

A PLAN SUMMARY FOR
**CONNECT
SOCAL**

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



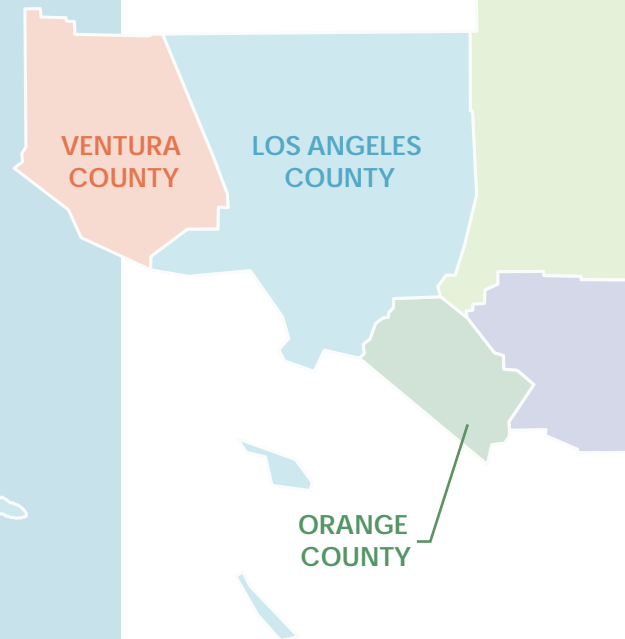
ADOPTED ON SEPTEMBER 23, 2020



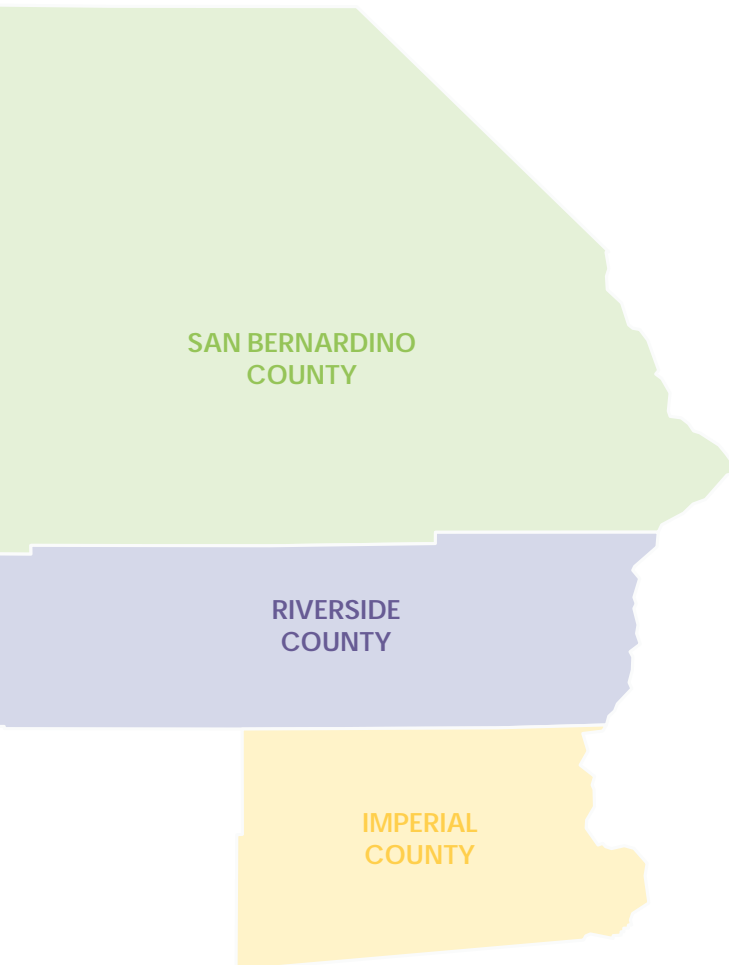
A PLAN SUMMARY

PROPOSED FINAL | APRIL 2020

connectsocial.org



MAKING CONNECTIONS



WHAT IS CONNECT SOCAL?

As a metropolitan planning organization – the largest in the nation – SCAG is responsible for developing long-range transportation plans and a Sustainable Communities Strategy for a vast and varied region, which includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The centerpiece of that planning work is Connect SoCal, our 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

HOW WAS THIS PLAN DEVELOPED?

Connect SoCal embodies a collective vision for the region's future. SCAG engaged with local, state and federal agency partners when developing this plan. Through many collaborative initiatives SCAG was able to better understand existing conditions in the region, building a foundation for planning how to accommodate growth and direct future transportation investments. The plan details the challenges we face, specifies our shared transportation and land use goals, and identifies strategies to realize a more sustainable region.

WHY CREATE THIS PLAN?

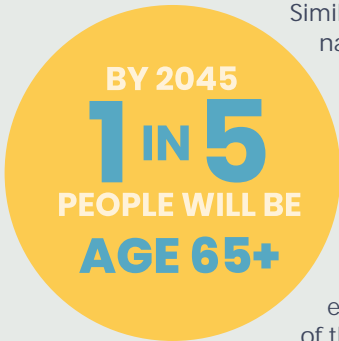
Connect SoCal is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. SCAG is required by federal law to prepare and update a long-range regional transportation plan, keep up with Clean Air Act requirements, monitor system performance, and develop a sustainable communities strategy to achieve greenhouse gas reduction targets set by the California Air Resources Board (ARB).

CURRENT & FUTURE TRENDS IN THE REGION

In order to create a plan for the future, Connect SoCal projects growth in employment, population, and households at the regional, county, city, town and neighborhood levels. These projections take into account economic and demographic trends, as well as feedback reflecting on-the-ground conditions from SCAG's jurisdictions.

At the same time, California is in the midst of a long-term structural housing shortage and affordability crisis. The housing crisis is a two-part problem – a shortage of housing and a lack of affordability. The region's housing supply has not kept up with population growth. From 2006 to 2016, an additional 930,000 people called Southern California home. But over a comparable period, only one new housing unit was created for every 3.32 persons added. Many areas in Riverside and San Bernardino Counties were appealing for development due to the availability of lower priced land, which attracted new residents looking for larger or lower priced housing. Jobs, however, did not follow in proportion to housing unit growth in these communities. As a result, residents of the Inland Empire had to travel longer distances on average than other Southern Californians to reach their jobs, increasing congestion, automobile dependency, greater wear and tear on our roads, increasing traffic collisions, air pollution, and limiting the effectiveness of public transit.

As our communities continue to expand, vital habitat lands face severe development pressure. The diverse natural and agricultural landscapes of Southern California are a valuable asset to the region and its residents. The region's desert, mountain and coastal habitats have some of the highest concentrations of native plant and animal species on the planet. These areas support a robust economy, provide clean drinking water, protect the air and host countless recreation activities.



Similar to what's happening at a national level, the population growth rate has slowed and an increasing share of Baby Boomers are retiring. Since most Millennials – the generation born between years 1981 and 1996 - entered adulthood during the recession, difficulties in securing stable employment have caused many of them to lag behind previous generations in building lifetime wealth.

During this time, Millennials were less likely than previous generations to move out of their parents' homes to form a household or purchase their own homes. This has had the effect of increased demand and higher prices in the rental housing market, since many would-be homeowners lacked the income to buy.

PROJECTED REGIONAL GROWTH



HOUSEHOLDS

2016

6M

+1.6M

2045

7.6M



POPULATION

18.8M

+3.7M

22.5M








EMPLOYMENT

8.4M

+1.6M

10M

HOW WE TRAVEL TODAY (2016)

	ALL TRIPS	TO/FROM: WORK	TO/FROM: SCHOOL	OTHER
SINGLE OCCUPANCY VEHICLE 	36.0%	70.7%	12.8%	31.2%
HIGH OCCUPANCY VEHICLE 	51.7%	23.5%	61.8%	58.2%
TRANSIT 	3.2%	2.7%	9.0%	1.6%
BIKE 	1.3%	0.7%	2.5%	1.1%
WALK 	7.8%	2.4%	13.8%	7.8%

Source: SCAG Activity Based Model

CHALLENGES IN THE REGION



100 HRS/YR

Time Average Motorist Spends Stuck in Traffic



\$16.7B

Annual Cost of Treating Chronic Disease

heart disease, strokes, chronic lower respiratory disease & diabetes



~15%

of Bridges on NHS are in Poor Condition



1,500

Traffic Fatalities Annually



21%

Farm Land Lost since 1984



Climate Change

could adversely impact traditionally underserved communities

77%

of Residents in Flood Hazard Zones are Minority

CORE VISION

Rooted in past Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. SCAG's Core Vision include:

DEMAND & SYSTEM MANAGEMENT



Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.

PROGRESS SINCE 2016

The I-210 Integrated Corridor Management Pilot, a first of its kind in Southern California, integrates management and operation of the freeway with nearby arterials and local transit using real-time monitoring of travel conditions, and improved corridor-wide collaboration to re-direct vehicles during congestion causing incidents.

The California Road Charge Pilot Program is a statewide effort to test the functionality, complexity and feasibility of a road charge system for transportation funding. The pilot demonstrated the feasibility for a variety of technologies to facilitate mileage reporting methods and data collection. Coupled with carefully designed incentives, a road charge is a powerful tool for reducing congestion and supporting our sustainability goals.

In 2018, the Metro board signaled a major change in direction for the former I-710 North capacity project by approving an alternative that focuses on TDM/TSM strategies in this corridor.

PLANNING FOR 2045

Connect SoCal increases investment and strengthens policy levers to optimize system performance while realizing greenhouse gas reduction, quickly and efficiently.

New strategies resulting from SCAG's TDM Strategic Plan provide an objectives-driven, performance-based process to identify and promote TDM strategies and programs across the region. SCAG will pursue implementation of these strategies in coordination with regional and local partners.

SCAG will pursue research and planning as autonomous vehicles emerge in the market, transforming system management opportunities.

GOODS MOVEMENT



The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

PROGRESS SINCE 2016

Adoption of the Clean Air Action Plan Update in 2017. Since inception in 2006, the Ports have reduced air pollution from harbor trucks alone by more than 90 percent.

Selection of a Locally Preferred Alternative for the I-710 South Recirculated Draft EIR/ Supplemental Draft EIS.

Twenty-five regional grade separations have been completed and opened to traffic, reducing delays and emissions from idling vehicles, and addressing noise and safety concerns.

Near completion of the Gerald Desmond Bridge (completion 2020).

Expansion of the international POE in Calexico.

PLANNING FOR 2045

Connect SoCal includes expanded railyards, additional mainline railroad tracks, grade separations, improved port terminals and truck bottleneck relief projects, including dedicated truck lanes.

Connect SoCal addresses drivers of change such as e-commerce, new technologies, shifts in trade policies, last-mile delivery and the move to a near-zero and zero-emissions system.



COMPLETE STREETS

Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

PROGRESS SINCE 2016

In December 2018, the City of Santa Ana opened its first protected bikeway, or cycletrack. The project, funded by OC Go (Orange County Measure M), features a 6-foot wide bikeway protected from vehicle traffic by a landscaped median. About 55 percent of the surrounding community doesn’t have access to a car. Santa Ana has been awarded about \$45 million in grant funding for projects like this one that improve safety for people walking and biking.

In the City of Los Angeles, the Mobility Plan 2035 advances the complete streets concept beyond a single project by prioritizing multi-modal networks including a Bicycle Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network and Pedestrian Enhanced Districts.

PLANNING FOR 2045

Connect SoCal invests in local streets and arterials and anticipates continued success in securing grant funds for regionally significant projects through programs like the California Active Transportation Program (ATP).

By expanding, complete streets concepts to accommodate and optimize new technologies and micro-mobility devices, first-last mile connections to transit and curbside management strategies, the region will achieve even greater mode shift and reductions in VMT.

SCAG champions Complete Streets policy implementation throughout the region with the Go Human campaign and a range of planning resources, including the Regional High Injury Network.



SYSTEM PRESERVATION & RESILIENCE

“Fix It First” has been a guiding principle for prioritizing transportation funding in the regional transportation plan for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety.

PROGRESS SINCE 2016

Passage of Senate Bill 1 (SB 1) in California in 2017 provides much needed infusion of funding to address these challenges. More specifically, SB 1 is expected to generate over \$52 billion statewide over the next 10 years dedicated primarily to Road Maintenance and Rehabilitation. Most of the new sources that make up SB 1 are indexed to the California Consumer Price Index so that the funds keep pace with inflation moving forward. Many roadway improvement/rehabilitation projects, including bridge improvement have already been programmed.

PLANNING FOR 2045

Given the magnitude of our need, and to and enhance resilience in light of climate change, Connect SoCal continues to prioritize funding for system preservation. The plan includes \$68 billion towards preservation, operation and resiliency needs of the state highway system, and \$47.5 billion towards preservation, operation and resiliency needs of the regionally significant local streets and roads.

SCAG will continue to collaborate with federal, state and local partners to monitor the conditions of transportation assets and pursue new research and partnerships to ensure plan resources are deployed to address the region’s greatest vulnerabilities.



TRANSIT BACKBONE

Expanding the transit network and fostering development in transit-oriented communities is central to the region’s plan for meeting mobility and sustainability goals while continuing to grow the regional economy.

PROGRESS SINCE 2016

Major urban rail projects under construction:

- Metro Rail Regional Connector and Crenshaw/LAX lines
- OC Streetcar
- Arrow / Redlands Rail

Metrolink achieved record ridership levels in fiscal year 2018-2019, almost 12 million annual boardings.

Regional agencies have committed to major bus system redesigns including OC Bus 360 and the Metro NextGen Bus Study.

Microtransit pilots and partnerships with Transportation Network Companies are being implemented to provide additional options connecting to fixed route transit and rail.

PLANNING FOR 2045

Connect SoCal builds upon extensive local investment in the transit and rail network by increasing resources for frequent and reliable bus service and closing gaps in the fixed guideway system.

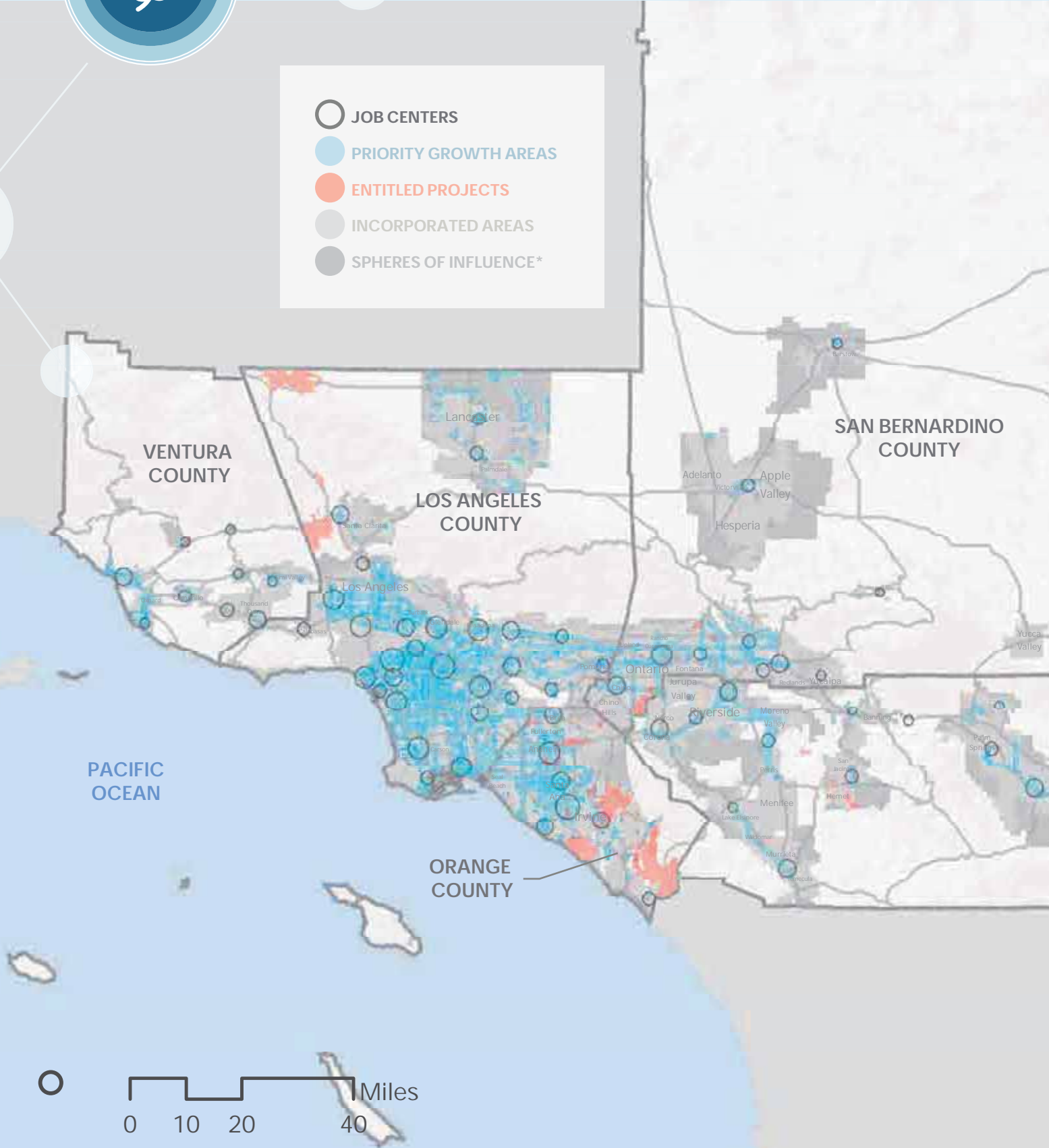
Regional collaboration to implement Metrolink’s Southern California Optimized Rail Expansion (SCORE) and complete the Link Union Station (LinkUS) to transform Los Angeles Union Station from a “stub-end” station, to a “run-through” will reduce rail travel times across the system and allow one-seat rides to many more destinations.

SCAG-supported plans and pilot projects to address first-last mile challenges will be essential to improving the transit experience and expanding access to jobs and destinations.



CORE VISION: SUSTAINABLE DEVELOPMENT

- JOB CENTERS
- PRIORITY GROWTH AREAS
- ENTITLED PROJECTS
- INCORPORATED AREAS
- SPHERES OF INFLUENCE*



*Priority Growth Areas include Spheres of Influence outside of constrained areas, as discussed further in the SCS Technical Report.
Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019



Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.

PROGRESS SINCE 2016

From 2008 to 2016, 71 percent of the region's household growth and 75 percent of the region's job growth occurred in Connect SoCal's priority growth areas. During this same period, only 11 percent of the region's household growth and 5 percent of the job growth occurred in constrained areas like prime farmland, and in areas vulnerable rising seas.

PLANNING FOR 2045

From 2016 to 2045, 64 percent of new households and 74 percent of new jobs will occur in priority growth areas. During this same period, roughly 10 percent of new households and 9 percent of new jobs will occur in constrained areas.

SCAG's Sustainable Communities Program supports planning to advance the regional growth vision. In addition, new regional data tools, like the Regional Data Platform, will help local jurisdictions identify areas well suited for infill and redevelopment as well as natural and farm lands to be preserved. Studies and partnerships will also be pursued to establish a Regional Advanced Mitigation Program (RAMP), a strategic habitat and agricultural land conservation-planning program that identifies mitigation solutions for infrastructure projects early in the planning process.

KEY CONNECTIONS

Connect SoCal's "Key Connections" augment the Core Vision of the plan to address trends and emerging challenges while "closing the gap" between what can be accomplished through intensification of core planning strategies alone and what must be done to meet increasingly aggressive greenhouse gas reduction goals. These Key Connections lie at the intersection of land-use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. The Key Connections include:



TELEWORKING

E-GOVERNMENT

TELEMEDICINE



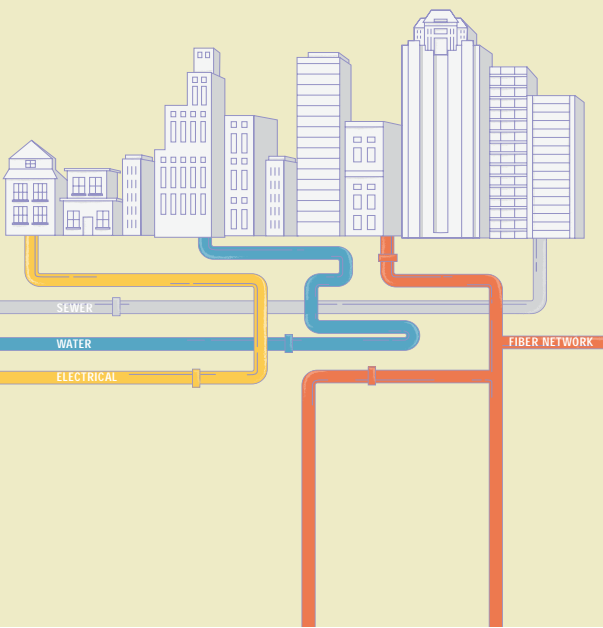
SMART CITIES & JOB CENTERS

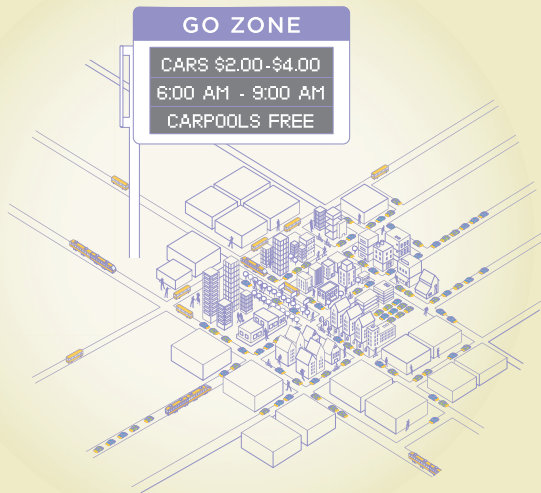
Smart Cities connect people, vehicles and infrastructure, allowing them to communicate in "real-time" through regional telecommunications networks. The Smart Cities and Job Centers strategy aims to catalyze investments across sectors to make "virtual access" a cost-effective and reliable option for all types of trips, expanding the air quality, congestion and VMT reduction benefits the region already realizes through teleworking. While Smart Cities strategies can be deployed universally, virtual access is particularly beneficial in rural communities where destinations are far apart.

Connect SoCal specifically envisions intensified deployment in sub-regional job centers to encourage more growth of both jobs and housing in areas with already high employment density. The Smart Cities and Job Centers strategy enables this by using integrated information and communication technologies to improve the efficiency and performance of the transportation system. It incorporates transit demand management (TDM) measures that encourage carpooling and transit, and parking strategies that reduce the cost to build new employment facilities within job centers. Also, this strategy builds upon promising trends in "co-working" to promote alternatives for long-distance commuters who prefer not to telecommute. Strengthening these locally significant employment centers allows the region to capitalize on the economic and mobility benefits of compact development, where housing and jobs are closer together.

HOUSING SUPPORTIVE INFRASTRUCTURE

The extraordinary cost of producing housing is a significant barrier to growth throughout Southern California, but also specifically, to achieving the level of infill and transit-oriented development anticipated in Connect SoCal. The Regional Housing Supportive Infrastructure strategy will help make it quicker for local jurisdictions to produce critically-needed housing. The costs of building parking, and sewer/water infrastructure through Development Fees can range from 10% to nearly 25% of construction costs. By implementing tax-increment finance districts, jurisdictions can plan and implement housing supportive infrastructure. With the increase in use of ridesourcing, right-sizing parking strategies, enabled by technology, can reduce the overall cost of housing construction in Connect SoCal's Priority Growth Areas.





GO ZONES

Go Zones are geographic areas where a suite of mobility service options are provided together with incentives to reduce dependency on personal automobiles. This expanded mobility ecosystem can include increased transit, bike share, enhanced active transportation infrastructure, and incentives—such as a fee on solo driving during peak traffic periods. Incentives would encourage the use of shared modes or shift less time sensitive trips to off-peak times. Revenues collected from the fee would be used to fund local transportation improvements and support sustainability goals by contributing to reductions in GHG emissions. Go Zones can be designed with policies and discounts that address equity concerns and promote mobility options for commuters of various income levels.



ACCELERATED ELECTRIFICATION

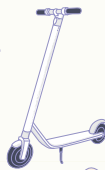
The Accelerated Electrification strategy offers a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles. Through greater coordination and deeper collaboration, this strategy aims to go beyond benefits achieved through state mandates alone. In the light-duty sector, Connect SoCal plans for greater incentives to increase sales of electric vehicles and strategies to increase the availability of charging infrastructure. Electric vehicles (EVs) currently make up only seven percent of new car sales, but the growth is healthy: In 2013 EVs made up just 2.4 percent of all new car sales statewide. For transit, in 2018 the California Air Resources Board voted to mandate purchases of electric buses. We can facilitate that process by working with transit agencies to ensure adequate charging stations and electricity rates. In the goods movement sector, the goal is to achieve a zero-emissions system, fostering early adoption of near-zero-emissions technologies.

SHARED MOBILITY & MOBILITY AS A SERVICE

The future of transportation, like so many aspects of living in our region, will be shaped by technology and the ability to customize our choices. The rise of shared mobility and mobility as a service will allow residents to choose how to travel, depending on the time, distance or goal of their trip. “Shared mobility” refers to a broad range of transportation options, such as rental e-scooters and e-bikes, ridesourcing services like Uber and Lyft, and on-demand app-based transit connections provided by vans and shuttles. “Mobility as a service,” or MaaS, allows travelers to research and compare different transportation options from one screen and plan their trip accordingly. MaaS will also allow the traveler to book and pay for different segments of a multi-modal trip with one click. This will make it increasingly critical that dense urban areas manage their curb space smartly, in order to ensure safe access for low-speed modes, ridesourcing providers, parking and local deliveries.



WHICH OPTION
WOULD WORK BEST
FOR ME TODAY?



FINANCING THE PLAN

The financially constrained Connect SoCal includes both a “traditional” core revenue forecast comprised of existing local, state, and federal sources, and more innovative but reasonably available sources of revenue to implement a program of improvements that keeps people and goods moving. The financial plan further documents progress made since past RTPs and describes steps we can take to obtain needed revenues to implement the region’s transportation vision.

The financial plan highlights the importance of finding new and pioneering ways to pay for transportation, including an ever-expanding backlog of projects necessary to preserve our existing transportation system. Nationally, we continue to face an insolvency crisis with the Federal Highway Trust Fund (HTF), which is funded by excise taxes on fuel. The federal gas tax remains unchanged since 1993, and fuel tax receipts have declined precipitously as fuel efficiency has increased. California’s passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1) provides a significant influx of new state revenue through a state gas tax increase and other transportation fees, yet only a fraction of our needs is funded through state sources. Furthermore, these fees do not completely address the erosion of purchasing power as construction costs are rising faster than the general inflation rate.

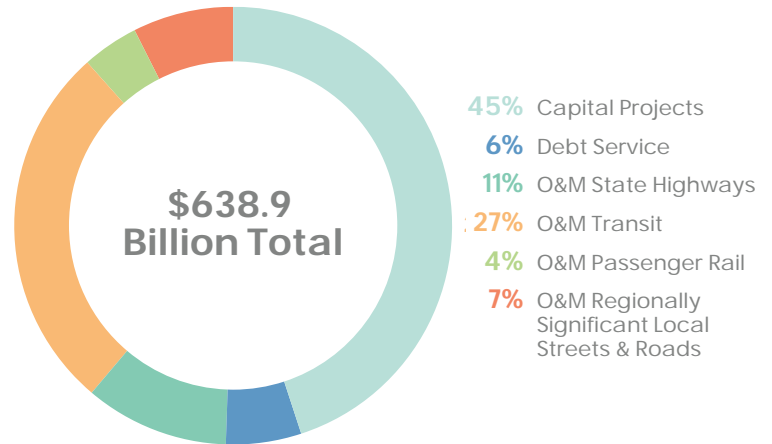
Our region continues to rely heavily on local sources of tax revenue. Eight sales tax measures in the region are the key reason that local sources generate 60 percent of core revenues for transportation improvements. Our region’s success in providing local sources of transportation funding also increases our ability to secure federal and state funding that requires local contribution.

The SCAG region’s financially constrained Connect SoCal plan includes revenues from both core and reasonably available revenue sources, which together total \$638.9 billion from FY2020-21 through FY2044-45.

Connect SoCal expenditures on capital projects total \$287.3 billion in nominal dollars. Operating and maintenance (O&M) costs total \$316 billion, while debt service obligations total \$35.6 billion. Transit-related costs comprise the largest share of O&M costs for the region, totaling \$173.9 billion.

Federal guidelines permit the inclusion in the financial plan of revenues that are reasonably available. Further, the plan includes strategies for ensuring the availability of these sources. The region’s reasonably available revenues include new sources

CONNECT SOCIAL EXPENDITURES



Note: Numbers may not sum to total due to rounding; Source: SCAG Revenue Model 2020

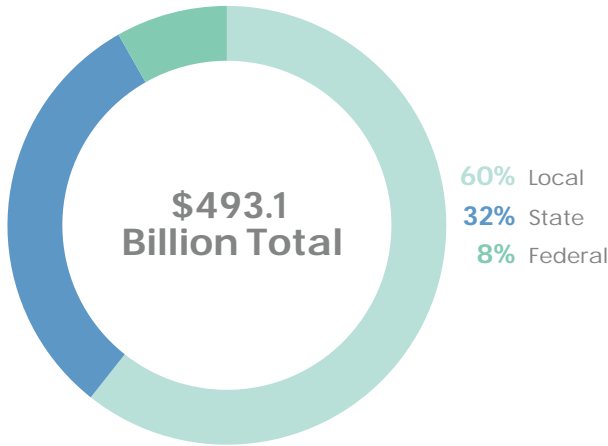
of transportation funding likely to materialize within the Connect SoCal timeframe. These sources include:

- Adjustments to the existing federal gas tax rate
- Replacement of existing state and federal gas excise taxes with more direct mileage-based user fees
- Federal credit assistance and bond proceeds
- Private investment participation
- A local road charge program
- Value capture strategies
- A per-mile charge for Transportation Network Companies (e.g. Uber and Lyft)

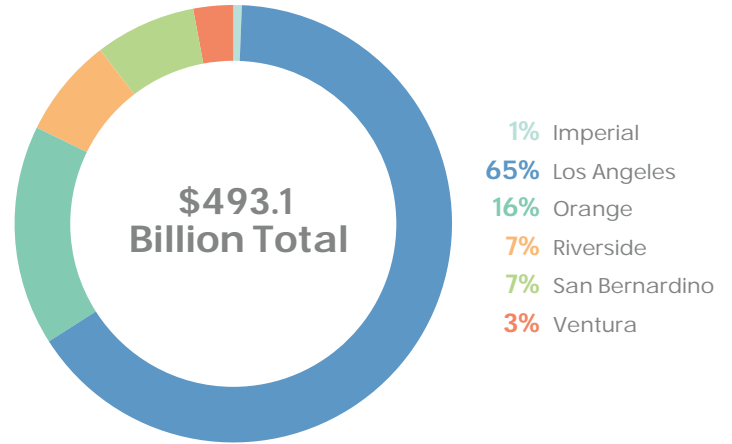
It is vital that we find new ways to make transportation funding more sustainable in the long-term, and efforts are underway to explore how we can transition from our current system, based on fuel taxes, to a more direct system of user fees linked to how people travel. User fees can support our infrastructure needs and promote a more balanced transportation system by encouraging residents and visitors to consider their travel choices. User fees can be structured and implemented to advance environmental, economic and equity goals, including reducing congestion and vehicle miles traveled (VMT), while encouraging active transportation and transit ridership. goals, including reducing congestion and VMT, while encouraging active transportation and transit ridership.

CORE REVENUE FORECAST

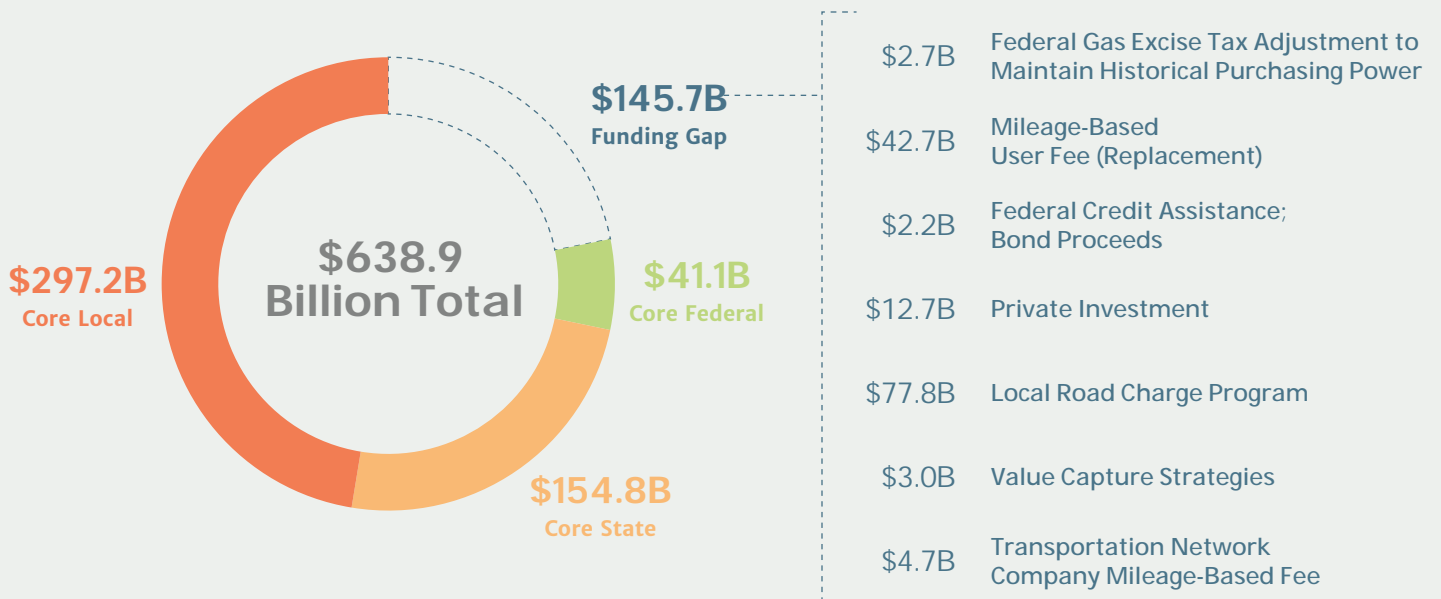
Core Revenues (in Nominal Dollars)



Core Revenues by County (in Nominal Dollars)



NEW REVENUE SOURCES TO FILL FUNDING GAP



BENEFITS OF PLAN IMPLEMENTATION

Connect SoCal generates substantial benefits for the SCAG region, contributing meaningfully toward achievement of our regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of overall quality of life in Southern California.

Some of the Connect SoCal performance results include:

- Increase the combined percentage of work trips made by carpooling, active transportation, and public transit by 3 percent, with a commensurate reduction in the number of commuters traveling by single-occupancy vehicle
- Reduce VMT per capita by 5 percent and vehicle hours traveled per capita by 9 percent (for automobiles and light/medium-duty trucks) as a result of more efficient land use strategies and improved regional transit service
- Increase transit use for work trips by 2 percent, as a result of improved transit service and more transit-oriented, mixed-use development
- Reduce travel delay per capita by 26 percent
- Create more than 264,500 new jobs annually due to enhanced economic competitiveness and improved overall regional economic performance. This more competitive economic environment would be the result of an improved regional transportation system and reduced levels of congestion
- Reduce greenfield development by 29 percent. Conservation of open space and agricultural lands are achieved by focusing new residential and commercial development in higher density areas already equipped with the requisite urban infrastructure.
- Increase the share of new regional household growth occurring in High Quality Transit Areas (HQTAs) by 6 percent, and increase the share of new job growth in HQTAs by about 15 percent. With more people living and working in locations near convenient and efficient transit options, congestion levels will be reduced accordingly.

Connect SoCal prioritizes the attainment of all applicable federal and state performance requirements. The plan meets all federal provisions for transportation conformity as defined under the federal Clean Air Act and therefore demonstrates transportation conformity. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of eight percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the California Air Resources Board (ARB) for the SCAG region.

IMPROVED PUBLIC HEALTH



HEALTHCARE

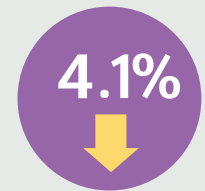
\$346M ANNUAL SAVINGS
from increased walking/biking

IMPROVED AIR QUALITY

PM_{2.5} EMISSIONS

12.9 tons
BASELINE

12.4 tons
PLAN



GHG REDUCTIONS

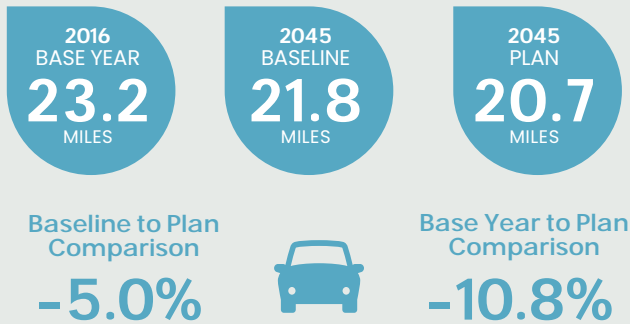
	2020	2035
ARB TARGET	8%	19%
CONNECT SOCAL	8%*	19%
% DIFFERENCE	0%	0%

Percent Reduction Relative to 2005 Levels (per capita)

**Observed data is not yet available. Achievement is based on modeled results and does not include off-model adjustment factors.*

LESS TIME SPENT DRIVING

DAILY VEHICLE MILES TRAVELED (VMT)* PER CAPITA



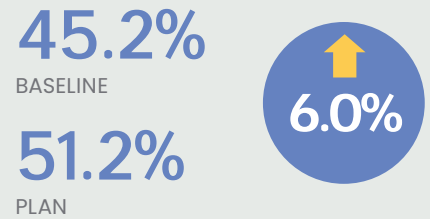
REDUCED DAILY MINUTES OF DELAY PER CAPITA



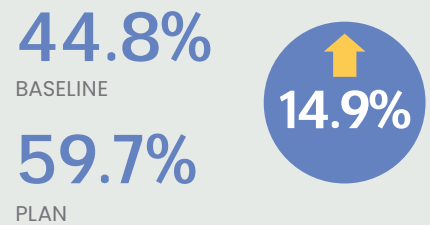
(Connect SoCal Performance Results infographic)
Note: Baseline: Continuation of current trends without Plan, Plan: Full implementation of Connect SoCal,*VMT per capita refers to automobiles & light trucks only

LOCATION EFFICIENCY

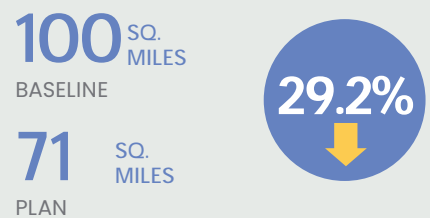
HIGH QUALITY TRANSIT AREA HOUSEHOLD GROWTH SHARE



HIGH QUALITY TRANSIT AREA EMPLOYMENT GROWTH SHARE



RURAL LAND CONSUMPTION



ECONOMIC OPPORTUNITY



ANNUAL NEW JOBS





MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1503 N. Imperial Ave., Ste.104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

1170 West 3rd St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 236-1925

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960



A PLAN SUMMARY

ADOPTED ON SEPTEMBER 23, 2020