

DRAFT

Summary of 1st Round Local Input by Subregion

2012 RTP/SCS

TYPES OF INPUT INCLUDE:

- YR 2035 LAND USE SCENARIO (OR FOLLOW-UP SURVEY)
- LOCAL PLANNING/AB 2158 FACTOR SURVEY
- SUSTAINABILITY FACTOR SURVEY
- YR 2008 TDM SURVEY

Table of Contents

North Los Angeles County..... 2

City of Los Angeles 8

Arroyo Verdugo Cities..... 14

San Gabriel Valley Council of Governments (SGVCOG)..... 20

Westside Cities Council of Governments (WCCOG) 26

South Bay Cities Council of Governments (SBCCOG)..... 32

Las Virgenes Malibu Council of Governments 38

Orange County Council of Governments (OCCOG)..... 44

Western Riverside Council of Governments (WRCOG) 47

Coachella Valley Association of Governments (CVAG)..... 53

San Bernardino Associated Governments (SANBAG) 59

Ventura Council of Governments (VCOG) 65

Imperial County Transportation Commission (ICTC) 71

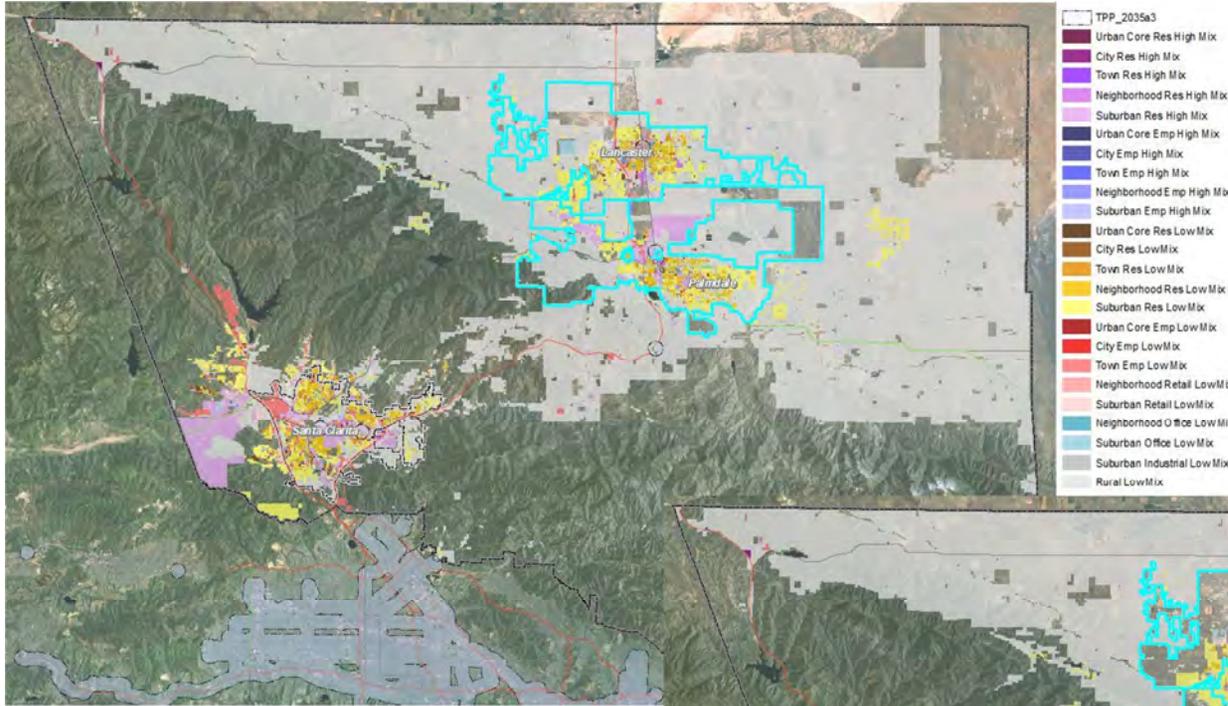
North Los Angeles County

Status of Input Received:

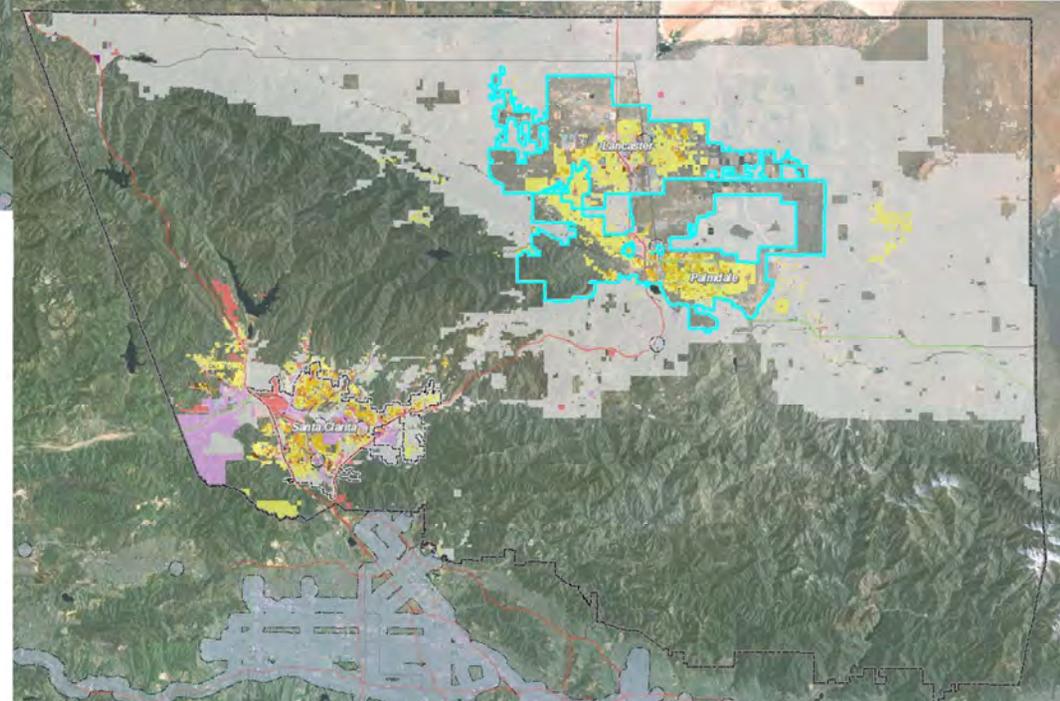
Jurisdiction	Land Use Scenario	Planning/AB 2158 Factor	Sustainability Factor	TDM
Lancaster	X	X	X	X
Palmdale	X	X	X	X
Santa Clarita		X	X	X
Sub. Total	2	3	3	3

2035 Preliminary

I. LAND USE



2035 Local Input

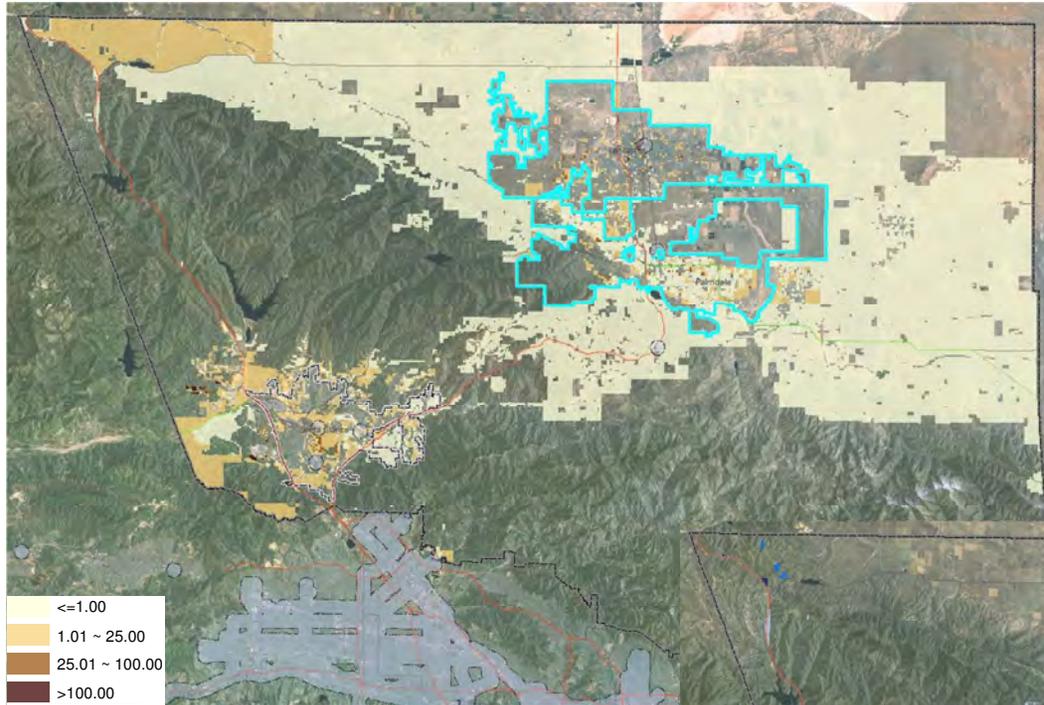


Highlighted indicates cities who provided land use scenario input

Local Input Summary:

- Removed low density jobs and housing in rural areas
- Input didn't always reflect the TAZ level forecast
- Smoothed out development type variability (the nature of the allocation model resulted in some areas with variable types)

2008-2035 Housing Growth

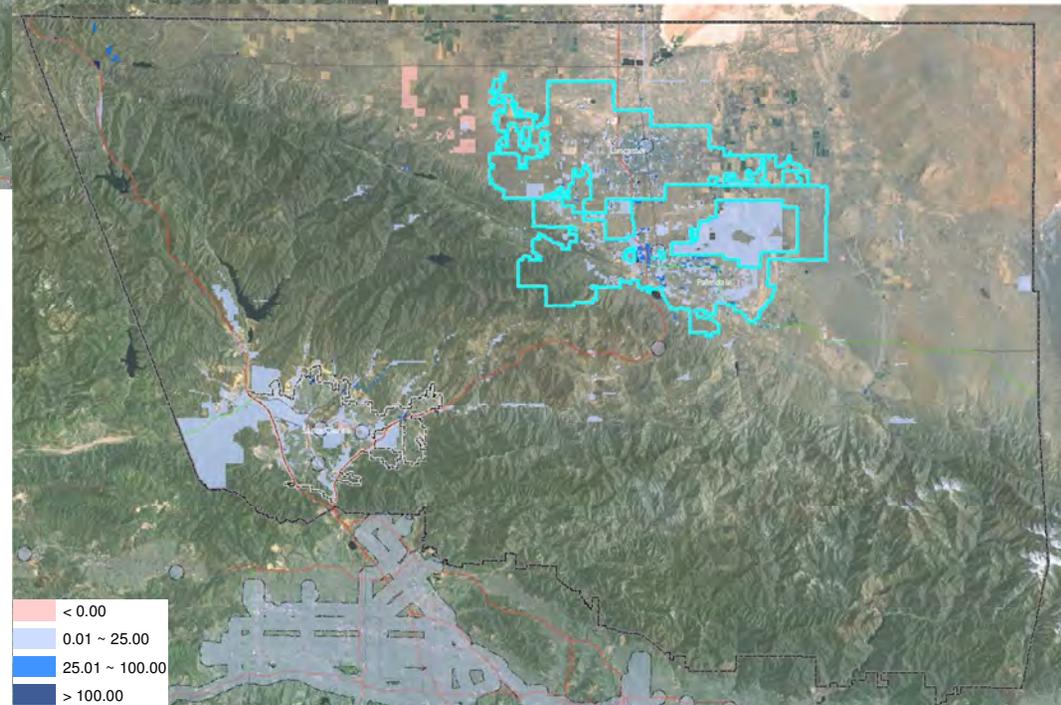


Scenario summary:

	Existing	YR 2035
Land Consumed	11.4%	39.1%
% Multi-family housing	28%	31%
J/H balance	1.1	1.2
% non-auto trip	8.0%	7.5%
VMT per HH	50.3	49.9
GHG per HH (tons)	0.0224	0.0222

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

2008-2035 Job Growth



TPP growth share:

- Housing growth within TPP: 3.9%
- Job growth within TPP: 0.6%

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	1		2	
2. Community-wide GHG Inventory	1		2	
3. Climate Action Plan	1		2	
4. Program or policy to promote energy efficiency in municipal operations	3			
5. Program or policy to promote energy efficiency community-wide	3			
6. Green building standards or ordinance for municipal buildings	2		1	
7. Green building standards or ordinance community-wide	1		2	
8. Plan to convert municipal fleet to cleaner fuel technology	3			
9. Waste diversion/zero waste plan	2		1	
10. Water conservation policy or ordinance	3			
11. Other measures/plans	2		1	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	2			1
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	2		1	

SUMMARY:

All three cities in the North Los Angeles County subregion responded to the survey. All sustainability measures listed above are being taken advantage of in this subregion. Energy efficiency is especially of high priority, as all three cities have completed programs to promote energy efficiency programs or policies in both the municipal operations and within the community. All cities have also pursued water conservation measures as well as a plan to convert municipal fleets to cleaner fuel technologies. The City of Palmdale has completed all sustainability measures since 1993 and is a leader within the subregion. Yet, more opportunity still remains in initiating greenhouse gas inventories within the subregion to better promote sustainability in a subregion.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	2		1
2. Does your rideshare program include rideshare matching by the City?		2	1
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots	2804 + ?	2	1
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?		2	1
6. Do you require or promote low-cost/free parking for carpools?		2	1
7. Do you require or promote a parking cash-out policy for employers in the city?		2	1
12. Do you require or promote separation of parking from condominiums?		2	1
13. Do you require or promote message displays for available parking spots in parking lots/structures?		2	1
Congestion Boundaries			
Other Parking Management Strategies	1	2	
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	3		
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	3BP		
30. Do you have a plan for integrating bicycles into transit?	2	1	
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	2	1	
32. Do you have a dedicated Safe Routes to School program for the City?	3		
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	2	1	

SUMMARY:

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

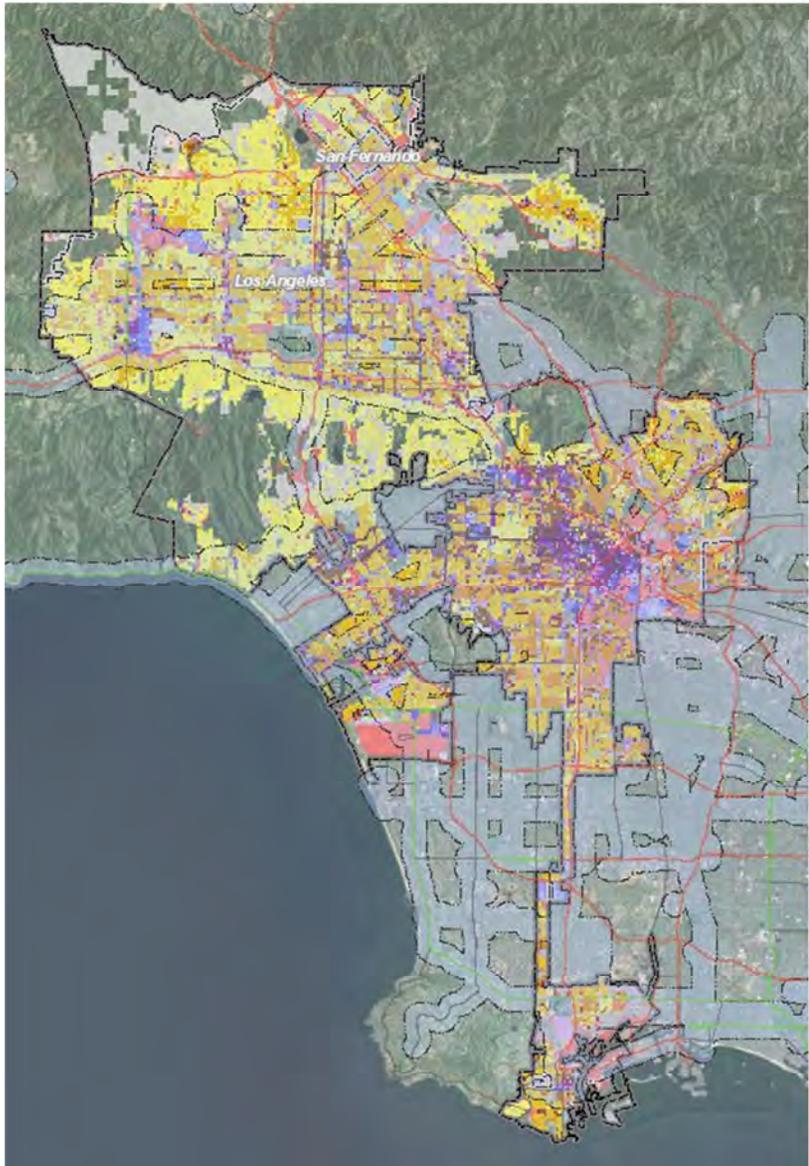
North LA County is more suburban than other parts of LA County. Major TDM strategies are related to park and ride, longer range transit, such as heavy rail and carpooling. No shortage of parking facilities necessitate paid parking.

City of Los Angeles

Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Los Angeles		X	X	X
San Fernando				
Sub. Total	0	1	1	1

2035 Preliminary



I. LAND USE

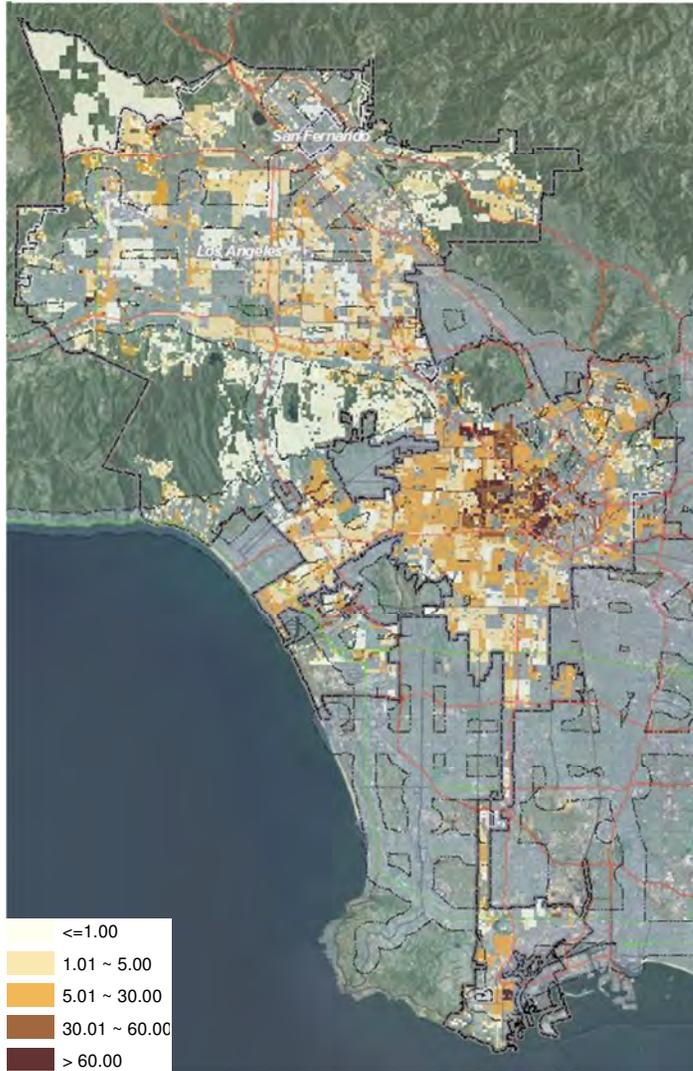
- No land use input

Scenario summary:

	Existing	YR 2035
Land Consumed	55.6 %	61.9 %
% Multi-family housing	61 %	63 %
J/H balance	1.3	1.2
% non-auto trip	14.4 %	14.8 %
VMT per HH	36.7	35.4
GHG per HH (tons)	0.0163	0.0157

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

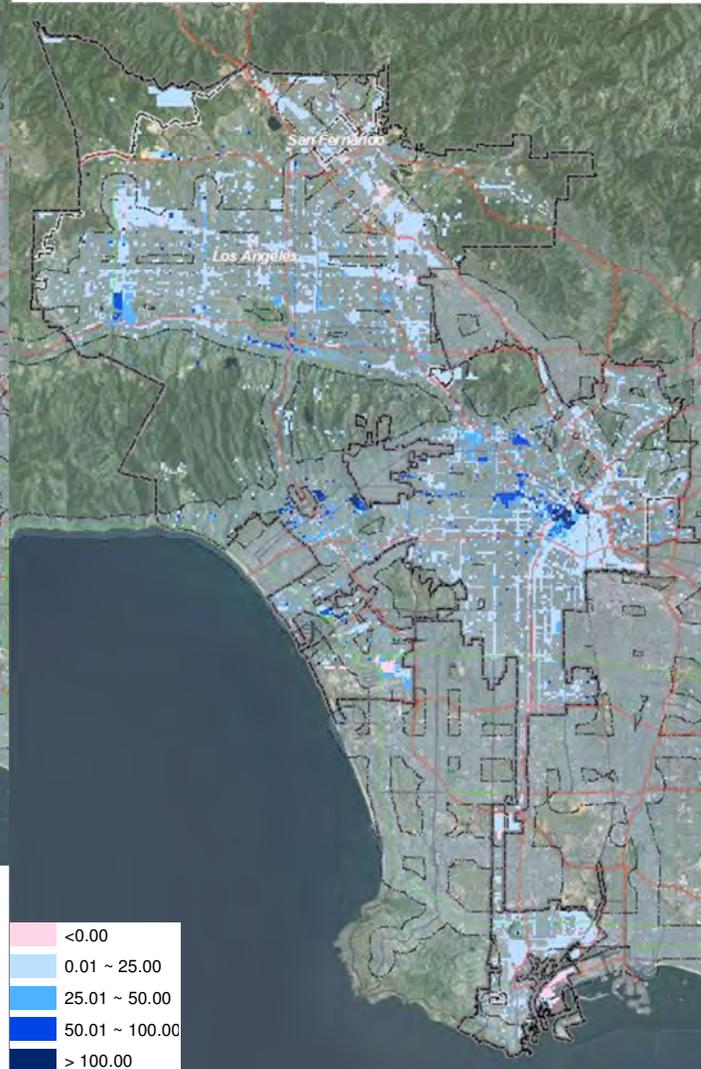
2008-2035 Housing Growth



TPP growth share:

- Housing growth within TPP: 91.0%
- Job growth within TPP: 88.9%

2008-2035 Job Growth



II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	1			1
2. Community-wide GHG Inventory	1			1
3. Climate Action Plan			1	1
4. Program or policy to promote energy efficiency in municipal operations	1			1
5. Program or policy to promote energy efficiency community-wide	1			1
6. Green building standards or ordinance for municipal buildings	1			1
7. Green building standards or ordinance community-wide	1			1
8. Plan to convert municipal fleet to cleaner fuel technology	1			1
9. Waste diversion/zero waste plan	1			1
10. Water conservation policy or ordinance	1			1
11. Other measures/plans			1	1
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?			1	1
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	1			1

SUMMARY:

The City of Los Angeles has completed several sustainability measures since 2001. All measures, except a Climate Action Plan have been accomplished within the city including a greenhouse gas inventory for both the municipality and community-wide. Los Angeles is a city making great efforts in promoting sustainability in within its city and is a good example to other cities in the region. Although almost all measures above have been completed, the City of Los Angeles does not have a Climate Action Plan for its region. Some opportunity and further promotion of sustainable programs or policies still remains.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	1		
2. Does your rideshare program include rideshare matching by the City?		1	
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots	1907		
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	1R		
6. Do you require or promote low-cost/free parking for carpools?		1	
7. Do you require or promote a parking cash-out policy for employers in the city?	1R		
12. Do you require or promote separation of parking from condominiums?		1	
13. Do you require or promote message displays for available parking spots in parking lots/structures?	1P		
Congestion Boundaries			
Other Parking Management Strategies	1		
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?		1	
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	1B	1P	
30. Do you have a plan for integrating bicycles into transit?		1	
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1		
32. Do you have a dedicated Safe Routes to School program for the City?	1		
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?		1*	

**(Applies to >50,000 Square Feet)*

SUMMARY:

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

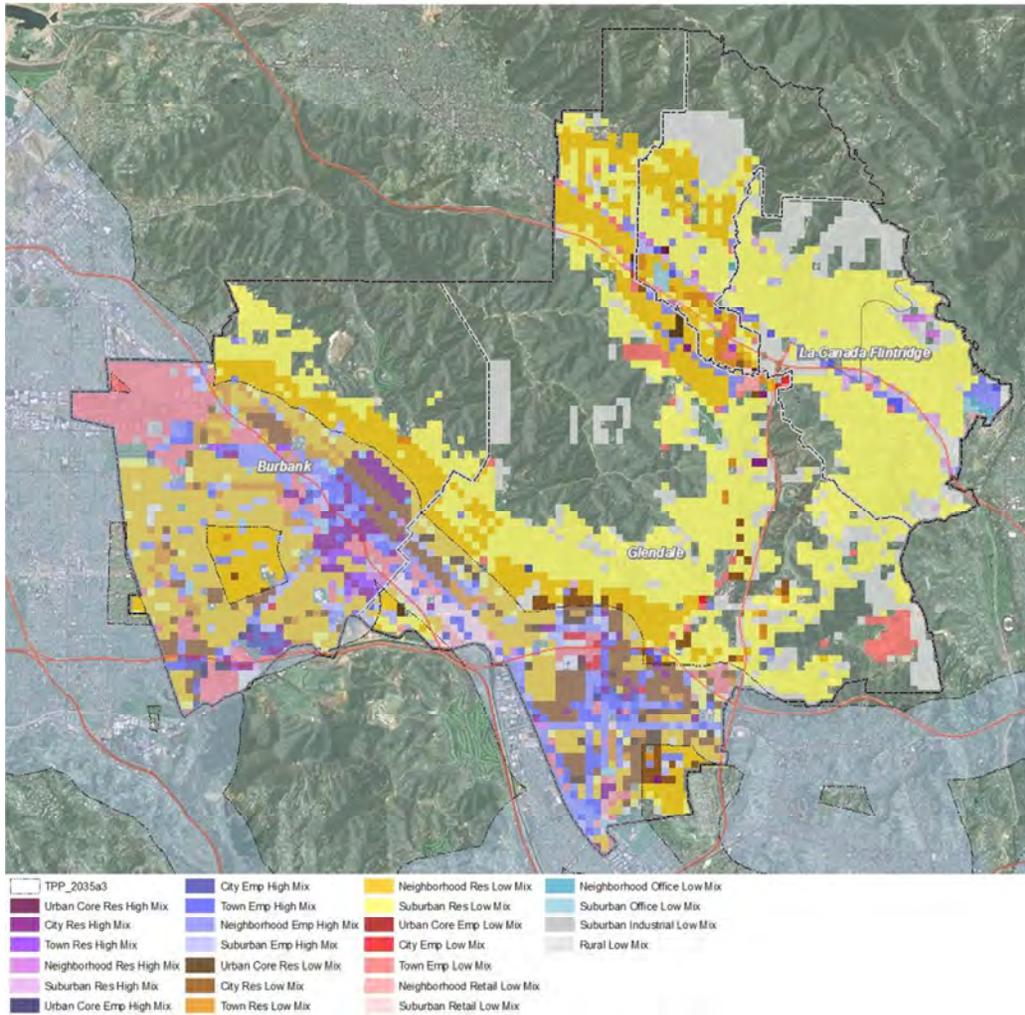
The City of Los Angeles is developing plans for sidewalk improvements, but lacks an inventory of sidewalks within the city. While Los Angeles doesn't have plans for integrating bikes on transit, their Commuter Express buses have bike racks, and the majority of service within the city is provided by Metro which does have plans for bicycles and transit.

Arroyo Verdugo Cities

Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Burbank		X	X	X
Glendale			X	X
La Canada Flintridge				
Sub. Total	0	1	2	2

2035 Preliminary



I. LAND USE

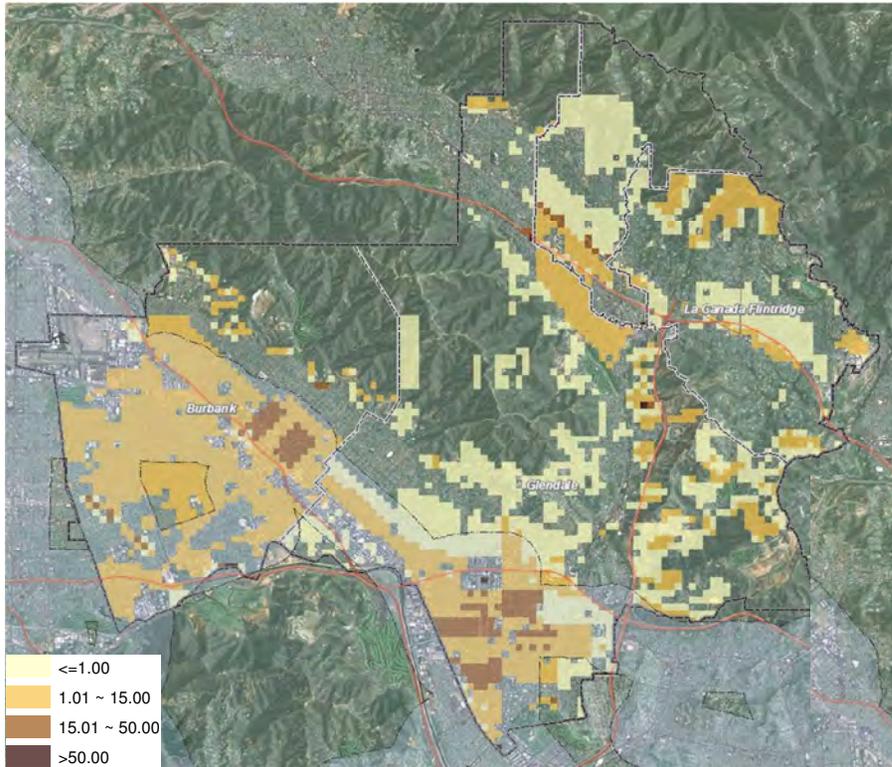
- No land use input

Scenario summary:

	Existing	YR 2035
Land Consumed	26.4 %	28.8 %
% Multi-family housing	56 %	58 %
J/H balance	1.5	1.7
% non-auto trip	11.2 %	11.4 %
VMT per HH	40.2	39.5
GHG per HH (tons)	0.0179	0.0176

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

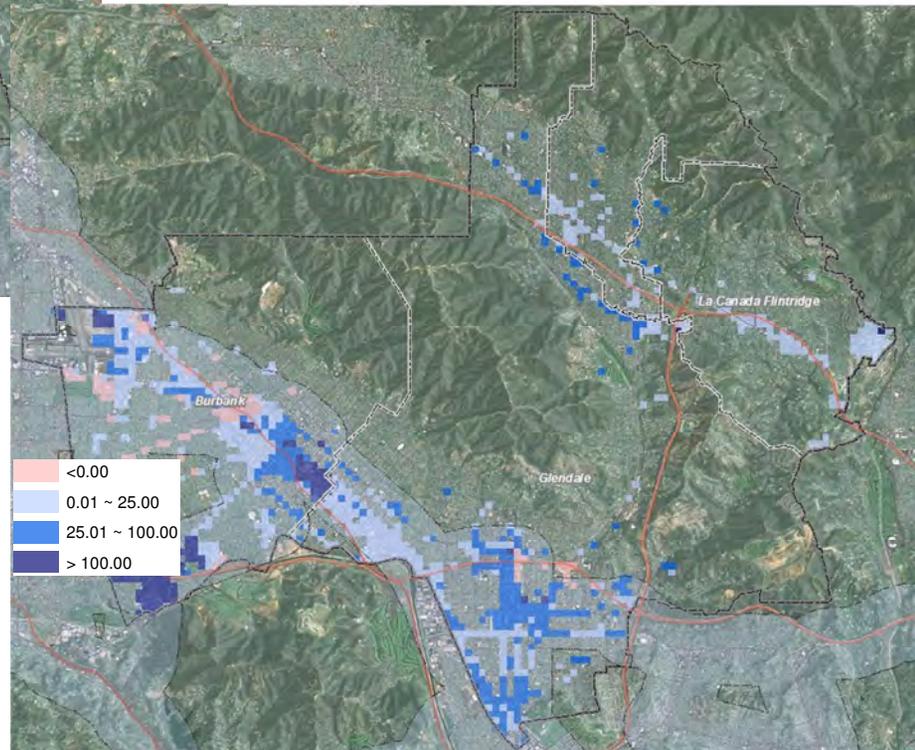
2008-2035 Housing Growth



TPP growth share:

- Housing growth within TPP: 76.9 %
- Job growth within TPP: 90.7 %

2008-2035 Job Growth



II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory		1	1	
2. Community-wide GHG Inventory		1	1	
3. Climate Action Plan		1	1	
4. Program or policy to promote energy efficiency in municipal operations			2	
5. Program or policy to promote energy efficiency community-wide			2	
6. Green building standards or ordinance for municipal buildings	1		1	
7. Green building standards or ordinance community-wide	2			
8. Plan to convert municipal fleet to cleaner fuel technology	1		1	
9. Waste diversion/zero waste plan	1		1	
10. Water conservation policy or ordinance	1		1	
11. Other measures/plans	1		1	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	2			
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	1		1	

SUMMARY:

Cities in the Arroyo Verdugo subregion have pursued several sustainability programs. Though only two of the three cities in the subregion responded to the survey, the City of Burbank and the City of Glendale have made efforts to engage in several sustainability programs. Burbank is currently pursuing green infrastructure measures including implementing community-wide green building standards, waste reduction policies or programs and more efficient water consumption policies or ordinances and Glendale is currently in the process of completing greenhouse gas inventories. Though the cities of Burbank and Glendale have completed several sustainability programs, there is still a great deal of opportunity for other cities in the subregion to promote and pursue sustainability measures.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	1		1
2. Does your rideshare program include rideshare matching by the City?		1	1
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots	475		
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	1P		1
6. Do you require or promote low-cost/free parking for carpools?		1	1
7. Do you require or promote a parking cash-out policy for employers in the city?		1	1
12. Do you require or promote separation of parking from condominiums?		1	1
13. Do you require or promote message displays for available parking spots in parking lots/structures?		1	1
Congestion Boundaries			
Other Parking Management Strategies		1	
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	1		1
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	1BP		1
30. Do you have a plan for integrating bicycles into transit?	1		1
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1		1
32. Do you have a dedicated Safe Routes to School program for the City?	2		
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	1		1

SUMMARY:

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

Both Burbank and Glendale are required to have TDM ordinances that meet or exceed the Metro requirements. These requirements include Rideshare, assistance with Metro's Rideshare Matching. Both Cities are pursuing active transportation policies.

San Gabriel Valley Council of Governments (SGVCOG)

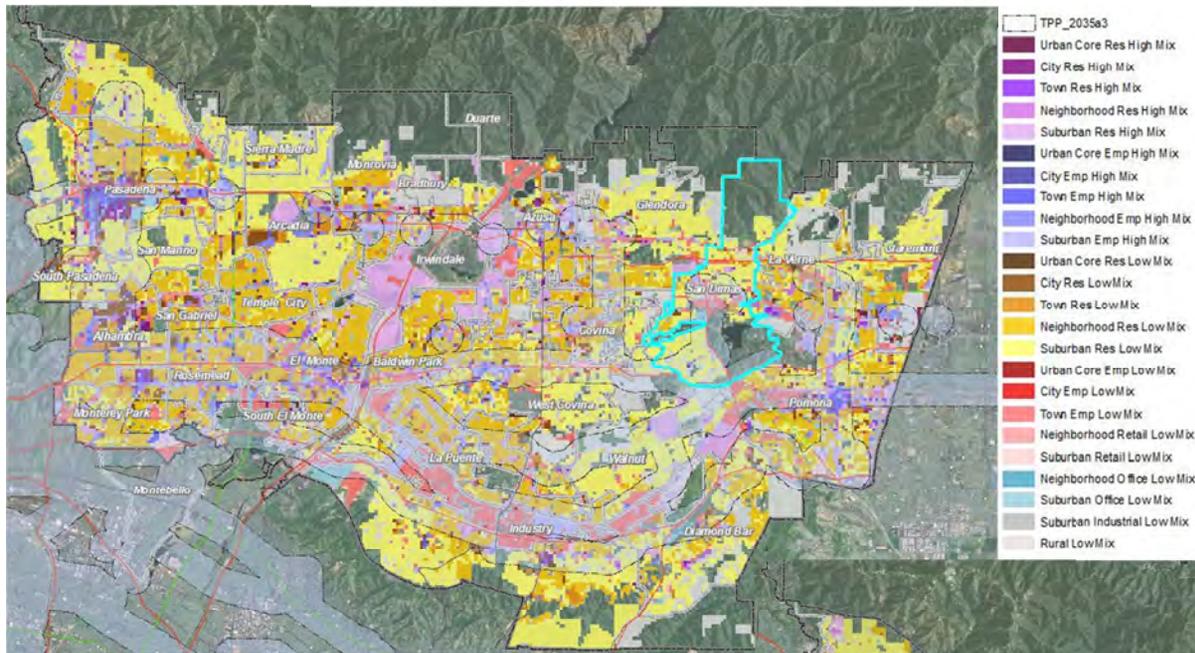
Status of Input Received:

Jurisdiction	Land Use Scenario	Planning/AB 2158 Factor	Sustainability Factor	TDM
Alhambra				
Arcadia	Δ	X	X	X
Azusa				
Baldwin Park				
Bradbury				
Claremont		X	X	X
Covina				
Diamond Bar		X	X	X
Duarte		X	X	X
El Monte				
Glendora				
Industry				
Irwindale				
La Puente				
La Verne		X	X	X
Monrovia				
Montebello				
Monterey Park		X	X	X
Pasadena				
Pomona				
Rosemead				
San Dimas	X			
San Gabriel	Δ	X	X	X
San Marino				
Sierra Madre				
South El Monte				
South Pasadena				
Temple City	Δ			
Walnut	Δ			
West Covina		X	X	X
Sub Total	5	8	8	8

Δ: completed a follow-up survey

2035 Preliminary

I. LAND USE



Input summary:

- City of San Dimas scenarios were updated based on input received in 2009 during SCAG growth forecast outreach
- Grid cell level input included no-job areas, growth and non-growth areas for housing, and housing growth increments

2035 Local Input

Highlighted indicates cities who provided land use grid cell input

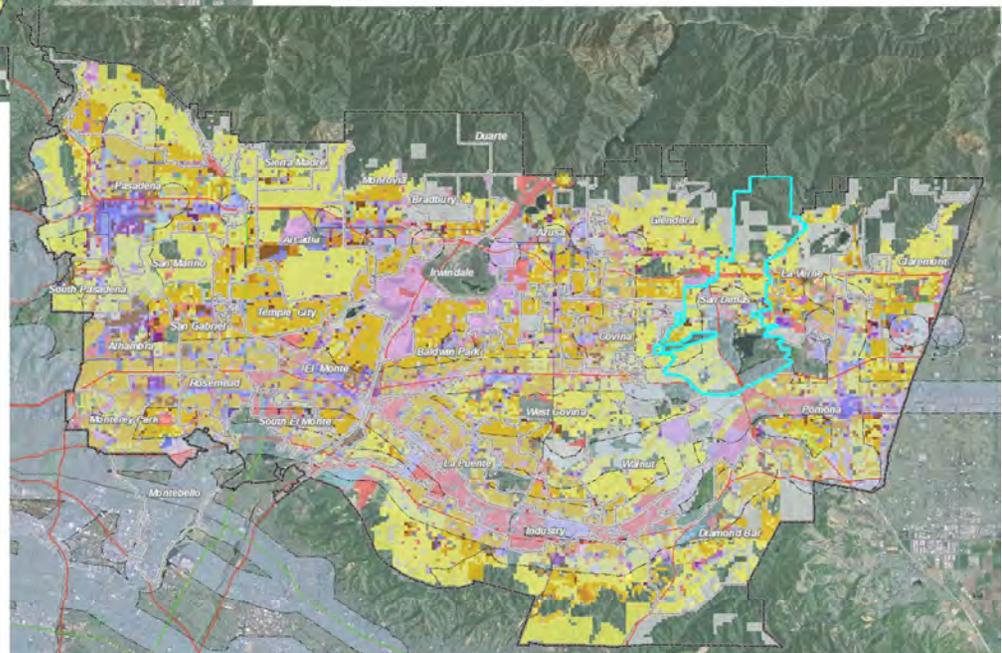
Follow-up survey says:

Q. Where will the city accommodate the projected future growth by 2035? Select all that apply

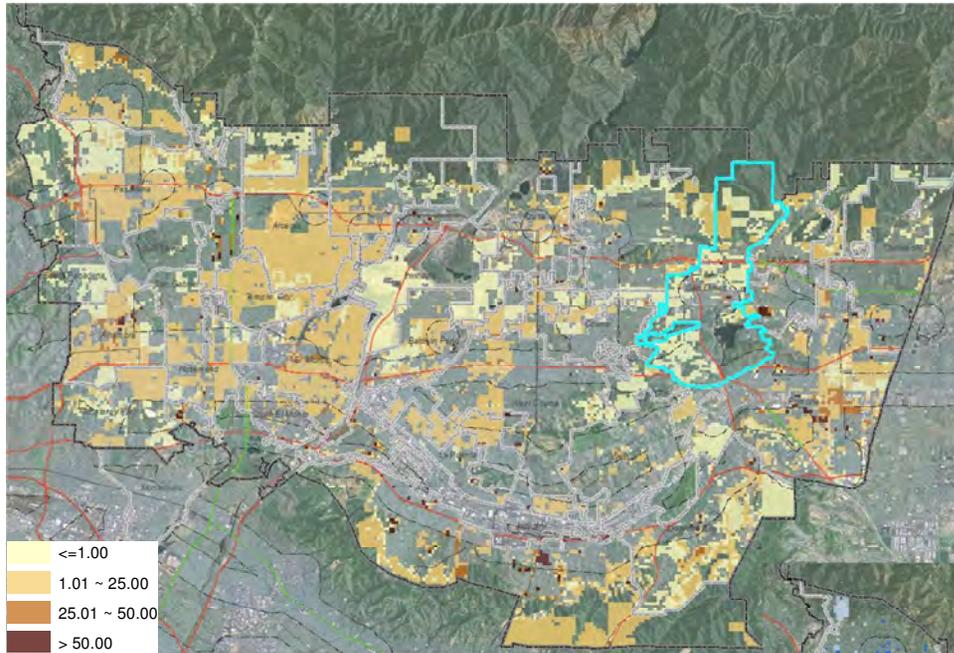
- Consistent with the City's adopted General Plan -100%
- Near transit stops and corridors -75%
- Strategic growth areas designated by the City -75%

Q. Do you see a trend of increasing growth in any of the following development types? Select all that apply.

- Mixed-use -50%
- Transit-oriented development -25%
- Multi-family residential -25%
- Other -50% (built-out, none)



2008-2035 Housing Growth

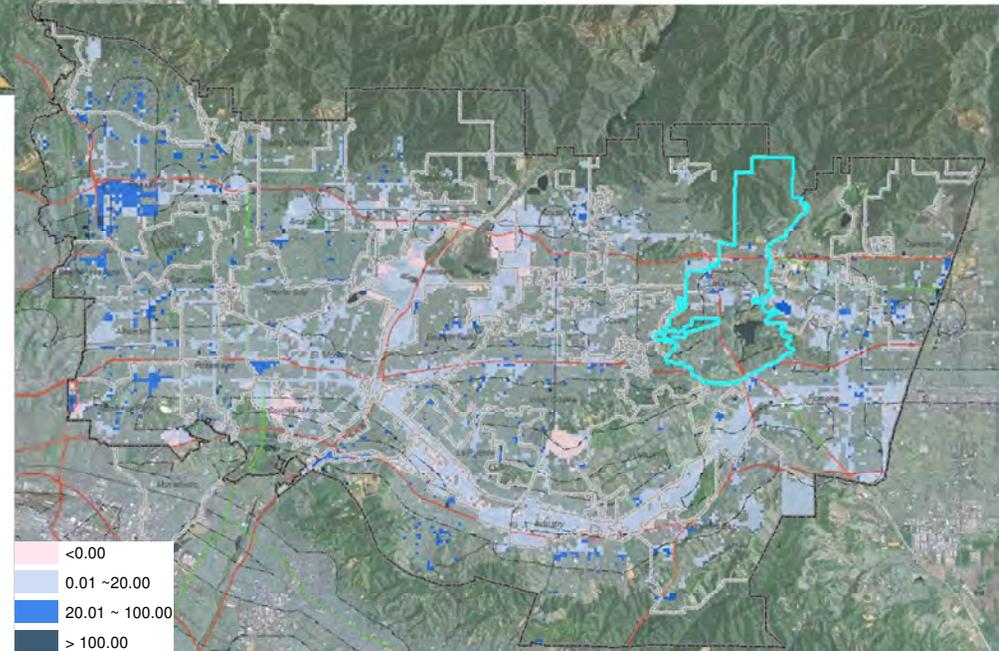


Scenario summary:

	Existing	YR 2035
Land Consumed	55.4%	60.9 %
% Multi-family housing	37 %	39 %
J/H balance	1.3	1.2
% non-auto trip	10.0 %	10.9 %
VMT per HH	46.9	45.7
GHG per HH (tons)	0.0209	0.0203

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

2008-2035 Job Growth



TPP growth share:

- Housing growth within TPP: 50.3 %
- Job growth within TPP: 62.5 %

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	1	1	6	
2. Community-wide GHG Inventory	1	1	6	
3. Climate Action Plan			8	
4. Program or policy to promote energy efficiency in municipal operations	6		2	
5. Program or policy to promote energy efficiency community-wide	4	1	3	
6. Green building standards or ordinance for municipal buildings	4		4	
7. Green building standards or ordinance community-wide	2		6	
8. Plan to convert municipal fleet to cleaner fuel technology	4	1	3	
9. Waste diversion/zero waste plan	5		3	
10. Water conservation policy or ordinance	8			
11. Other measures/plans	3		5	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	3		5	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	8			

SUMMARY:

Within the San Gabriel Valley subregion, seven cities responded to the survey. The City of Claremont and City of Duarte have made considerable efforts towards sustainability measures by completing all sustainability measures mentioned above. Other cities including the cities of Diamond Bar and West Covina have promoted sustainability through several measures, but have not completed them all. Water conservation and waste diversion policies and programs were emphasized amongst the cities that responded to the survey within this subregion. Though several cities are taking initiative towards promoting sustainability, twenty-three cities have not responded to this survey and there is much opportunity for improvement and potential for further actions towards a more sustainable San Gabriel Valley.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	4	2	2
2. Does your rideshare program include rideshare matching by the City?		6	2
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots (1019)	3	3	2
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	4R	1	3
6. Do you require or promote low-cost/free parking for carpools?	1R	4	3
7. Do you require or promote a parking cash-out policy for employers in the city?		5	3
12. Do you require or promote separation of parking from condominiums?	1R	4	3
13. Do you require or promote message displays for available parking spots in parking lots/structures?	1P	5	2
Congestion Boundaries			
Other Parking Management Strategies	4	2	2
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	5		3
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	2B 1P	1	4
30. Do you have a plan for integrating bicycles into transit?	2	2	3
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	4	1	3
32. Do you have a dedicated Safe Routes to School program for the City?	3	3	2
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?		5	3

SUMMARY:

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

As the San Gabriel Valley becomes more urban, a variety of TDM strategies become more applicable, including parking management strategies, such as paid parking, parking garages along with park-ride lots.

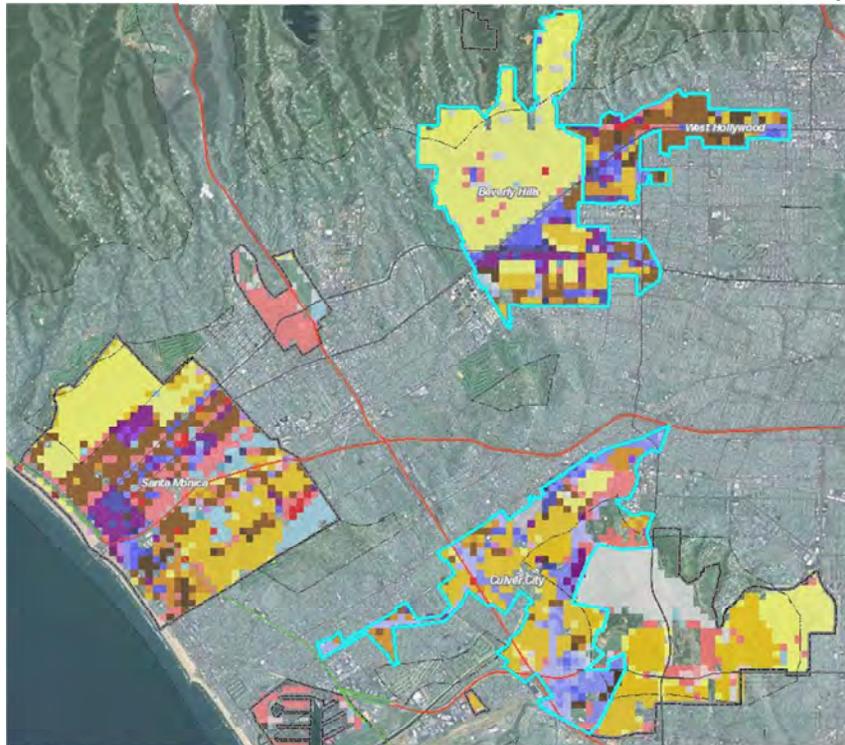
Westside Cities Council of Governments (WCCOG)

Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Beverly Hills	X			
Culver City	X	X	X	X
Santa Monica		X	X	X
West Hollywood	X	X	X	X
Sub Total	3	3	3	3

2035 Preliminary

V. LAND USE

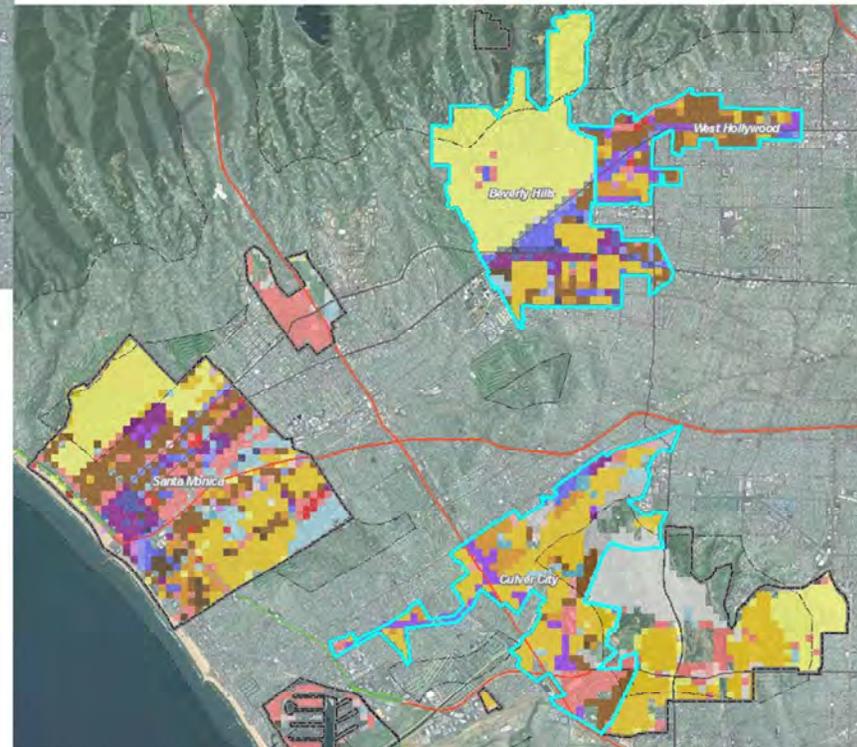


TPP_2035a3	City Emp High Mix	Neighborhood Res Low Mix	Neighborhood Office Low Mix
Urban Core Res High Mix	Town Emp High Mix	Suburban Res Low Mix	Suburban Office Low Mix
City Res High Mix	Neighborhood Emp High Mix	Urban Core Emp Low Mix	Suburban Industrial Low Mix
Town Res High Mix	Suburban Emp High Mix	City Emp Low Mix	Rural Low Mix
Neighborhood Res High Mix	Urban Core Res Low Mix	Town Emp Low Mix	
Suburban Res High Mix	City Res Low Mix	Neighborhood Retail Low Mix	
Urban Core Emp High Mix	Town Res Low Mix	Suburban Retail Low Mix	

Input summary:

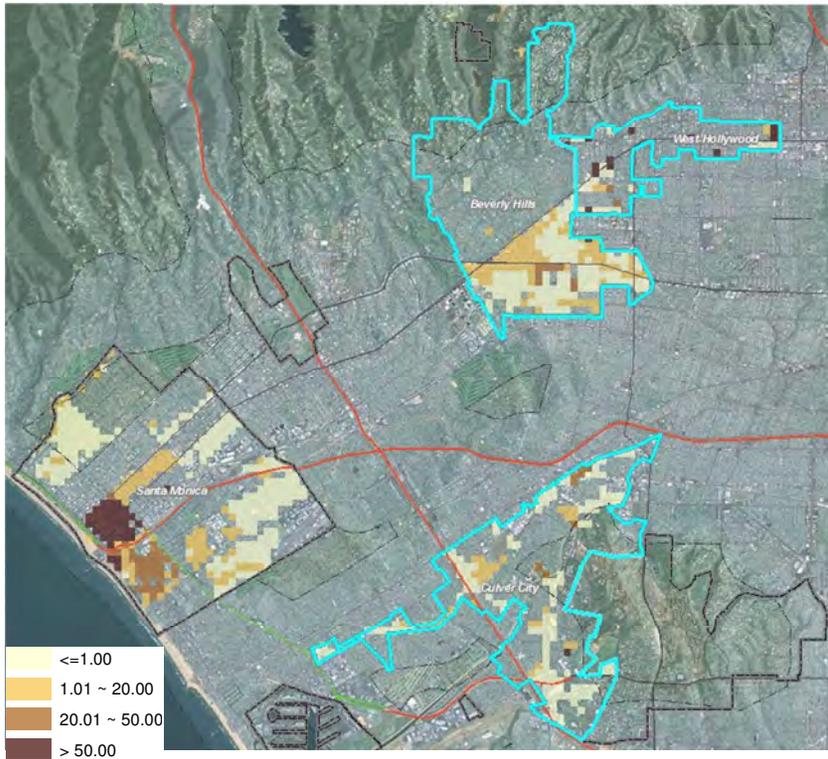
- Made minor refinements based on *parcel level* general plan land use data including density and FAR received from the City of Beverly Hills
- Replaced low density, single use development types with high density mixed use types in downtown and along major commercial corridors

2035 Local Input



Highlighted indicates cities who provided land use grid cell input

2008-2035 Housing Growth

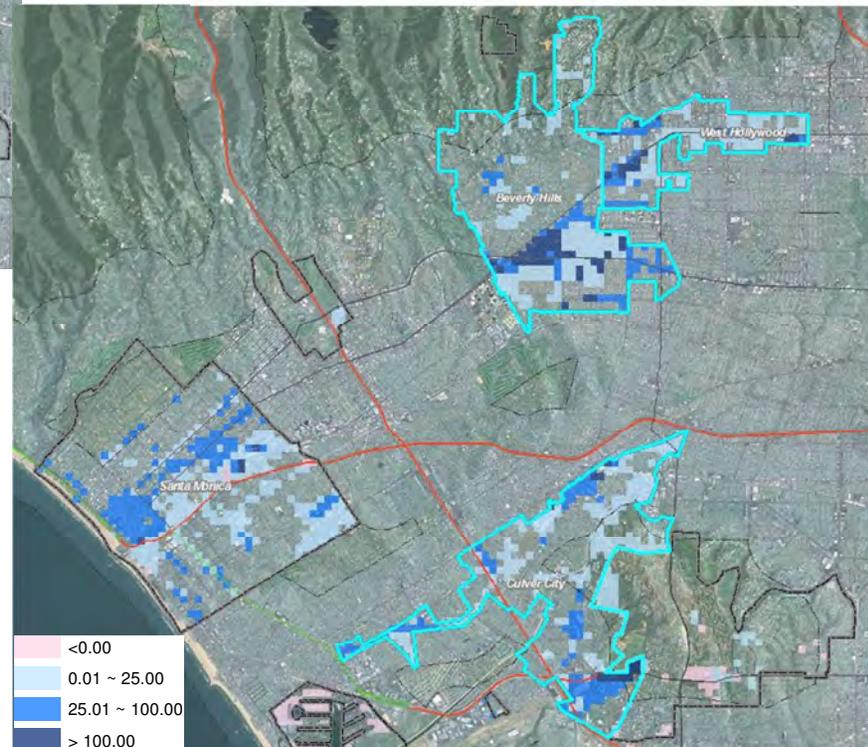


Scenario summary:

	Existing	YR 2035
Land Consumed	63.7 %	64.6 %
% Multi-family housing	75 %	74 %
J/H balance	2.2	2.3
% non-auto trip	11.9 %	15.5 %
VMT per HH	35.7	35.6
GHG per HH (tons)	0.0159	0.0159

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

2008-2035 Job Growth



TPP growth share:

- Housing growth within TPP: 98.8 %
- Job growth within TPP: 95.5 %

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	2		1	
2. Community-wide GHG Inventory	2		1	
3. Climate Action Plan	2		1	
4. Program or policy to promote energy efficiency in municipal operations	2		1	
5. Program or policy to promote energy efficiency community-wide	3			
6. Green building standards or ordinance for municipal buildings	3			
7. Green building standards or ordinance community-wide	3			
8. Plan to convert municipal fleet to cleaner fuel technology	2	1		
9. Waste diversion/zero waste plan	1	1	1	
10. Water conservation policy or ordinance	2		1	
11. Other measures/plans		1	2	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	2		1	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	2		1	

SUMMARY:

Three cities within the Westside Cities subregion responded to the survey. Several sustainability measures have been completed within the last five years. The Cities of Santa Monica and West Hollywood have completed or adopted almost all sustainability measures listed above. Though several cities are actively promoting sustainability within this subregion, more opportunity to further promote sustainability remains especially with the completion and adoption of greenhouse gas inventories and climate actions plans.

TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	2		1
2. Does your rideshare program include rideshare matching by the City?	1	1	1
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots		1	2
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	1R	1	1
6. Do you require or promote low-cost/free parking for carpools?	1P	1	
7. Do you require or promote a parking cash-out policy for employers in the city?	1R	1	1
12. Do you require or promote separation of parking from condominiums?	1P	1	1
13. Do you require or promote message displays for available parking spots in parking lots/structures?	1P	1	
Congestion Boundaries			
Other Parking Management Strategies	1	1	1
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	1	1	1
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	1BP 1P		1
30. Do you have a plan for integrating bicycles into transit?	1	1	1
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1	1	1
32. Do you have a dedicated Safe Routes to School program for the City?	1	1	1
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	2		1

SUMMARY:

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

South Bay Cities Council of Governments (SBCCOG)

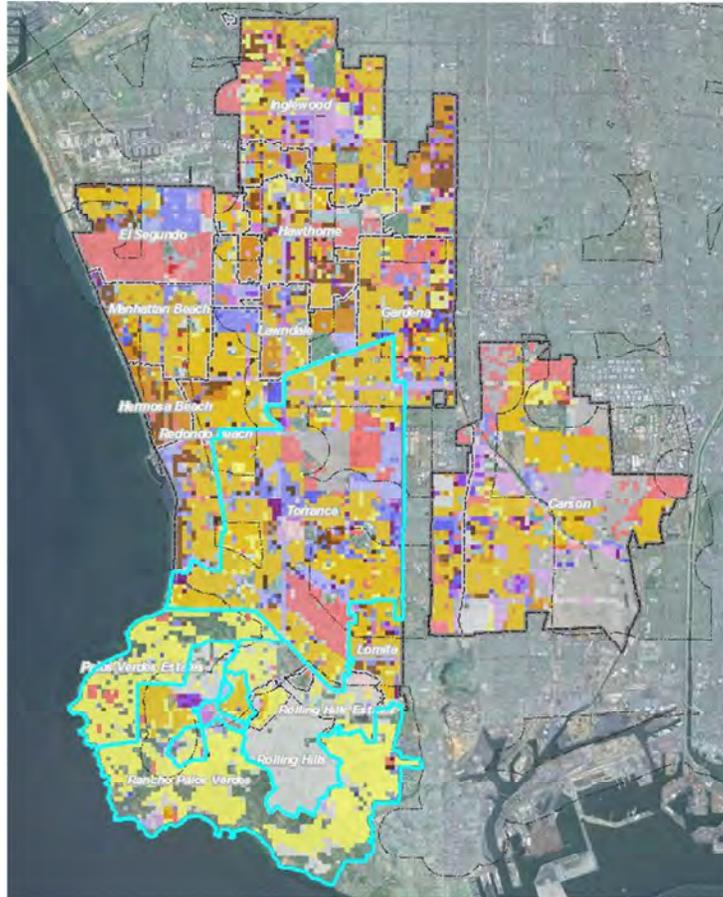
Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Carson		X	X	X
El Segundo				
Gardena				
Hawthorne		X	X	X
Hermosa Beach		X	X	X
Inglewood		X	X	X
Lawndale		X	X	X
Lomita	Δ			
Manhattan Beach		X	X	X
Palos Verdes Estates	X			
Rancho Palos Verdes	Δ			
Redondo Beach		X	X	X
Rolling Hills				
Rolling Hills Estates		X	X	X
Torrance	X	X	X	X
Sub Total	4	9	9	9

Δ: completed a follow-up survey

2035 Preliminary

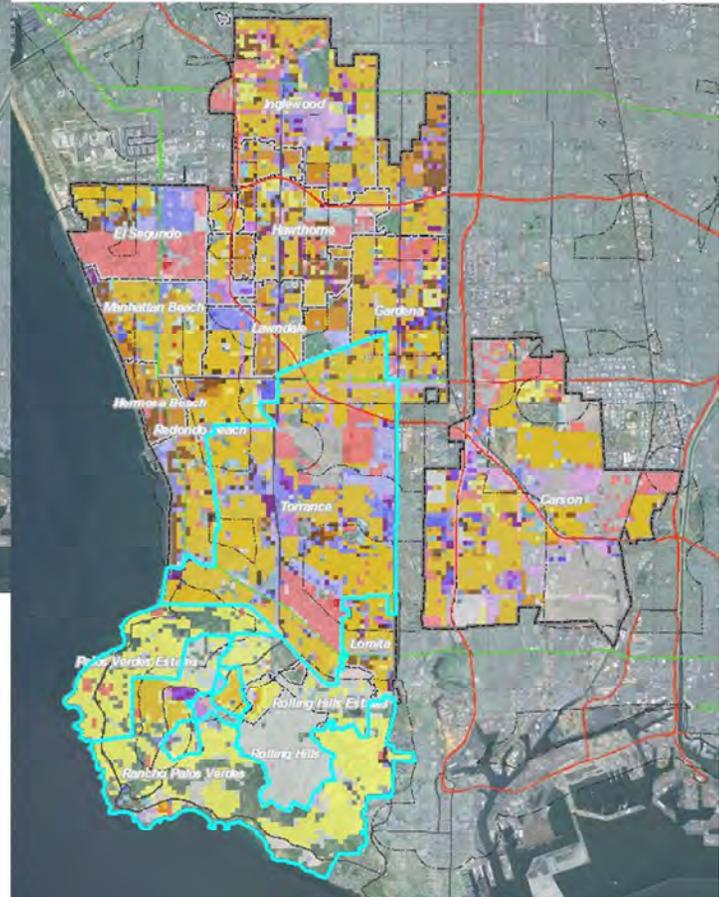
I. LAND USE



Input summary:

- Revised based on the City's updated General Plan land use information at the *parcel level* for the City of Torrance
- Made minor refinements based on corrections made to parcel level land use and zoning maps

2035 Local Input



- TPP_2035a3
- Urban Core Res High Mix
- City Res High Mix
- Town Res High Mix
- Neighborhood Res High Mix
- Suburban Res High Mix
- Urban Core Emp High Mix
- City Emp High Mix
- Town Emp High Mix
- Neighborhood Emp High Mix
- Suburban Emp High Mix
- Urban Core Res Low Mix
- City Res Low Mix
- Town Res Low Mix
- Neighborhood Res Low Mix
- Suburban Res Low Mix
- Urban Core Emp Low Mix
- City Emp Low Mix
- Town Emp Low Mix
- Neighborhood Retail Low Mix
- Suburban Retail Low Mix
- Neighborhood Office Low Mix
- Suburban Office Low Mix
- Suburban Industrial Low Mix
- Rural Low Mix

Follow-up survey says:

Q. Where will the city accommodate the projected future growth by 2035? Select all that apply

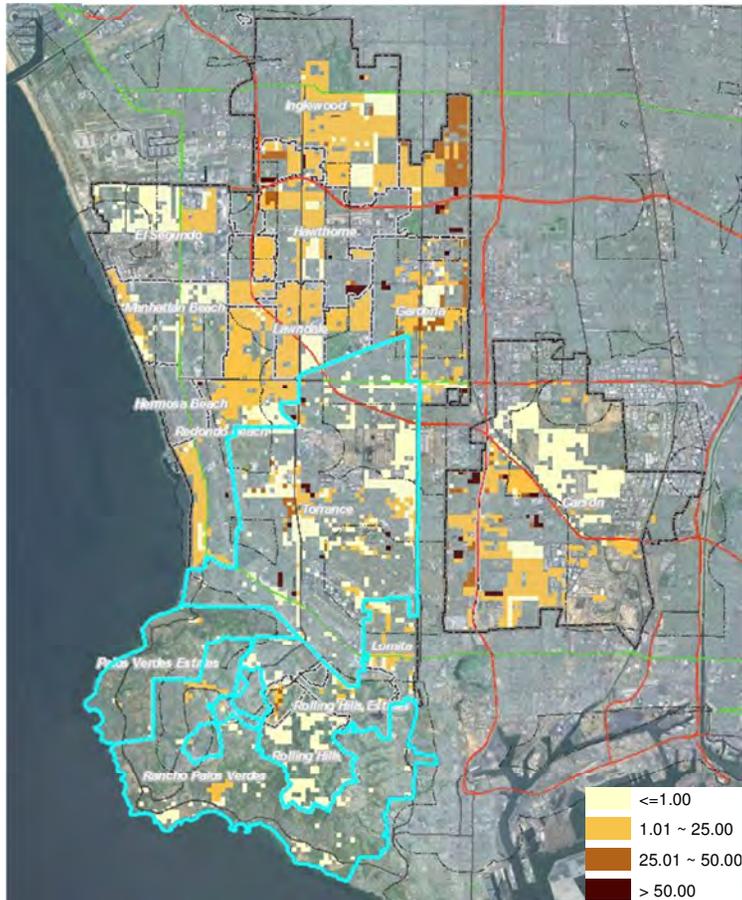
a. Consistent with the City's adopted General Plan -100%

Q. Do you see a trend of increasing growth in any of the following development types? Select all that apply.

e. Other -100% (built-out, none)

Highlighted indicates cities who provided land use grid cell input

2008-2035 Housing Growth



TPP growth share:

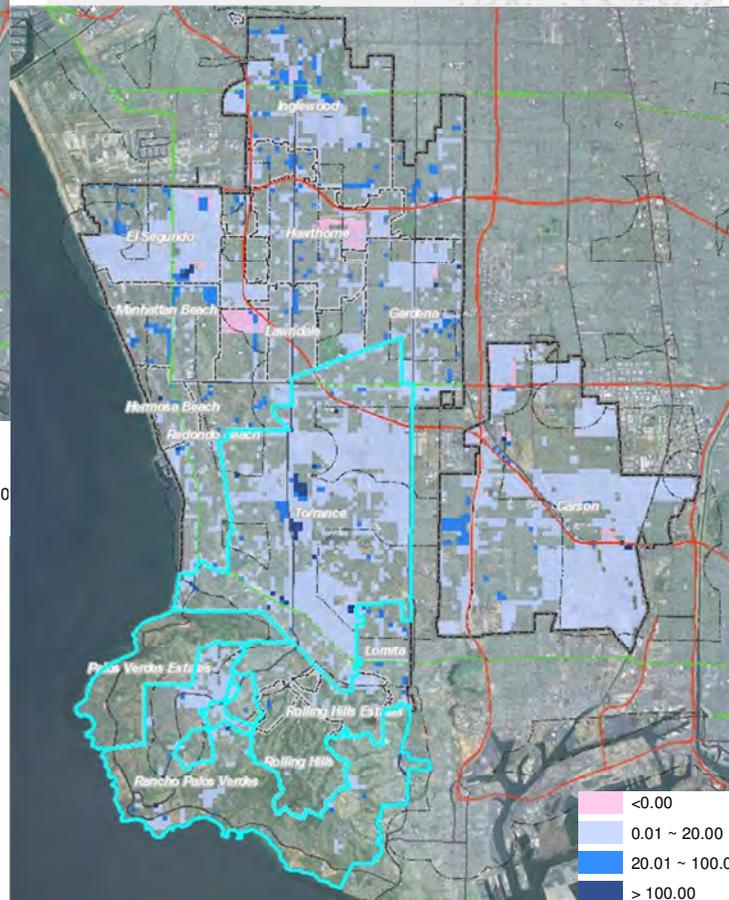
- Housing growth within TPP: 81.6 %
- Job growth within TPP: 77.6 %

Scenario summary:

	Existing	YR 2035
Land Consumed	66.8 %	69.6 %
% Multi-family housing	48 %	49 %
J/H balance	1.3	1.3
% non-auto trip	10.4 %	10.7 %
VMT per HH	43.9	43.0
GHG per HH	0.0196	0.0191

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

2008-2035 Job Growth



II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	9			
2. Community-wide GHG Inventory	9			
3. Climate Action Plan	2	3	4	
4. Program or policy to promote energy efficiency in municipal operations	2	2	5	
5. Program or policy to promote energy efficiency community-wide	2	1	6	
6. Green building standards or ordinance for municipal buildings	6		3	
7. Green building standards or ordinance community-wide	6		3	
8. Plan to convert municipal fleet to cleaner fuel technology	4	2	3	
9. Waste diversion/zero waste plan	5		4	
10. Water conservation policy or ordinance	8		1	
11. Other measures/plans	1		8	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	3		6	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	5		4	

SUMMARY:

Several cities within the South Bay Cities subregion are actively pursuing or have completed sustainability measures. All policies, programs or measures listed above are occurring within at least one city in the subregion. Several cities are particularly active in pursuing sustainability including the cities of Hawthorne, Manhattan Beach, and Rolling Hills Estates. These three cities are leaders within their subregion and have completed or in the process of completing all of the sustainability measures. Other cities within the subregion have completed fewer sustainable programs or policies. Additionally, 6 cities within the South Bay Cities Association did not respond to the survey. Though a majority of the cities within the subregion responded to the survey and are pursuing sustainability measures, there is still much room for opportunity to promote sustainability within the subregion.

TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	5	1	3
2. Does your rideshare program include rideshare matching by the City?		4	5
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots (766)	1		8
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	6R		3
6. Do you require or promote low-cost/free parking for carpools?	2P 1R	3	3
7. Do you require or promote a parking cash-out policy for employers in the city?		6	3
12. Do you require or promote separation of parking from condominiums?	1	5	3
13. Do you require or promote message displays for available parking spots in parking lots/structures?	2	4	3
Congestion Boundaries			
Other Parking Management Strategies		6	3
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	5	1	3
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	4BP	3	2
30. Do you have a plan for integrating bicycles into transit?	3	4	2
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?		6	3
32. Do you have a dedicated Safe Routes to School program for the City?	4	3	2
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?		7*	2

**Inglewood requires 4 bicycle racks/50,000 square feet.*

SUMMARY:

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city in the County to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

Las Virgenes Malibu Council of Governments

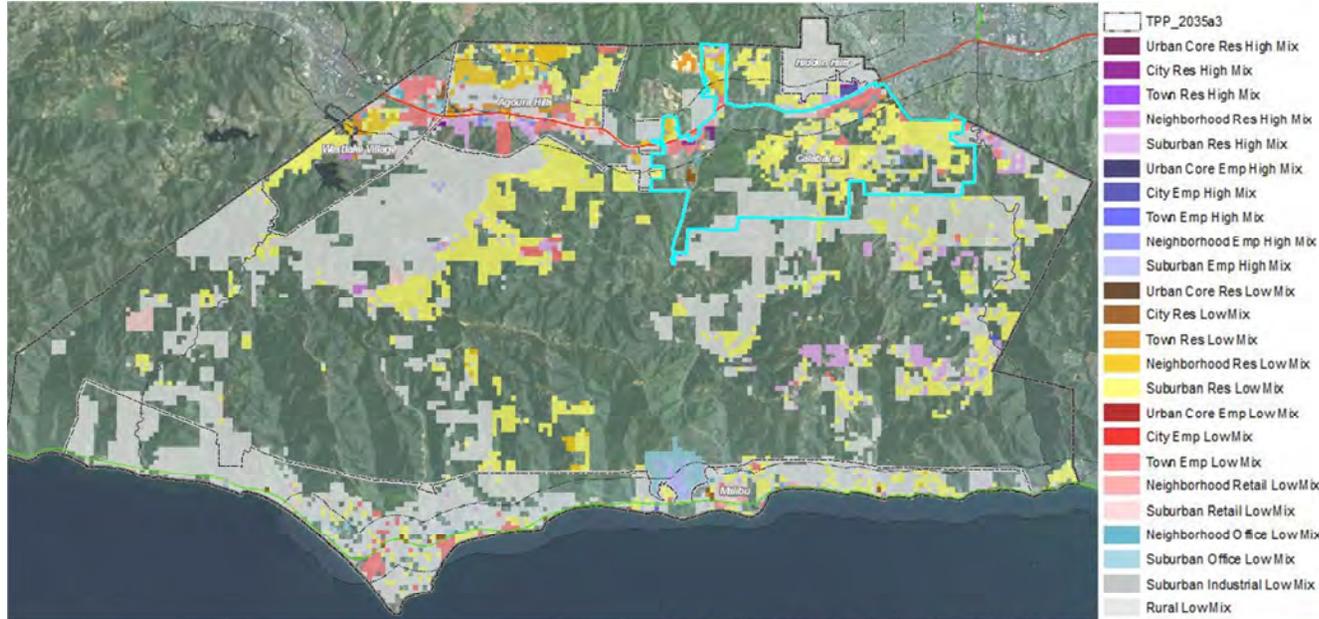
Status of Input Received:

Jurisdiction	Land Use Scenario	Planning/AB 2158 Factor	Sustainability Factor	TDM
Agoura Hills	Δ	X	X	X
Calabasas	X, Δ	X	X	X
Hidden Hills				
Malibu	Δ			
Westlake Village				
Sub Total	3	2	2	2

Δ: completed a follow-up survey

2035 Preliminary

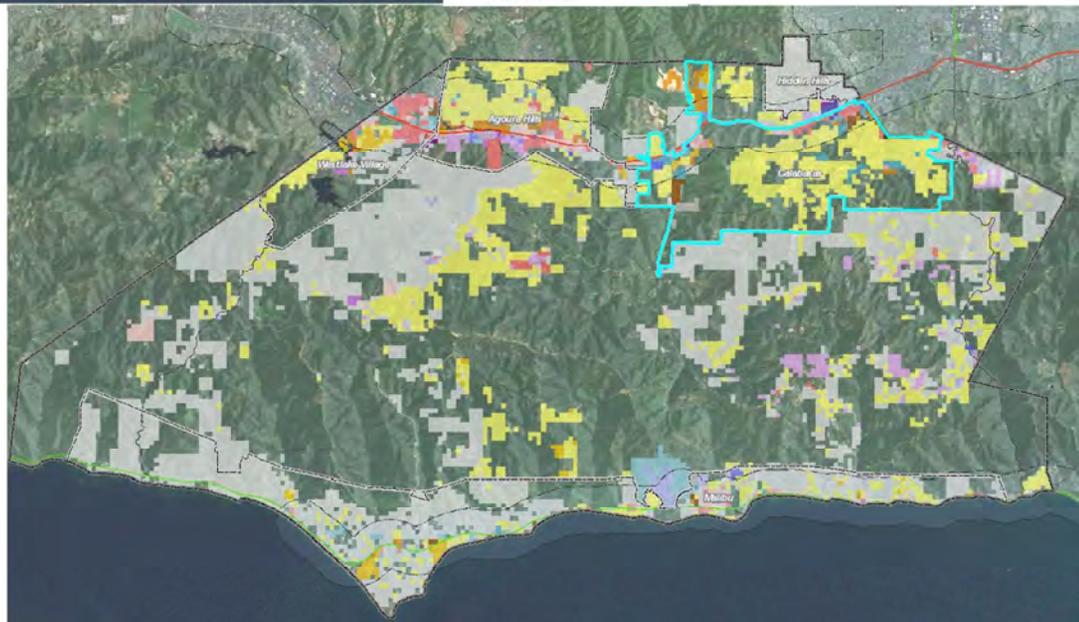
I. LAND USE



Input summary:

- Removed low density housing in rural areas
- Smoothed out development type variability

2035 Local Input



Highlighted indicates cities who provided land use grid cell input

Follow-up survey says:

Q. Where will the city accommodate the projected future growth by 2035? Select all that apply

a. Consistent with the City's adopted General Plan - 100%

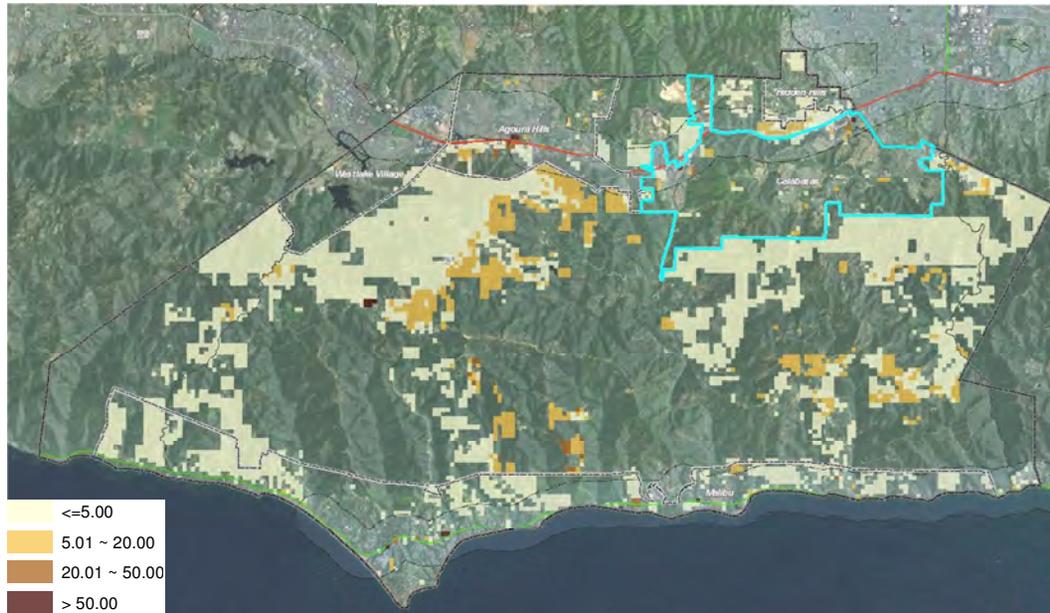
Q. Do you see a trend of increasing growth in any of the following development types? Select all that apply.

a. Mixed-use -66%

c. Multi-family residential -33%

e. Other -33% (none)

2008-2035 Housing Growth

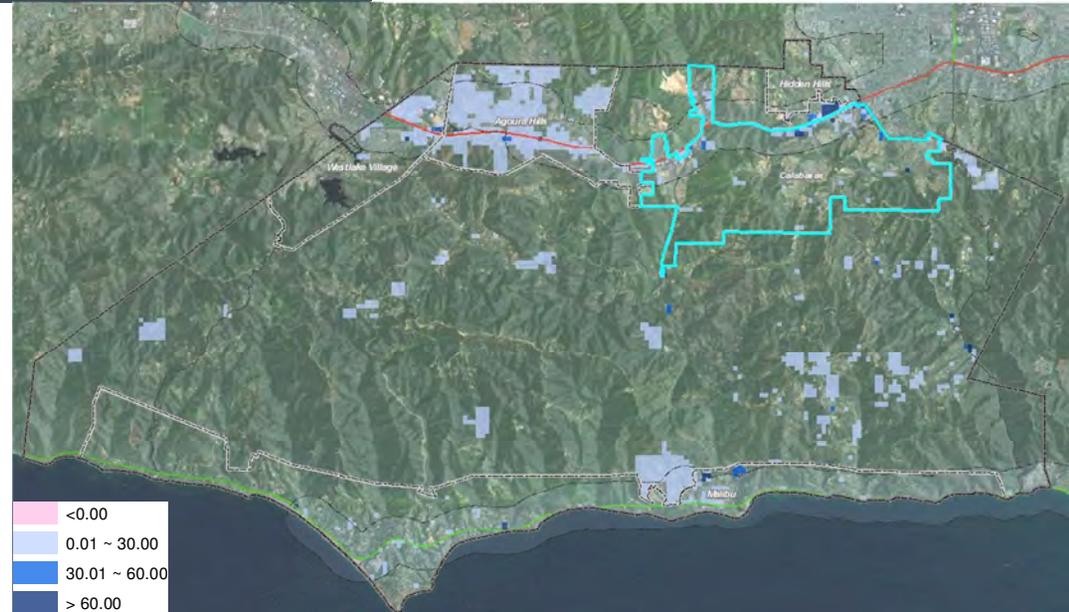


Scenario summary:

	Existing	YR 2035
Land Consumed	20.8 %	38.7 %
% Multi-family housing	30 %	32 %
J/H balance	1.8	1.5
% non-auto trip	3.8 %	3.5 %
VMT per HH	57.8	56.9
GHG per HH	0.0258	0.0253

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

2008-2035 Job Growth



TPP growth share:

- Housing growth within TPP: 19.1 %
- Job growth within TPP: 64.7 %

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory			2	
2. Community-wide GHG Inventory			2	
3. Climate Action Plan	1		1	
4. Program or policy to promote energy efficiency in municipal operations	2			
5. Program or policy to promote energy efficiency community-wide	1		1	
6. Green building standards or ordinance for municipal buildings	2			
7. Green building standards or ordinance community-wide	2			
8. Plan to convert municipal fleet to cleaner fuel technology	1	1		
9. Waste diversion/zero waste plan	1	1		
10. Water conservation policy or ordinance	1	1		
11. Other measures/plans			2	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?			2	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?			2	

SUMMARY:

Of the five cities in the Las Virgenes subregion, the cities of Agoura Hills and Calabasas responded to the survey. Within these two cities, several sustainability measures are taking place including programs and policies to promote energy efficiency as well as green building standards for both municipal operations and community-wide. A measure that was not completed in the subregion is a greenhouse gas inventory. Much potential still exists in the Las Virgenes subregion. Three cities did not respond to the survey and therefore their efforts in sustainability measures, policies and programs are unknown leaving much potential to further promote sustainability within this subregion.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	2		
2. Does your rideshare program include rideshare matching by the City?		2	
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots (?)	1	1	
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	2R		
6. Do you require or promote low-cost/free parking for carpools?	1P 1R		
7. Do you require or promote a parking cash-out policy for employers in the city?		2	
12. Do you require or promote separation of parking from condominiums?		1	1
13. Do you require or promote message displays for available parking spots in parking lots/structures?	1	1	
Congestion Boundaries			
Other Parking Management Strategies		1	
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	1		1
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	1BP		1
30. Do you have a plan for integrating bicycles into transit?		1	
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1		1
32. Do you have a dedicated Safe Routes to School program for the City?	1		
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	1		1

SUMMARY:

There were no responses from some cities within this subregion.

Los Angeles County Metropolitan Transportation Authority (Metro) requires each city to develop a TDM Ordinance. Metro provides minimum standards for TDM requirements and a Model Ordinance in their Congestion Management Plan

http://www.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

Las Virgenes Subregion incorporates various TDM strategies, including Park and Ride lots, Rideshare, message displays for parking garages, integration of bike/ped to transit, etc.

Orange County Council of Governments (OCCOG)

Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM*
Aliso Viejo				
Anaheim			X	X
Brea				X
Buena Park			X	X
Costa Mesa				
Cypress			X	X
Dana Point				
Fountain Valley				
Fullerton				
Garden Grove			X	X
Huntington Beach			X	X
Irvine				
La Habra			X	
La Palma				
Laguna Beach				
Laguna Hills			X	X
Laguna Niguel				
Laguna Woods				
Lake Forest			X	X
Los Alamitos				
Mission Viejo			X	X
Newport Beach				
Orange City			X	X
Placentia				
Rancho Santa Margarita				
San Clemente			X	X
San Juan Capistrano				
Santa Ana			X	X
Seal Beach				
Stanton				
Tustin			X	X
Villa Park				
Westminster			X	X
Yorba Linda				
Unincorporated				X
Sub Total	N/A	N/A	14	15

*Received TDM ordinances and resolutions

I. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	1	4	8	
2. Community-wide GHG Inventory	2	4	8	
3. Climate Action Plan	1	4	9	
4. Program or policy to promote energy efficiency in municipal operations	7	2	6	
5. Program or policy to promote energy efficiency community-wide	8		6	
6. Green building standards or ordinance for municipal buildings	9		5	
7. Green building standards or ordinance community-wide	7		7	
8. Plan to convert municipal fleet to cleaner fuel technology	4	3	7	
9. Waste diversion/zero waste plan	5	1	8	
10. Water conservation policy or ordinance	12	1	1	
11. Other measures/plans	4	1	9	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	8		6	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	3		11	

SUMMARY:

The Orange County subregion is actively promoting sustainability. Several cities have adopted several sustainability measures by enacting policies and programs within municipal operations and in the community. All of the sustainability measures listed above are represented in at least one city in Orange County. One particular measure that all municipalities who responded to the survey are participating in is water conservation policies or ordinances. Leaders within this subregion who completed the most sustainability measures are the Cities of Anaheim, Santa Ana, and Buena Park. Each of these cities have completed or in the process of completing all measures. Several cities are in the process of completing greenhouse gas inventories and climate action plans. However, there is still more opportunity for promoting sustainability in Orange County. Only 14 out of 34 cities in the subregion responded to the survey leaving much more improvement to further involve complete sustainability measures. Orange County Council of Governments also prepared a subregional Sustainable Communities Strategy further addressing and promoting sustainability within its subregion.

II. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	Yes		
2. Does your rideshare program include rideshare matching by the City?		?	
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots		?	
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	Yes		
6. Do you require or promote low-cost/free parking for carpools?	N/A		
7. Do you require or promote a parking cash-out policy for employers in the city?			
12. Do you require or promote separation of parking from condominiums?			
13. Do you require or promote message displays for available parking spots in parking lots/structures?			
Congestion Boundaries			
Other Parking Management Strategies			
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?			
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	Bicycles		
30. Do you have a plan for integrating bicycles into transit?			
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?			
32. Do you have a dedicated Safe Routes to School program for the City?			
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	Yes		

SUMMARY:

Orange County requires each city to develop a TDM Ordinance. OCCOG provided the TDM Ordinances for each city within the County. Orange County provides a minimum standards County Ordinance, which each city is required to follow.

Orange County has both urban and suburban land uses. The northern portion of the county, being more densely populated has a higher number of applicable TDM strategies including paid parking. Heavy rail commuter service is prevalent in both northern and southern portions of the county. Transit service is available throughout the county.

Western Riverside Council of Governments (WRCOG)

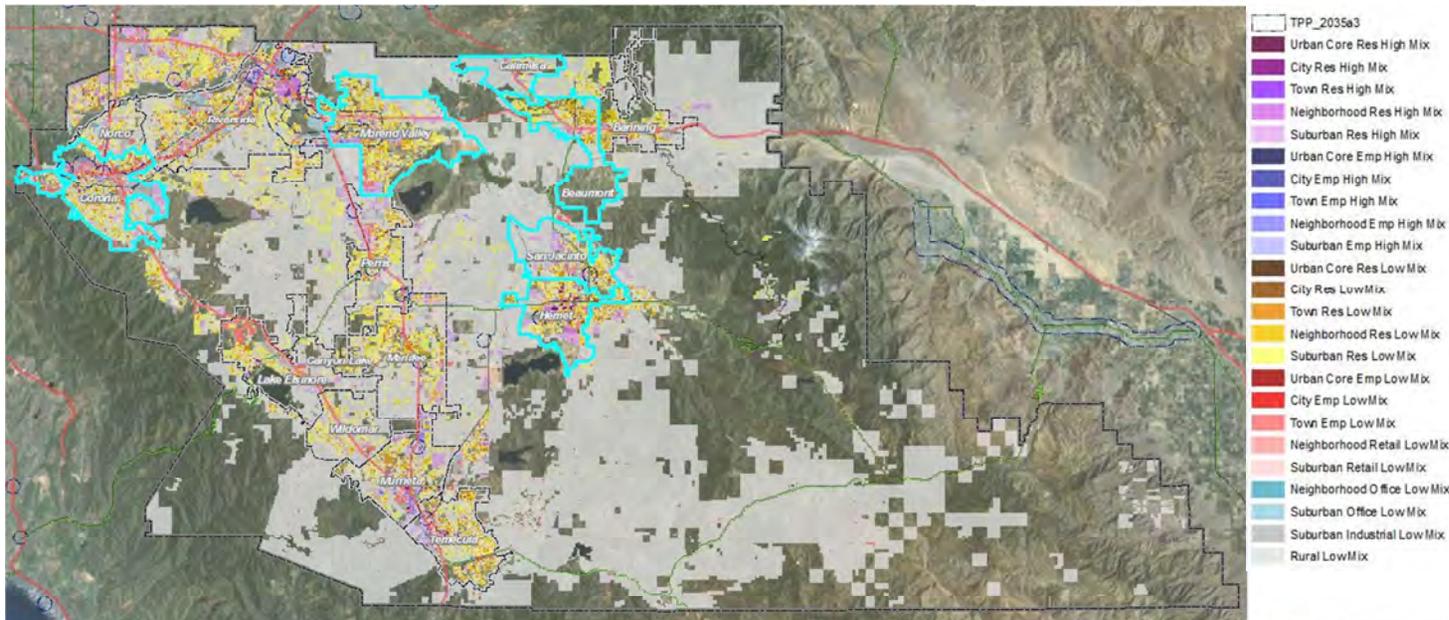
Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Banning				
Beaumont	X			
Calimesa	X			
Canyon Lake		X	X	X
Corona	X	X	X	X
Hemet	X	X	X	X
Lake Elsinore				
Menifee				
Moreno Valley	X			
Murrieta	Δ			
Norco				
Perris				
Riverside City	Δ	X	X	X
San Jacinto	X			
Temecula	Δ			
Wildomar				
Sub Total	9	4	4	4

Δ: completed a follow-up survey

2035 Preliminary

I. LAND USE

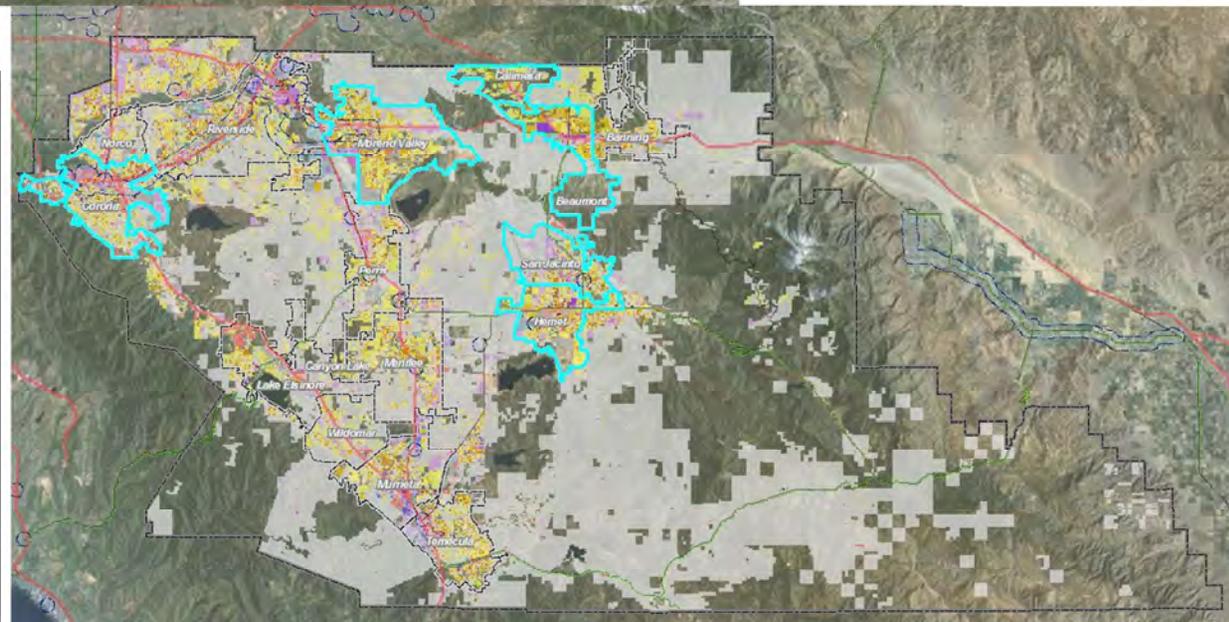


2035 Local Input

Highlighted indicates cities who provided land use grid cell input

Input summary:

- Preliminary scenarios incorporated Smart Growth opportunity area concept plan for the following cities: *Canyon lake; Lake Elsinore; Menifee; Murrieta; Perris; Temecula; Wildomar*
- Increased mixed use along major corridors and areas covered by specific plans
- Removed low –medium density jobs and housing in outer areas
- Smoothed out development type variability



HOUSING AND JOB GROWTH MAPS HERE:
SCENARIO AND TPP GROWTH SHARE SUMMARY HERE:

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	2		2	
2. Community-wide GHG Inventory	1		3	
3. Climate Action Plan	1	1	2	
4. Program or policy to promote energy efficiency in municipal operations	3		1	
5. Program or policy to promote energy efficiency community-wide	3		1	
6. Green building standards or ordinance for municipal buildings	3		1	
7. Green building standards or ordinance community-wide	3		1	
8. Plan to convert municipal fleet to cleaner fuel technology	2	1	1	
9. Waste diversion/zero waste plan	1	1	2	
10. Water conservation policy or ordinance	2		2	
11. Other measures/plans	2	1	1	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	3		1	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	2		2	

SUMMARY:

All of the sustainability measures listed above have been completed in the Western Riverside Council of Governments subregion. Several cities within the subregion are actively promoting sustainability through implementation of several programs and policies. Both the City of Hemet and the City of Corona have completed all sustainability measures within the last 3 years. The City of Riverside has also actively promoted sustainability through energy efficiency policies, green building standards and municipal fleet conversion programs. Although several cities are pursuing sustainability by promoting multiple measures, policies and programs, other cities have not completed any of the programs above. There is much opportunity to promote sustainability still available in the Western Riverside Council of Governments subregion in addition to the sustainable efforts already taking place.

III. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	3		1
2. Does your rideshare program include rideshare matching by the City?		2	2
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots	1149	2	1
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	2P		2
6. Do you require or promote low-cost/free parking for carpools?	2P		2
7. Do you require or promote a parking cash-out policy for employers in the city?		1	3
12. Do you require or promote separation of parking from condominiums?		1	3
13. Do you require or promote message displays for available parking spots in parking lots/structures?		1	3
Congestion Boundaries			
Other Parking Management Strategies	1		3
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	2	1	1
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	3BP		1
30. Do you have a plan for integrating bicycles into transit?	2	1	1
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1	1	2
32. Do you have a dedicated Safe Routes to School program for the City?	3		1
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?		3	1

SUMMARY:

Western Riverside County includes a mix of urban and suburban areas. A larger mix of TDM strategies are used, including heavy rail commuter trains, park and ride lots, paid parking in more urban areas and dedicated bike ped plans.

Coachella Valley Association of Governments (CVAG)

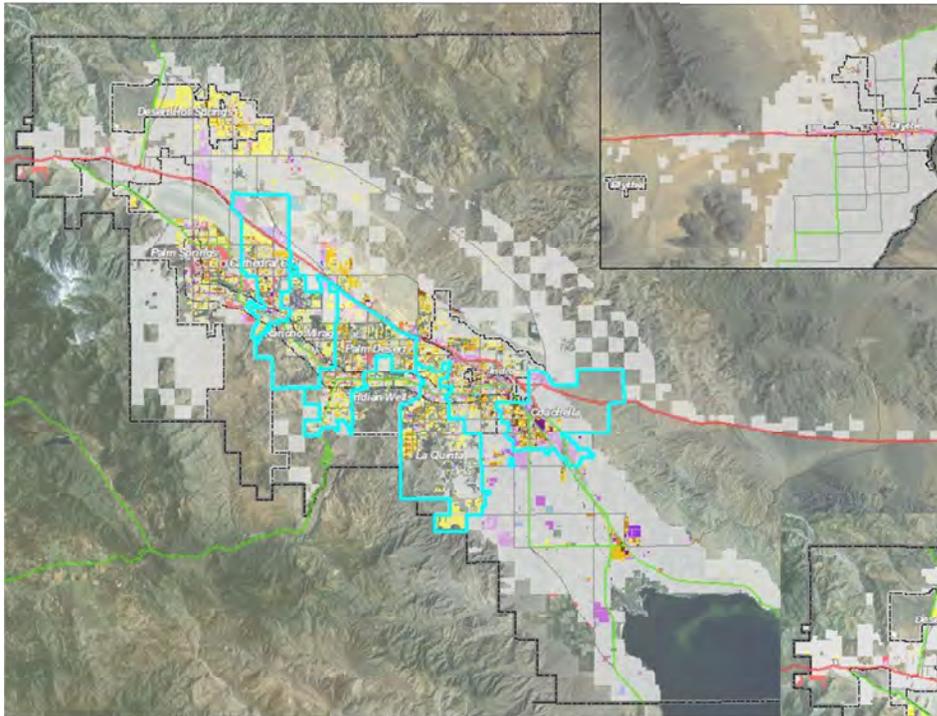
Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Blythe	Δ			
Cathedral City	X	X		
Coachella	X			
Desert Hot Springs	Δ		X	
Indian Wells				
Indio	Δ			
La Quinta	X			
Palm Desert	X	X	X	X
Palm Springs	Δ		X	X
Rancho Mirage	X	X	X	X
Sub Total	9	3	4	3

Δ: completed a follow-up

2035 Preliminary

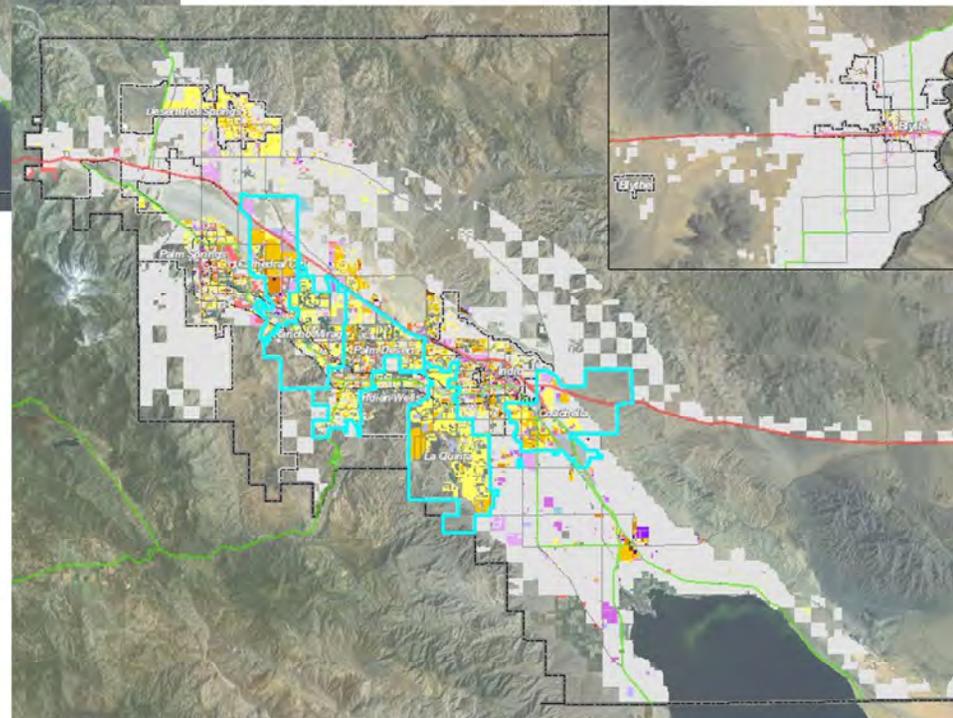
I. LAND USE



Input summary:

- Increased low-density residential high-mix development type
- Removed low-density single use type in outlying areas
- Removed employment-centered planned developments
- Major growth in mostly greenfield for some cities
- Smoothed out development type variability

2035 Local Input



Highlighted indicates cities who provided land use grid cell input

Follow-up survey says:

Q. Where will the city accommodate the projected future growth by 2035? Select all that apply

- a. Consistent with the City's adopted General Plan -75%
- b. Near transit stops and corridors – 75%
- c. Strategic growth area designated by the City – 75%
- d. Other- 25% (currently updating General Plan to include strategic growth areas)

Q. Do you see a trend of increasing growth in any of the following development types? Select all that apply.

- a. Mixed-use -25%
- d. Major employment centers -25%
- e. Other -50% (age-restricted housing; solar industry)

HOUSING AND JOB GROWTH MAPS HERE:
SCENARIO AND TPP GROWTH SHARE SUMMARY HERE:

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	2		2	5
2. Community-wide GHG Inventory	2		2	5
3. Climate Action Plan	2	1	1	5
4. Program or policy to promote energy efficiency in municipal operations	3		1	5
5. Program or policy to promote energy efficiency community-wide	2		2	5
6. Green building standards or ordinance for municipal buildings	3		1	5
7. Green building standards or ordinance community-wide	3		1	5
8. Plan to convert municipal fleet to cleaner fuel technology	1		3	5
9. Waste diversion/zero waste plan	2		2	5
10. Water conservation policy or ordinance	3		1	5
11. Other measures/plans			4	5
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	2		2	5
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	2		2	5

SUMMARY:

Cities in the Coachella Valley Association of Governments subregion have completed a number of sustainability measures and programs. Four cities responded to the survey and each of the sustainability measures listed has been promoted within the subregion. Several cities completed energy efficiency policies and programs, implemented water conservation policies or ordinances and initiated green building standards in both the community and in municipal buildings. The City of Palm Springs has been especially active in promoting sustainability within its city boundaries, pursuing all of the measures listed and is currently developing a Climate Action Plan. Though the cities of Desert Hot Springs, Palm Desert, Palm Springs and Rancho Mirage are pursuing sustainability programs, nine other cities did not respond to the survey and there still remains much opportunity to promote sustainability in the Coachella Valley subregion.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	3		
2. Does your rideshare program include rideshare matching by the City?		3	
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots		1	1
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?		1	2
6. Do you require or promote low-cost/free parking for carpools?		1	2
7. Do you require or promote a parking cash-out policy for employers in the city?	1		2
12. Do you require or promote separation of parking from condominiums?		3	
13. Do you require or promote message displays for available parking spots in parking lots/structures?		3	
Congestion Boundaries			
Other Parking Management Strategies		1	
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	1	2	
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?		3	
30. Do you have a plan for integrating bicycles into transit?		1	2
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?		1	2
32. Do you have a dedicated Safe Routes to School program for the City?	1P		2
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	1P	2	

SUMMARY:

The Coachella Valley is a mixture of both suburban, rural and some light urban areas in the low desert. Key TDM strategies include Safe Routes to School programs and shower facilities for bicyclists and pedestrians.

San Bernardino Associated Governments (SANBAG)

Status of Input Received:

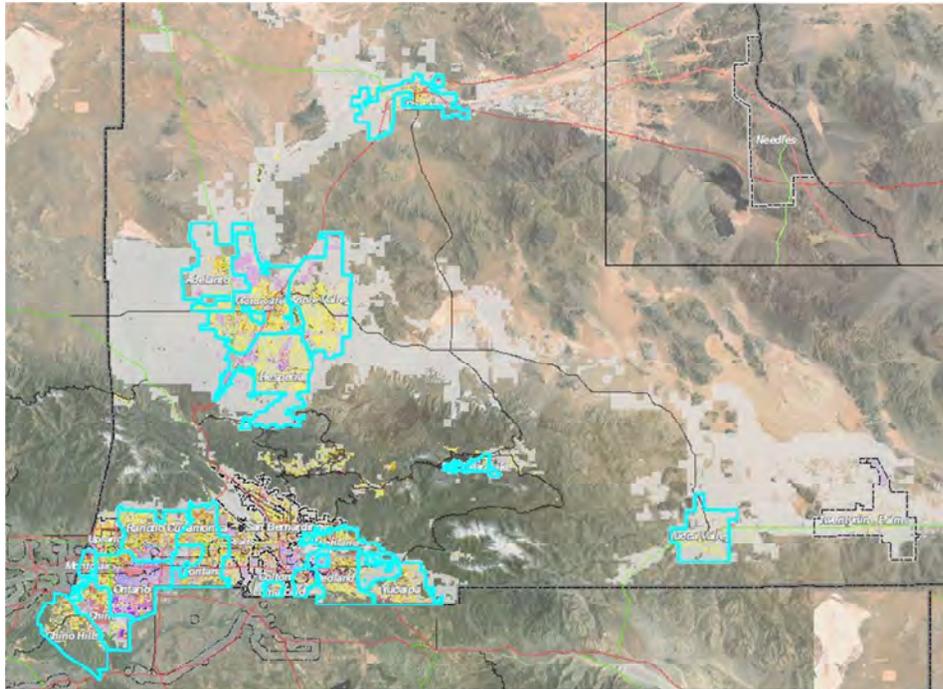
Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Adelanto	X	X	X	X
Apple Valley Town	X			
Barstow	X	X	X	X
Big Bear Lake	X			
Chino	X			
Chino Hills	X			
Colton				
Fontana	X			
Grand Terrace	X	X	X	X
Hesperia	o			
Highland	X	X	X	X
Loma Linda	X	X	X	X
Montclair	X	X	X	X
Needles		X		X
Ontario	X			
Rancho Cucamonga	X	X	X	X
Redlands	X		X	X
Rialto				
San Bernardino City				
Twentynine Palms				
Upland	Δ			
Victorville	X			
Yucaipa	X			
Yucca Valley	X			
Sub Total	19	8	8	9

Δ: completed a follow-up survey

o: OK with the preliminary scenarios

2035 Preliminary

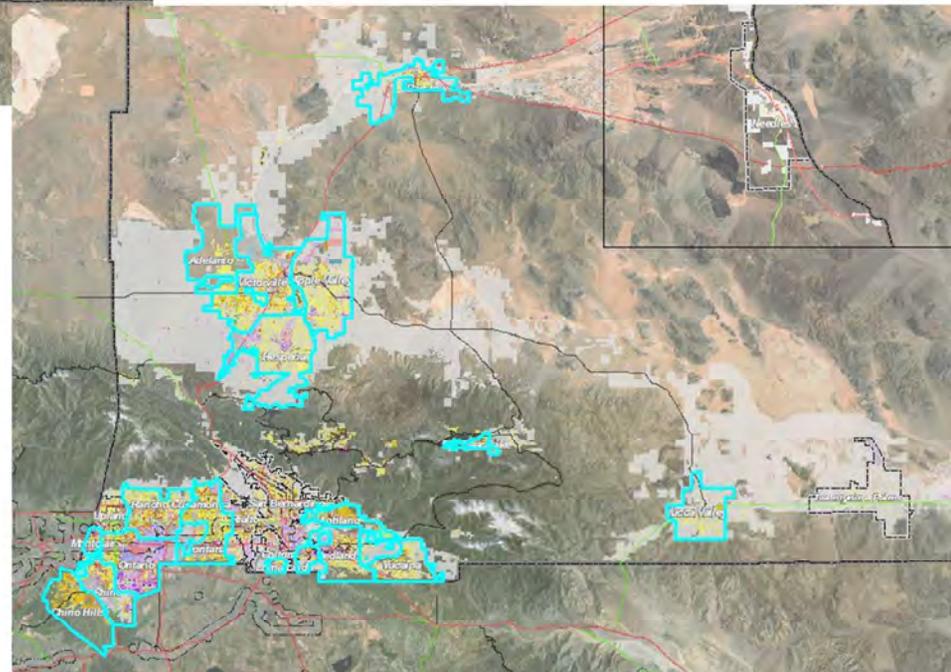
I. LAND USE



Input summary:

- A majority of cities focused on strategic growth areas near proposed BRT stations per recommendation of SANBAG staff.
- Increased mixed use in city center, strategic growth areas, or along major commercial corridors
- Removed low density jobs and housing in outlying areas
- Increased jobs and housing in TPP areas (Redlands)
- Some allocated low mix jobs and housing in outlying greenfield areas
- Significantly added more low-medium density housing (Yucca Valley)
- Smoothed out development type variability

2035 Local Input



Highlighted indicates cities who provided land use grid cell input

Follow-up survey says:

Q. Where will the city accommodate the projected future growth by 2035? Select all that apply

- b. Near transit stops and corridors – 100%
- c. Strategic growth area designated by the City – 100%

Q. Do you see a trend of increasing growth in any of the following development types? Select all that apply.

- a. Mixed-use -100%
- b. Transit-oriented development- 100%
- e. Other -100%

HOUSING AND JOB GROWTH MAPS HERE:
SCENARIO AND TPP GROWTH SHARE SUMMARY HERE:

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory		4	4	
2. Community-wide GHG Inventory	1	3	4	
3. Climate Action Plan		2	6	
4. Program or policy to promote energy efficiency in municipal operations	6	1	1	
5. Program or policy to promote energy efficiency community-wide	6	1	1	
6. Green building standards or ordinance for municipal buildings	3		5	
7. Green building standards or ordinance community-wide	5		3	
8. Plan to convert municipal fleet to cleaner fuel technology	3	1	4	
9. Waste diversion/zero waste plan	5		3	
10. Water conservation policy or ordinance	5	1	2	
11. Other measures/plans	1			
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	4		4	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	5		3	

SUMMARY:

Within the San Bernardino subregion, several cities have completed a number of sustainability measures. Some cities have completed or have in progress all of the sustainability measures listed above. Several cities have been very successful in promoting sustainability measures within its community. These three cities include the City of Grand Terrace, Highland, and Loma Linda. All three of these municipalities have made a continuous effort in the last decade towards the sustainability measures listed above and all currently developing municipal greenhouse gas inventories. Across the subregion, energy efficiency programs and policies are in place in several cities for municipal operations as well as within the community. Cities who have responded to this survey have more than one sustainability measure in place and the subregion appears to be continuously working towards promoting sustainability overall. More opportunity and potential for additional sustainability measures is also apparent within the San Bernardino subregion. Twenty-four cities did not respond to the survey and other municipalities who responded to the survey are not participating in any of the policies or programs mentioned above. The San Bernardino subregion has made great efforts towards promoting sustainability but has significant room for improvement.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	2		7
2. Does your rideshare program include rideshare matching by the City?		2	7
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots	1829	4	5
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	1	1	7
6. Do you require or promote low-cost/free parking for carpools?	1	1	7
7. Do you require or promote a parking cash-out policy for employers in the city?		2	7
12. Do you require or promote separation of parking from condominiums?		2	7
13. Do you require or promote message displays for available parking spots in parking lots/structures?		2	7
Congestion Boundaries			
Other Parking Management Strategies	1	1	7
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	3	1	5
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	2BP	1	6
30. Do you have a plan for integrating bicycles into transit?	3		6
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1	2	6
32. Do you have a dedicated Safe Routes to School program for the City?	3	1	5
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?	1	3	5

SUMMARY:

There were no responses from some cities within this subregion.

San Bernardino County represents urban, suburban and rural areas and maintains a mix of TDM strategies appropriate to their setting. These include preferred parking for carpoolers, dedicated bicycle facilities, park and ride lots, heavy rail commuter trains and Omnitrans bus service throughout the more populated areas.

Ventura Council of Governments (VCOG)

Status of Input Received:

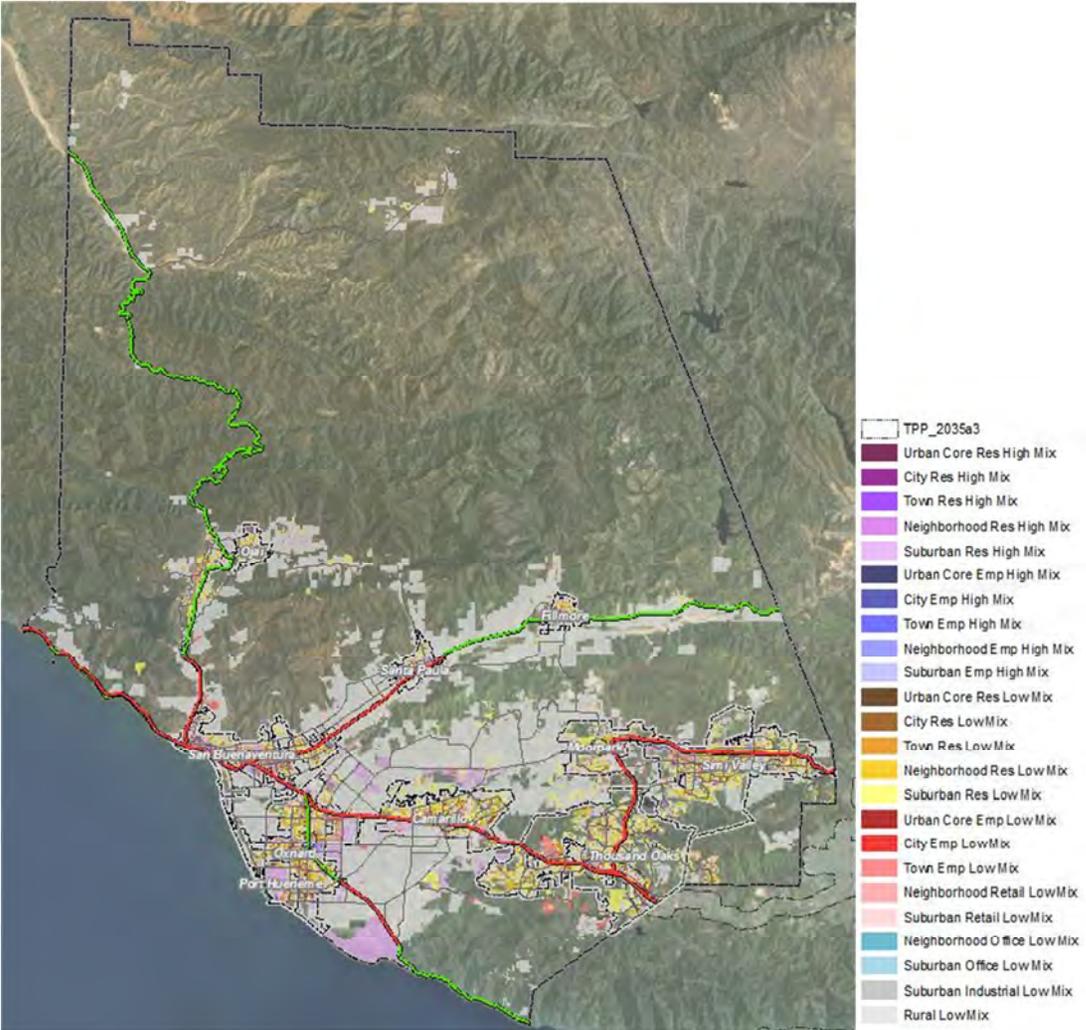
Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Camarillo				
Fillmore				
Moorpark				
Ojai				
Oxnard				
Port Hueneme	X	X	X	X
Santa Paula		X	X	X
Simi Valley	o	X	X	X
Thousand Oaks		X	X	X
Ventura City		X	X	X
Sub Total	2	5	5	5

o: OK with the preliminary scenarios for now

2035 Preliminary

I. LAND USE

- Land use scenarios for VCOG are currently undergoing general revision due to some data errors



HOUSING AND JOB GROWTH MAPS HERE:
SCENARIO AND TPP GROWTH SHARE SUMMARY HERE:

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory	1		3	
2. Community-wide GHG Inventory	1		3	
3. Climate Action Plan	1		3	
4. Program or policy to promote energy efficiency in municipal operations	4			
5. Program or policy to promote energy efficiency community-wide	3		1	
6. Green building standards or ordinance for municipal buildings	4			
7. Green building standards or ordinance community-wide	3		1	
8. Plan to convert municipal fleet to cleaner fuel technology	1		3	
9. Waste diversion/zero waste plan	1		3	
10. Water conservation policy or ordinance	3		1	
11. Other measures/plans			4	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	1		3	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	1		3	

SUMMARY:

Within the Ventura Council of Governments subregion, several cities are pursuing sustainability measures. Among the four cities that responded to the survey, energy efficiency and green building standards were addressed. The City of Simi Valley is the leader within this subregion, completing all sustainability measures listed above. Other cities that have completed the majority of the sustainability measures include the cities of Port Hueneme and Santa Paula. With the exception of the City of Simi Valley, no other city has completed Climate Action Plans or Greenhouse Gas Inventories. While four cities within this subregion are actively promoting sustainability, six cities did not respond to the survey leaving more potential and opportunity to promote sustainability within the Ventura Council of Governments subregion.

V. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?	1	2	1
2. Does your rideshare program include rideshare matching by the City?	1	2	1
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots	466	3	1
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?	2R 1P		1
6. Do you require or promote low-cost/free parking for carpools?	1P	1	1
7. Do you require or promote a parking cash-out policy for employers in the city?		3	1
12. Do you require or promote separation of parking from condominiums?	1P	2	2
13. Do you require or promote message displays for available parking spots in parking lots/structures?		2	2
Congestion Boundaries			
Other Parking Management Strategies		3	1
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?	3		1
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	1P 2BP		1
30. Do you have a plan for integrating bicycles into transit?	2	1	1
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	3		1
32. Do you have a dedicated Safe Routes to School program for the City?	2	1	1
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?		3	1

SUMMARY:

There were no responses from some cities within this subregion.

Ventura County has a mix of urban, suburban and rural areas and maintains a mix of TDM strategies appropriate to their setting. These include preferred parking for carpoolers, dedicated bicycle facilities, park and ride lots, heavy rail commuter trains and local bus service in the more populated areas.

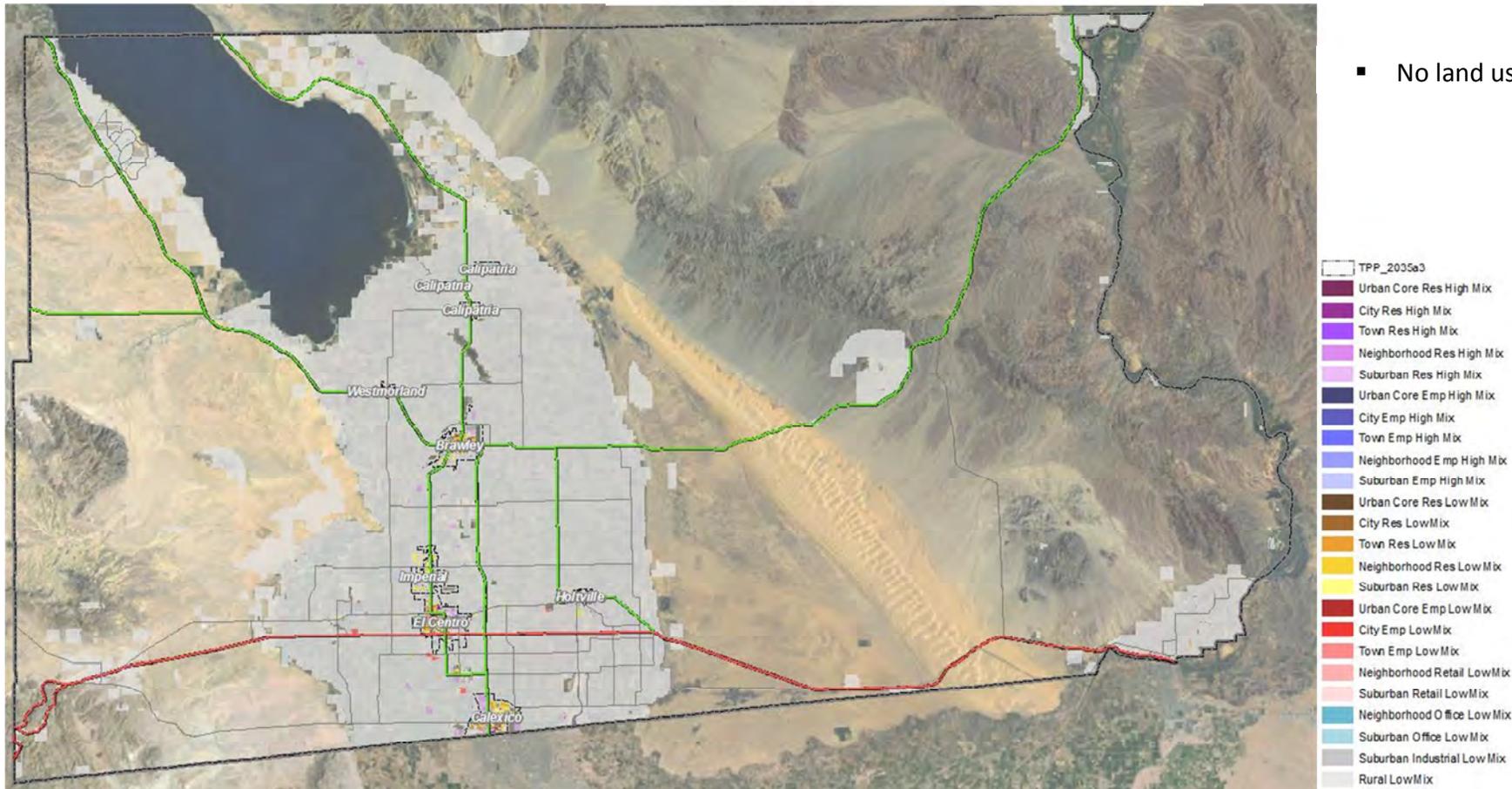
Imperial County Transportation Commission (ICTC)

Status of Input Received:

Jurisdiction	Land Use Scenario	Planning /AB 2158 Factor	Sustainability Factor	TDM
Brawley	Δ	X	X	
Calexico	Δ		X	
Calipatria	Δ		X	
El Centro	Δ	X	X	
Holtville	Δ	X	X	X
Imperial	Δ			
Westmorland	Δ	X	X	
Unincorporated	Δ			
Sub Total	7	4	6	1

I. LAND USE

- No land use input



Follow-up survey says:

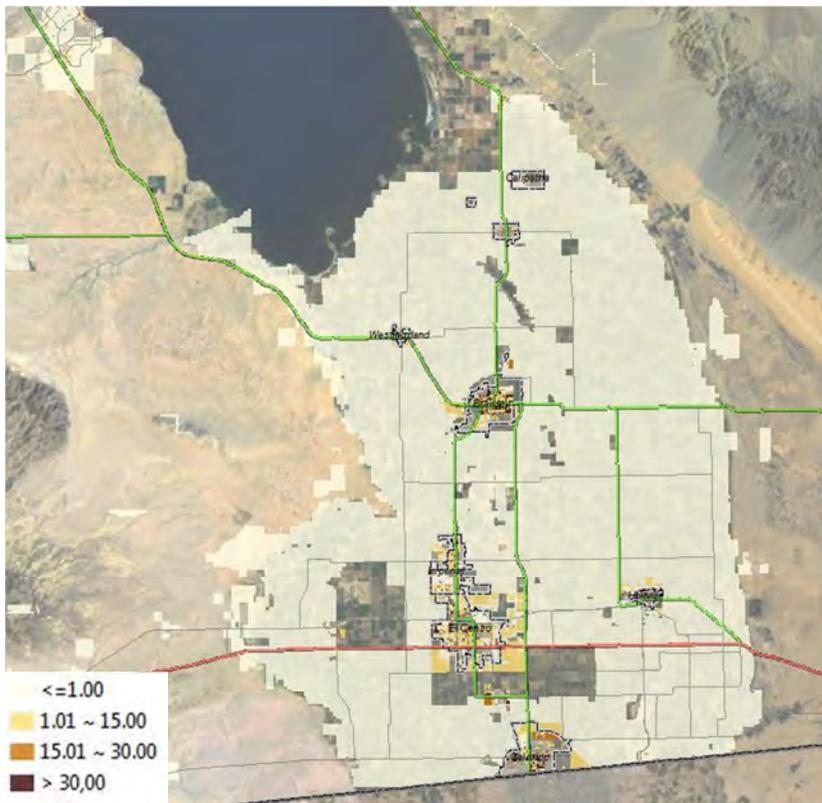
Q. Where will the city accommodate the projected future growth by 2035? Select all that apply

- a. Consistent with the City's adopted General Plan -63%
- b. Near transit stops and corridors -13%
- c. Strategic growth areas designated by the City -38%
- d. Other -25% (infill and low-density suburban dev; specific plan urban areas)

Q. Do you see a trend of increasing growth in any of the following development types? Select all that apply.

- a. Mixed-use -38%
- b. Transit-oriented development -38%
- c. Multi-family residential -38%
- d. Major employment center -38%
- e. Other -63% (industrial; low density suburban growth; none; renewable energy/industrial project)

2008-2035 Housing Growth

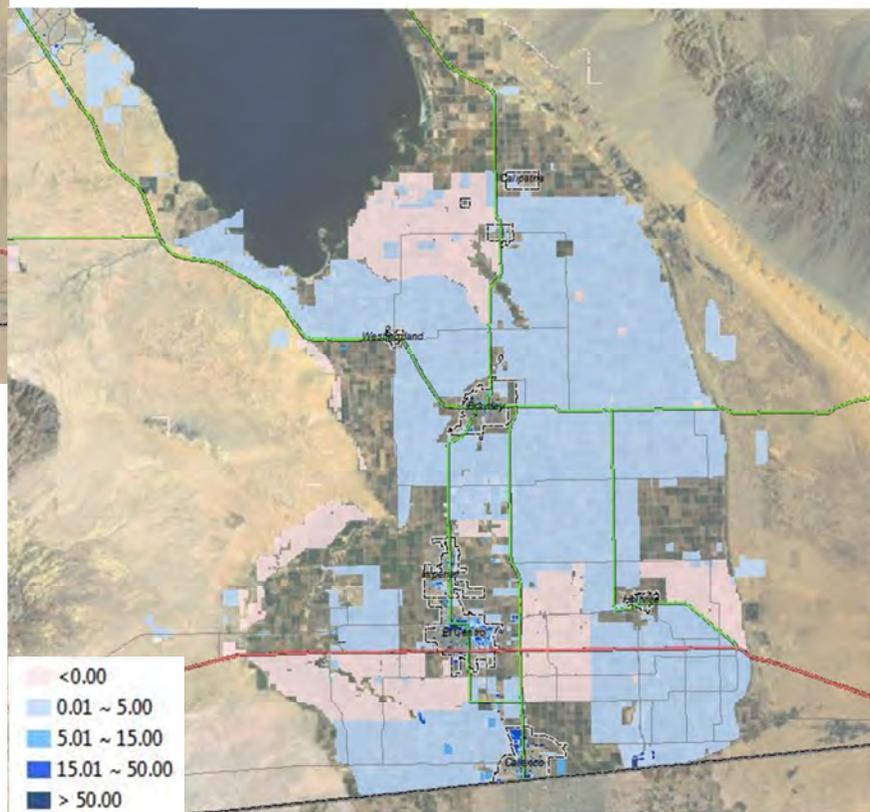


Scenario summary:

	Existing	YR 2035
Land Consumed	17.9 %	23.4 %
% Multi-family housing	38 %	41 %
J/H balance	1.2	1.2
% non-auto trip	12.3 %	11.8 %
VMT per HH	41.9	41.5
GHG per HH (tons)	0.0187	0.0185

Calculated through Local Sustainability Planning Tool using 5.5 acre level geography

2008-2035 Job Growth



TPP growth share:

- No TPP areas in the subregion

II. LOCAL PLANNING/AB 2158 FACTOR

SUMMARY HERE:

III. SUSTAINABILITY FACTOR

SUSTAINABILITY MEASURES	YES	IN PROGRESS	NO	DNR
1. Municipal GHG Inventory			6	
2. Community-wide GHG Inventory			6	
3. Climate Action Plan			6	
4. Program or policy to promote energy efficiency in municipal operations	2	1	3	
5. Program or policy to promote energy efficiency community-wide	2		4	
6. Green building standards or ordinance for municipal buildings	1	1	4	
7. Green building standards or ordinance community-wide	1		5	
8. Plan to convert municipal fleet to cleaner fuel technology	2	2	4	
9. Waste diversion/zero waste plan	1		5	
10. Water conservation policy or ordinance	2		4	
11. Other measures/plans			6	
12. Is your jurisdiction intending to offer SB 375-based CEQA streamlining?	1		5	
13. Would you like a consultation meeting with SCAG staff to learn more about CEQA streamlining?	3		3	

SUMMARY:

Majority of the cities within the Imperial Valley Association of Governments have been making efforts towards promoting sustainability. All cities, but one participated in the survey and some cities are making great efforts towards programs and policies focusing on energy efficiency and updated standards and policies for municipal buildings and operations. Several cities have already converted or in the process of converting municipal fleets to cleaner fuel technology as well as instituting and promoting energy efficiency policies within both the municipal operations and the community. No greenhouse gas inventories or Climate Action Plans are being prepared in the Imperial Valley subregion. Two cities have green building standards both for municipal buildings and throughout the community. Within the Imperial Valley subregion, the city that has participated in almost all of the sustainability measures is the City of El Centro, leading the way through its policies and programs towards green infrastructure and more efficient consumption patterns.

IV. TDM

QUESTION	YES	NO	DNR
1. Does your TDM ordinance includes rideshare?			1
2. Does your rideshare program include rideshare matching by the City?			1
Park-and-Ride lots			
Number of Parking Spots at Park and Ride Lots			1
Parking Management Strategy			
5. Do you require or promote preferred parking locations for carpools?			1
6. Do you require or promote low-cost/free parking for carpools?			1
7. Do you require or promote a parking cash-out policy for employers in the city?			1
12. Do you require or promote separation of parking from condominiums?			1
13. Do you require or promote message displays for available parking spots in parking lots/structures?			1
Congestion Boundaries			
Other Parking Management Strategies			1
Bicycle/Pedestrian Strategy			
28. Do you have policies for the regular maintenance/upgrading of sidewalks?		1	
29. Do you maintain an inventory of bicycle and/or pedestrian facilities?	1BP		
30. Do you have a plan for integrating bicycles into transit?	1		
31. Do you target areas for bike/ped improvements around transit stations (lighting, safety, sidewalk repair, signalization, pothole repair)?	1		
32. Do you have a dedicated Safe Routes to School program for the City?		1	
33. Do you require commercial buildings over 10,000 square feet to have shower/changing facilities for cyclists?		1	

SUMMARY:

There were no responses from other cities within this subregion. Imperial County is primarily suburban and rural. Imperial County does have congestion issues, primarily related to border crossing wait times. TDM strategies related to border crossings include new/revamped border crossing facilities designed for better pedestrian and transit access. New local transit circulator routes in city areas are also being planned to reduce SOV traffic.