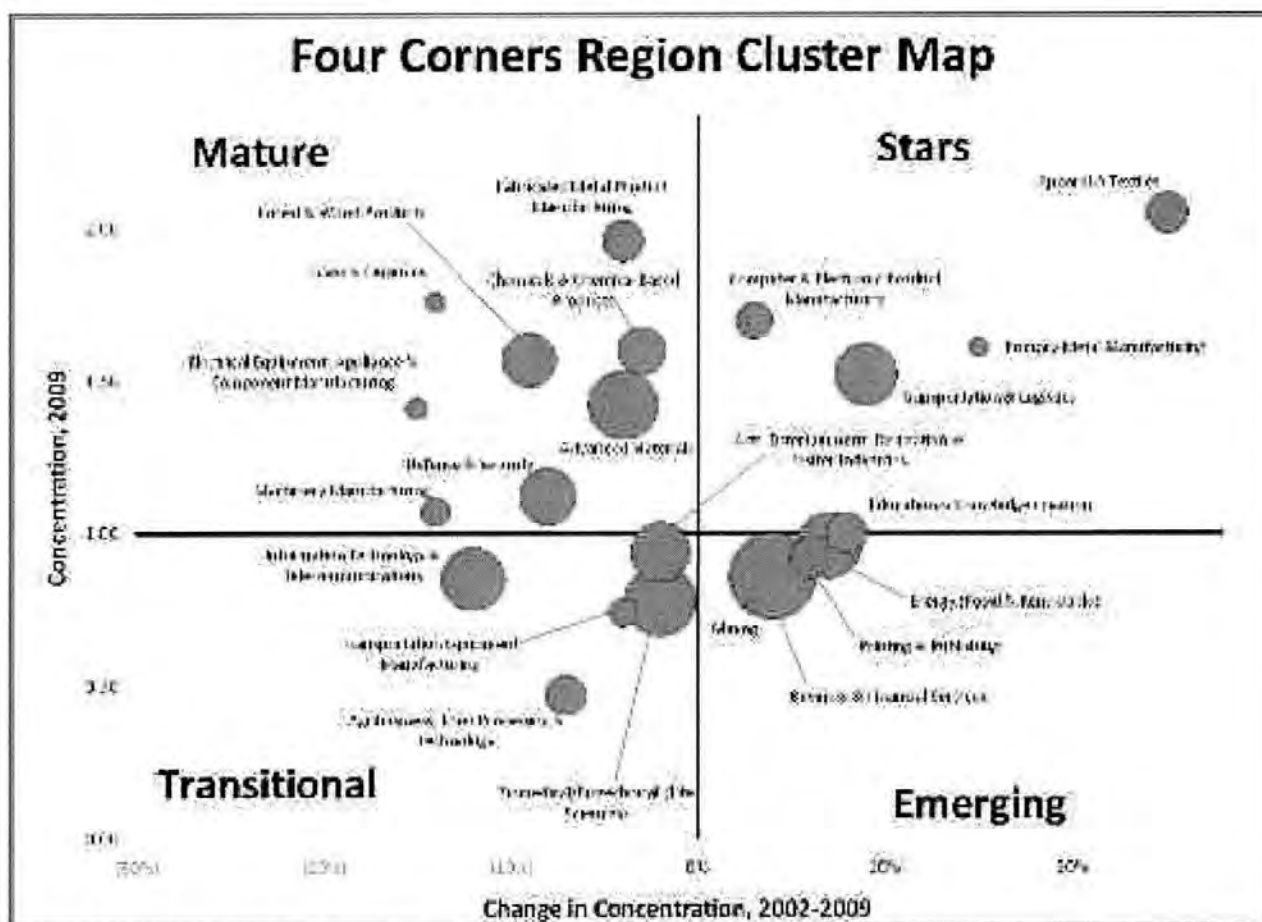


Figure 7: EMSI Complete Employment - Spring 2009

There are also promising signs of employment in some higher wage areas. Median hourly earnings for all occupations in the Four Corners is \$17.94. Fastest growing above-median paying occupations in the region include the local region-serving fields of health care and teaching, along with higher end business management and sales, and blue collar truck drivers and plumbers/pipe fitters. The region has added 500 new software engineers to the workforce since 2002.



Figure 9: EMSI Complete Employment - Spring 2009

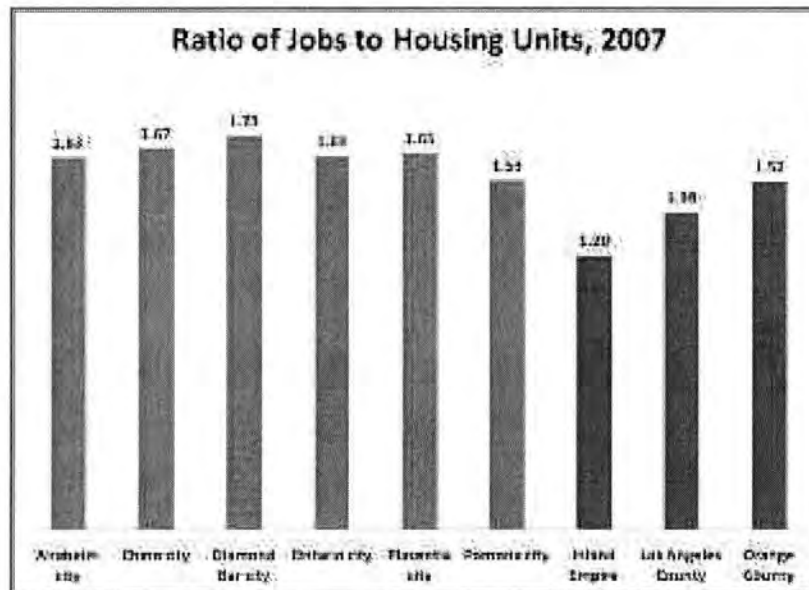


Figure 8: U.S. Census 2005-2007 American Community Survey, California Employment Development Department

As the state copes with the recession, our analysis suggests that job-rich regions, which have both residents and high numbers of jobs, fare better than traditional bedroom communities. Santa Clarita, for example, with its strong employment base, appears to weather recessions – both the current one and the preceding downturn in the 1990s – far better than strictly residential communities. Much the same occurred in the Woodlands development outside Houston, which has had more success than surrounding areas that lacked a strong employment base.^{xviii}

Cities and regions with ample affordable housing tend to retain companies, since their employees have a reason to be there. In this aspect, the Four Corners functions more like a Santa Clarita or a Woodlands than like bedroom communities further to the east. For example, in 2007, the jobs to housing ratio in many Four Corners communities was above 1.6 (Figure 8), one third higher than the Inland Empire in general and higher than the ratio in both Los Angeles and Orange Counties.

Our research also suggests that the cities of the Four Corners, due to stable populations and diversified economies, have weathered the mortgage crisis far better than other Inland communities. Most cities entered the recession with larger employment concentrations than cities further east.^{xix} As a result, although clearly hurt by the national and regional recessions, the region is showing a surprising resiliency in tough times.

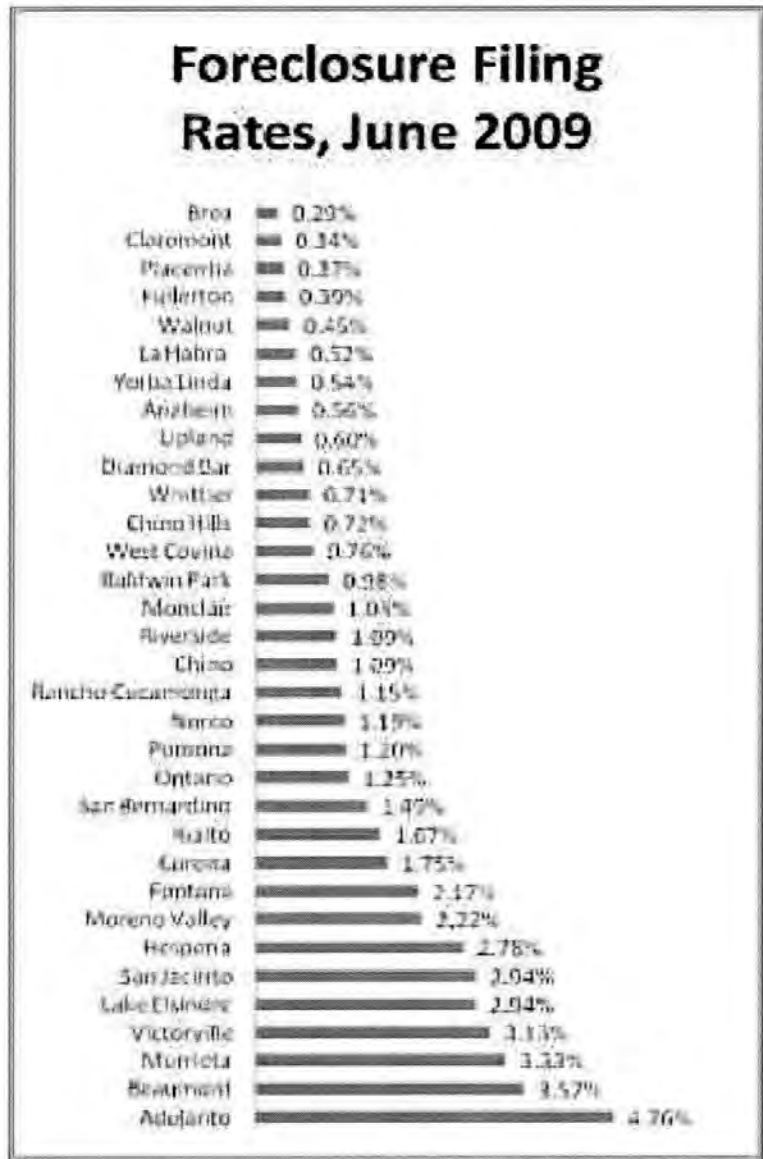


Figure 10: RealtyTrac

The growing centrality of the Four Corners will be buttressed by the fact that it abuts the fastest growing regions of Southern California. By 2020 the Inland region will add more people than Los Angeles will – over 1.8 million – and more of them will need to find an alternative center for high-end commerce, retail, and entertainment. **As a region best positioned as a provider, the cities of the Four Corners can look forward to servicing an ever-expanding hinterland.**^{xx}

In this sense, it takes on the role of a “downtown” for an expanding periphery, a geography of centrality, if you will.

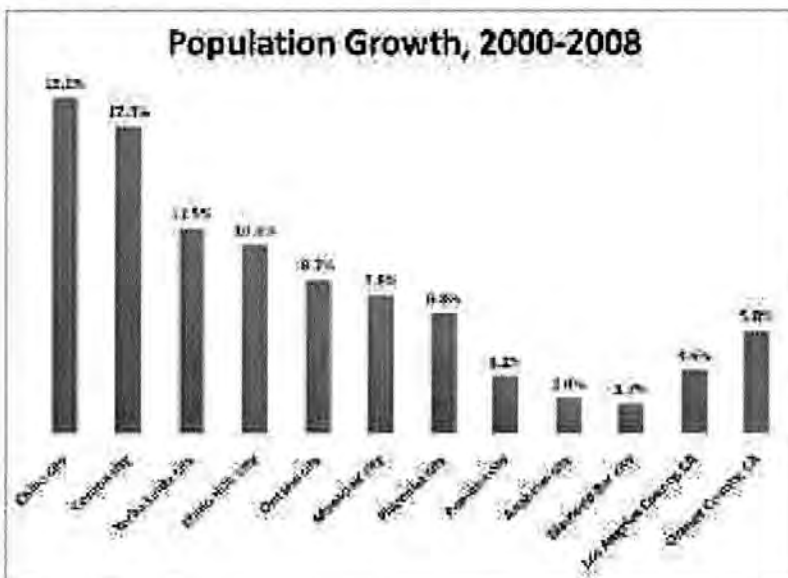


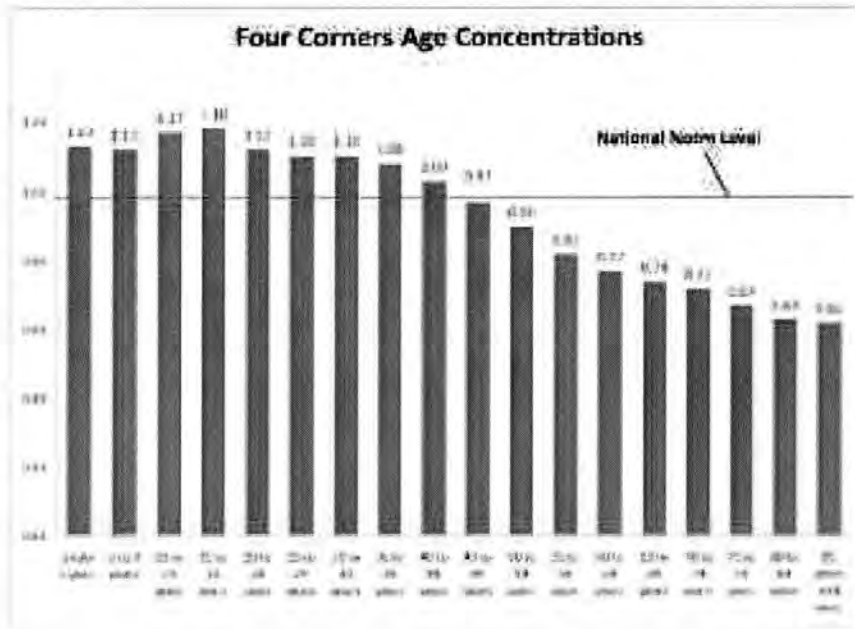
Figure 11: U.S. Census Bureau Population Estimates Program

At the same time, the region enjoys both a young population and a growing workforce. Indeed, an analysis of the region’s demographics shows that the area is somewhat younger than the Southern California average, and far younger than the generally more rapidly aging populations of Orange and Los Angeles Counties.

Similarly, the area boasts a considerably higher proportion of people in

the prime working years of 25 to 50 than does Orange or Los Angeles, and a higher proportion than the national average. In terms of the age of its workers and their likeliness to have children, **the Four Corners represents much of Southern California’s future.**

The area also reflects the ethnic trajectory of Southern California. Once seen as largely homogeneous, the area is now heavily minority, with almost two out of three residents being Hispanic or Asian. Since 1980, this area has experienced some of the most rapid growth in Latino and Asian population in the region.



From a retail perspective, the changing demographics of the Four Corners suggest great opportunity. By 2050 immigrants, their children, and native-born minorities will be a dominant force in shaping the retail future. To developers, like Dr. Alethea Hsu, the suburban future is not one of “future slums” and abandoned malls, but of “multicultural shopping centers” —including one in City

of Industry— that focus on immigrants and their children. As long as these newcomers, both affluent and working class, continue to save and work hard, they are likely to continue to thrive through the recession and beyond.^{xxi}

The location of businesses on the geographic fringes of Los Angeles also reflects a major shift in immigration patterns. Immigrants continue to play a critical role in major cities; indeed, without them, most urban centers would have shrunk in population. Non-whites now constitute a majority of urban-dwellers, and minority populations are also moving increasingly to the periphery, creating an expansive new geography of American diversity.^{xxii}

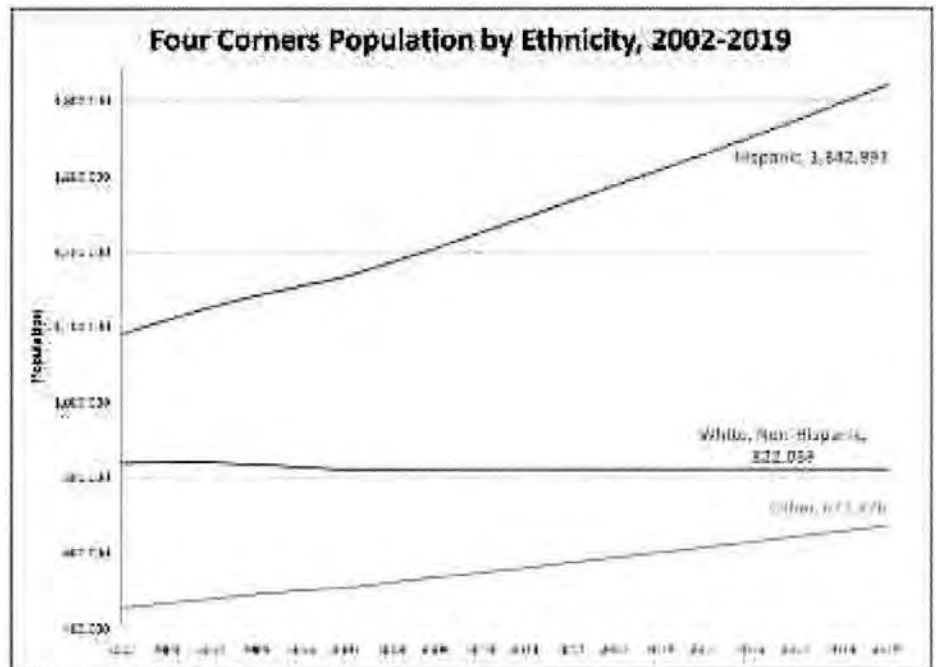


Figure 13: EMSI Complete Employment - Spring 2009

In the future, these “minority” communities will represent the drivers of economic growth and come to dominate the economies. New political leadership – such as former Pomona Mayor and now Assembly Woman Norma Torres, the first Guatemalan elected as Mayor in the United States – increasingly will come from these emerging ethnic groups.

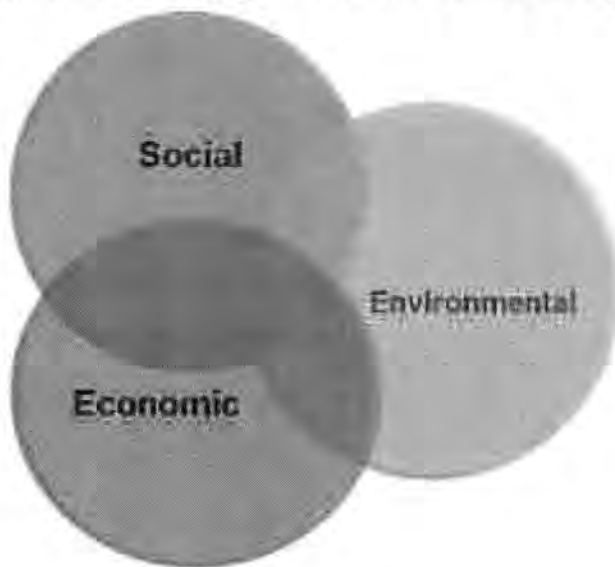
Part Four: The Broad Measurements of Sustainability

Multi-polar development seems likely to increasingly become the norm not only here in Southern California, but across the country. Demographic trends, consumer preference and the need for businesses to expand into affordable, business friendly areas will continue. Notes demographer Ali Modarres, a consultant to this project:

The population of the US is expected to reach 420 million by 2050, a growth of 138 million over 50 years. This growth clearly cannot occur in our downtown areas alone, nor is it likely that some neighborhoods, particularly those that are more affluent, will accept excessive densification. As a result, it’s far more probable that our urban regions will become profoundly more multi-centered.

Modarres suggests this emerging growth pattern needs to be accommodated by public policy in broad terms:

Redefining Sustainability



“This will demand a shift away from the industrial mono-centric to multi-centered planning strategies that attempt to create a better job-housing balance and access to alternative transportation modes. Having reasonable densities, better quality of life, and less stress associated with traveling to work will, in turn, improve the conditions for creating a better sense of “community” -- an ideal that has eluded us since the emergence of the industrial city in the last century.”^{xxiii}

Such an approach will need to also accommodate essential environmental goals. The growth that took place after 1950 came at a considerable environmental cost. Rising levels of smog in 1967 inspired a radio series called a “Breath of Death” and, along with rising traffic congestion, the entire region seemed to be covered by a pall, literally and figuratively.^{xxiv} This image has persisted well into the 21st Century. **To achieve maximum potential for the region, policy makers, along with businesses, will need to recognize that air quality has improved dramatically since the 1980s; the number of first stage smog alerts has fallen precipitously.**^{xxv}

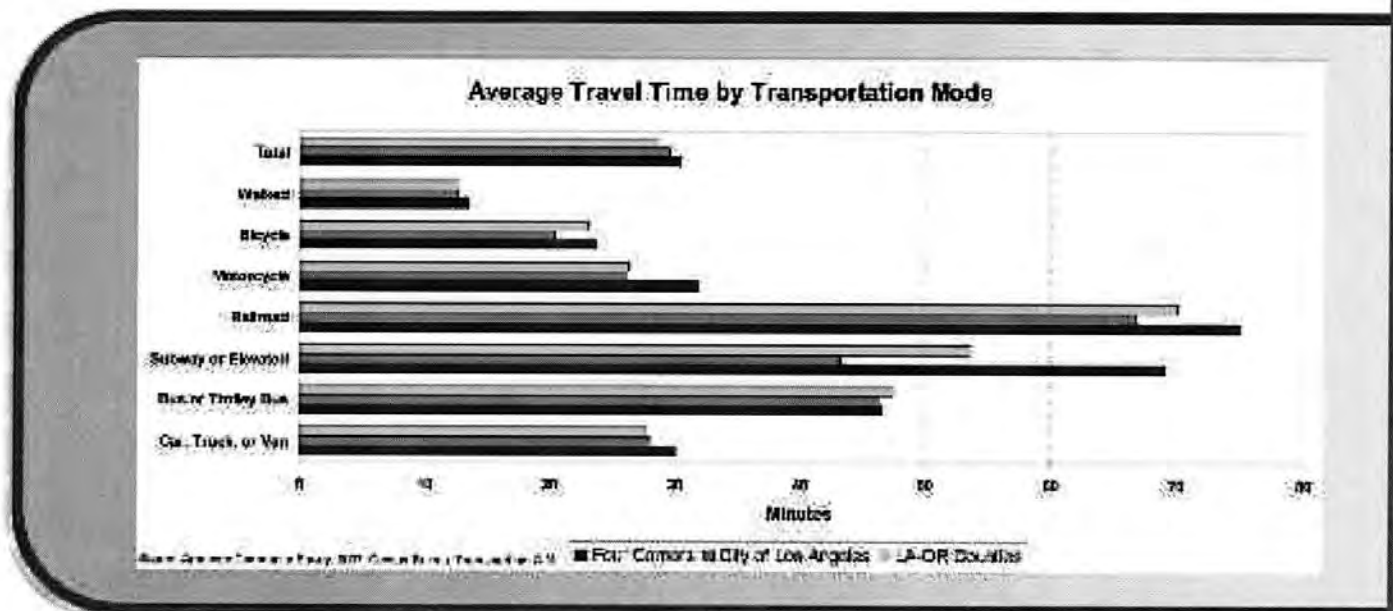
The challenge now is to find ways to balance a strong environmental policy, a strong economic policy, and the individual aspirations of residents and potential newcomers to the Four Corners. The current focus on “sustainability” needs to be adjusted to include the needs for employment and housing. After all, the three “E’s” of sustainability are environment, economy, and equity. We must return to this balanced view. As we give full consideration to environmental factors, economic growth and equity must receive their equal share of attention, too.

This will require policy makers to go beyond an often dogmatic set of planning notions. For example, an accepted principle of Smart Growth is to place housing in urban cores, which is assumed to help create the environmentally desirable outcome of shorter commutes.^{xxvi} The idea has been echoed by political leaders who have pushed for legislation that would steer development along what is called “a preferred growth scenario,” which encourages high-density projects closer to the urban cores and existing transit hubs. Similar steps have been widely endorsed by environmental and urban development lobbies across the country.^{xxvii}

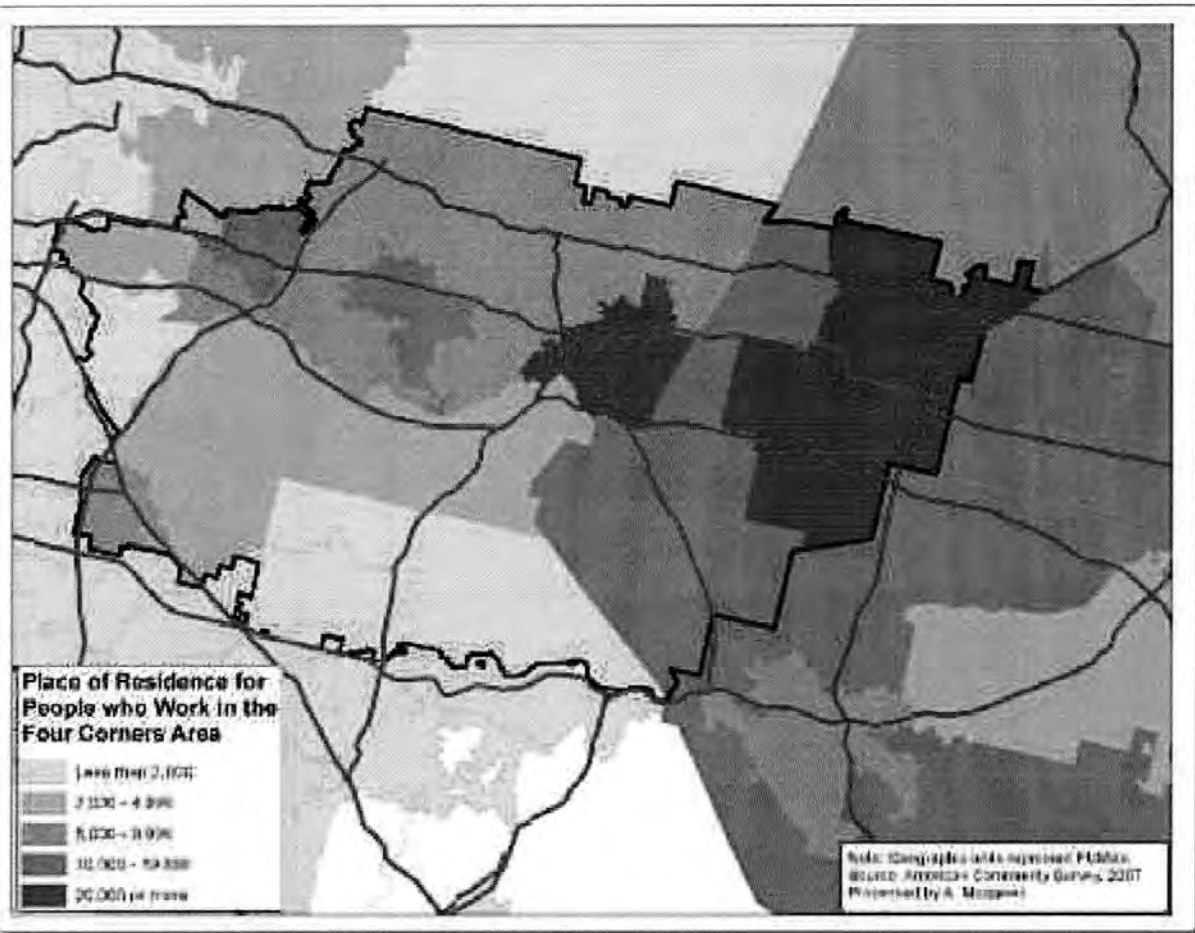
Unfortunately, this solution seems bent on re-centering the city, as opposed to accommodating the emerging polycentric urban form—but an increasingly small percentage of people work in the urban core. At the University of California, Berkeley, Robert Cervero has suggested there exists “a widening mismatch between the geography of commuting and the geometry of traditional transportation networks,”^{xxviii} which would suggest the futility of attempts to re-create mass transit patterns of the past.

Patterns of workplace location continue to shift through dispersion of employment and through telecommuting. The results are less than optimal for traditional transit planning. And many commuters, particularly at the highest end of economy, Cervero notes, commute only on occasion. In Europe, where the transit system is far more developed and gas prices are much higher, there has been little shift in the pattern of auto commuting.^{xxix}

To the chagrin of downtown developers and advocates, the greater Los Angeles region does not revolve around downtown LA anymore. As indicated above, recent data suggests that areas like the Four Corners have led to a reasonable job-housing balance. Overall commute times in the region are roughly equal to those in the City of Los Angeles.



Critically, planners need to understand that although many workers commute into and outside of the Four Corners, the largest concentrations of employees come from within the area or from the areas that immediately surround it. **These facts are important for those planning for future development, since many of the commutes that begin in the Four Corners lead not to a central downtown, but to widely spread locations throughout the region.**



This suggests that it may be counter-productive to force or encourage development into the denser urban cores. One common assumption among planners and pundits holds that high energy prices will have a devastating impact on suburban growth. Yet the connection between high energy prices and geographical trends is tenuous. Many major urban populations grew faster in the low energy environment of the late 1990s than they did in this decade.^{xxx} At the same time, Modarres notes, research reveals that suburbs do not necessarily coincide with longer commutes, and residents of high density areas do not necessarily have shorter ones.

And, as he has pointed out, long commutes are largely the result of family moves for “reasons other than work” — for example, for larger homes or better schools. In other words, decision regarding where one lives are not dictated solely by where one works. We also need to consider the bundle of factors that affect people’s choice of residence. Today, more developments are following the formula of mixing economic, social, and cultural functions.

In the future, this challenge can be met in multipolar areas by placing greater emphasis on mixing dynamic job creation with residential options that work for both families and non-families. The new Mesa del Sol development in New Mexico -- a 25 square mile project inside Albuquerque's city limits -- focused on job creation before building housing. Film, media production, and solar manufacturing are all being promoted as the base for a successful community.^{xxxii}

Locally, good examples are Ontario's New Model Colony and Chino's Preserve, the vast mixed-use developments that contain considerable open space and the opportunity for a new kind of suburban life close to both work and amenities. The New Model Colony, with an eventual population of over 100,000 residents, would consist of over twenty thousand single family homes, ten thousand multi-family units, and over ten million square feet of office, industrial and commercial space.^{xxxiii}

When the multipolar model of urbanism is created on a new scale, with a newly possible mix of transportation and communications technologies, as it is in these plans, it thrives because it is as efficient for most commercial purposes in the contemporary era as the dense walking city was in its epoch. Indeed, newer cities -- Phoenix, Houston, Atlanta and even Los Angeles -- even with their much derided traffic jams, have shorter average commute times than more transit dependent, dense cities such as New York or Chicago.

33

Within multi-polar cities the differences in commute times between auto users and transit riders are particularly severe: The average Los Angeles transit commuter spends almost twice as long to reach his destination than his counterpart in a car. It's no surprise, then, that attempts by New Urbanist and Smart Growth advocates in Los Angeles to design dense "transit oriented" development generally have been less successful than hoped.^{xxxiv}

This is not to say that transit cannot play a useful role in serving those who can not or would rather not drive, perhaps in cost-efficient and flexible dedicated busways, or local shuttles within "villages". But short of a crippling shortage of fuel or some other catastrophic event, it is highly unlikely we will ever see a widespread growth of the dense, transit-oriented communities envisioned by some urbanists.

In this pragmatic sense, the continued development of areas like the Four Corners may be the best way to reduce the harmful effects of growth in the next few decades. By limiting long commutes through the dispersion of workplaces -- as well as through home-based employment -- the multi-polar region could promote a wider, but less intrusive impact of humans on the environment.

This progressive new suburban vision with its continued embrace of single family homes, work centers, and a family-friendly atmosphere may not count for much among some density advocates. But, as historian Kevin Starr suggests, such communities can join “everything good” about suburban living with something like the historic village, a place that offers economic opportunities and a complete sense of community.^{xxxv}

Conclusion

Following a pattern pioneered by the founders of cities like Ontario and Anaheim, there needs to be a plan for careful investment that can fit comfortably into an environment that is both energy efficient and family friendly. As long as it retains its strong emphasis on the basics of economic growth, **the Four Corners remains an important work in progress, one whose full potential is far from having been reached.**

Rather than work against the growth of dynamic regions like the Four Corners, policy makers should instead look at new ways to make such job-rich places function better in terms of transportation and energy use. The era of the multi-polar center is now upon us, suggesting a whole new approach to metropolitan priorities and planning. It is incumbent on those who make such policies to wake up to the realities of these new kinds of dynamic urban regions.

The cities of the Four Corners are critical. They serve as corridors for commuters going to the coast, as well as for the shipment of goods from abroad. In no way should the area be considered a peripheral. If properly developed, it can serve as a positive spur to sustainable growth. If unattended or underappreciated, it can form a bottleneck blocking regional economic growth.

Our research leads us to plead not for some academic model or utopian vision, but rather for a flexible model of policies that make sense, given the direction of our economy and our society. The Four Corners region represents an ideal environment to put such policies into action.

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Four Corners Transportation and Economic Summit

Paving the Road to Economic Recovery...Perspectives for a New Decade
January 28, 2010

Four Corners: From Periphery to Center of the Action

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The landmark study was first presented at the Four Corners Transportation and Economic Summit on January 28, 2010 before an audience of elected officials, business, financial and community leaders.

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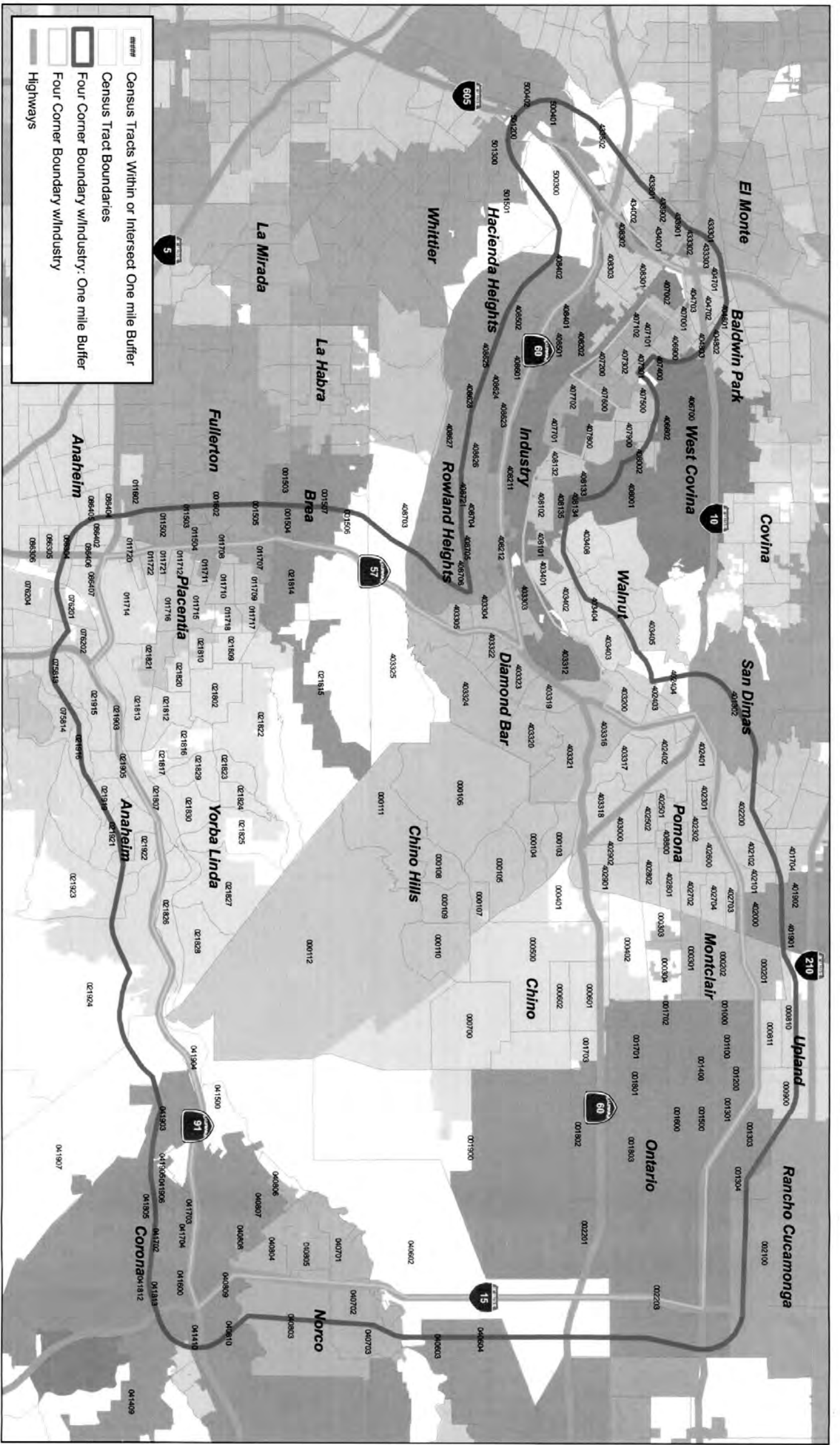
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The goal of the F.C.T.C. is to advocate, secure funding for, and facilitate the implementation of regional transportation projects to ensure the mobility of both people and goods within the Four Corners region while improving air quality and quality of life, supporting economic prosperity, and enhancing public safety.
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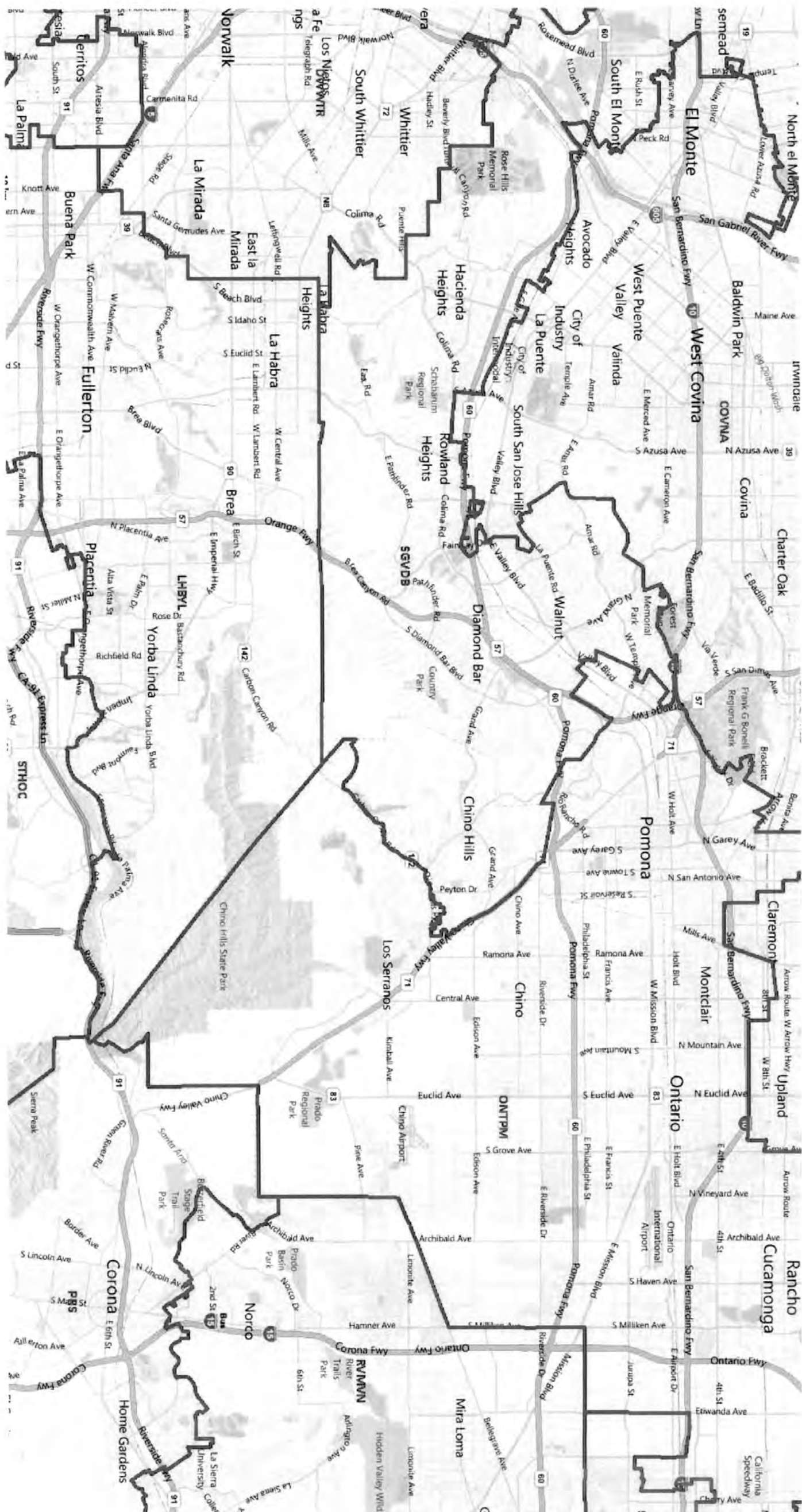




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 City of Diamond Bar



Map showing city boundaries and major roads in Southern California. Major cities include Norwalk, South Whittier, Whittier, South El Monte, El Monte, North El Monte, Baldwin Park, West Covina, Covina, Charter Oak, Diamond Bar, Walnut, Pomona, Claremont, Upland, Rancho Cucamonga, Ontario, Corona, Norco, Home Gardens, and Mira Loma.

Major roads shown include the 60, 78, 91, 15, and 71. The map also shows the San Gabriel River Fwy, San Bernardino Fwy, Orange Fwy, and various local streets.

Geographical features include the San Gabriel River, Chino Hills State Park, and several regional parks such as Rose Hills Memorial Park and Schlabach Regional Park.

The map includes a coordinate grid with latitude and longitude markings, and a scale bar in miles.

Other cities and areas shown include Buena Park, Fullerton, La Habra, Brea, Orange, and San Jose Hills.

The map also shows the city of Fontana and the area around the Ontario International Airport.

Additional cities include Redlands, San Dimas, and San Anselmo.

The map shows the city of San Bernardino and the surrounding areas.

Other cities include Claremont, Upland, and Rancho Cucamonga.

The map shows the city of Ontario and the surrounding areas, including the Ontario International Airport.

