



AGENDA

KERN REGIONAL TRANSPORTATION/LAND USE MODELING SUBCOMMITTEE (KRTMC) Of the Kern COG Transportation Technical Advisory Committee (TTAC)

KERN COG MAIN CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA
WEB SITE: www.kerncog.org

WEDNESDAY
October 28, 2009
10:30 A.M.

PARKING: All-day free parking in the unmarked spaces of the garage located at 19th and L Streets. This is an open meeting; local government planning, public works staffs are encouraged to attend.
DISCLAIMER: This agenda includes the proposed actions and activities, with respect to each agenda item, as of the date of posting. As such, it does not preclude the Committee from taking other actions on items on the agenda which are different or in addition to those recommended.

- I. Introductions/Sign-in Sheet
- II. Meeting Notes from August 26, 2009 – *Attachment* – **Approve**
- III. 2009 Final Regional Growth Forecast Report, 10/15 Action by Kern COG Board – Information
- IV. 2009 RSA Totals based on Regional Growth Forecast and One-on-one Meetings with Member Agencies – **Approve**
- V. Kern/8-County Blueprint Vision Process – Information
 - 10/7/09 Valley Planners Meeting Report, Tool Kit Status
 - 10/16/09 Call for Projects due – 2D/3D Visualization Projects for Cities/County
- VI. Kern Climate Change Task Force Status Report – Next mtg. 11/13 – Information
 - UPLAN Land Use Model Update for Setting Targets
- VII. Congestion Management Program Element Update to the Regional Transportation Plan, Staff Report Attached – **Discuss, Make Recommendation to the TTAC**
- VIII. Kern COG Modeling Activity Report - Mebane Ranch, R&S Engineering – Information
- IX. Cumulative Model Assumptions Revisions – No activity – Information
- X. Model Update Contract Status Report – Information
 - Citilabs Intl. User Conference- Palm Springs 10/31- 11/5- www.citilabs.com
- XI. Future Model Updates – Information
 - \$2.5M Prop 84 Grant award – 8-COGs Model Improvement Plan
- XII. Regional Traffic Count Program – Information –
 - New RFP for traffic count website update – November 2009
 - New RFP for traffic count services – Spring 2010
 - Bakersfield and County of Kern are to provide 2008 control station data.
- XIII. Other Business/Schedule Next Meeting – Wed., Dec. 16, 10:30AM at Kern COG
- XIV. Adjourn



October 28, 2009

TO: Kern Regional Transportation Modeling Subcommittee to the
Transportation Technical Advisory Committee.

FROM: RONALD E. BRUMMETT
EXECUTIVE DIRECTOR

By: Rob Ball, Senior Planner

SUBJECT: TTAC AGENDA ITEM: XIV.
DRAFT CONGESTION MANAGEMENT PROGRAM (CMP) UPDATE

DESCRIPTION:

Kern COG serves as the Congestion Management Agency for Kern County. Recent changes to Federal law and state guidelines now require consideration of other modes, such as transit, in the congestion analysis. Also required are operational management techniques such as freeway service patrols. A recommendation for amendments to the existing CMP to the Kern COG Board is scheduled for consideration in November 2009.

DISCUSSION:

The Kern Congestion Management Agency was established in 1991 and consists of the same members as the Kern COG Board, and includes the Golden Empire Transit District, the two Air Districts, and Caltrans as ex-officio members. In the late 1990s, state law was amended to make many of the provisions voluntary. In 2005, with the passage of the federal transportation spending bill, new requirements were added that could affect federal transportation funding. This amendment is designed to address those changes.

In addition, the California Resources Agency is performing a rulemaking update to the California Environmental Quality Act (CEQA). Changes required by Proposition 97 are to be final by January 2010. The public review period for this rulemaking closed August 27, 2009. The draft rulemaking document includes changes to the checklist description regarding consideration of potential significant impacts to traffic congestion. This update reflects those proposed changes.

Key changes include:

- 1) Addition of language emphasizing the inclusion of transportation demand management strategies such as freeway service patrols to clear traffic events in congested areas more rapidly.
- 2) Clarification to the deficiency plan requirements to include consideration of other modes such as transit, bike and pedestrian travel when level of service cannot be maintained at the regional standard. These changes are being driven by proposed changes to the Institute of Traffic Engineers, 2010 Highway Capacity Manual (HCP)
- 3) New allowances for deficiency plans to be included into the traffic study of an environmental doc.

Attachment A – Marked-up version of CMP

Attachment B – Background Material on Proposed CEQA Guideline changes related to the Congestion Management Agency, and other background documents.

ACTION: Discussion, Recommend Approval to the TTAC

Attachment A

DRAFT UPDATE – Revision 2 CONGESTION MANAGEMENT PROGRAM ELEMENT

(Section of chapter 4 of the 2010-11 Regional Transportation Plan, highlighted changes are based on comments received as of Oct. 15, 2009)

As with the previous federal surface transportation acts, under SAFETEA-LU (Section)(s) 1107, 6001), all urbanized areas larger than 200,000 population are required to have a Congestion Management Process (CMP), System, or Program. Kern Council of Governments (Kern COG) has chosen to continue referring to its congestion management activities as a Program. The federal Congestion Management Process requirements are similar to the optional California requirements; in fact, the CMP was largely modeled after the California program. Both processes are structured around the identification and monitoring of a system, the establishment of performance standards, and the identification and correction of congestion problems. The CMP was developed through a open public process in 1991 under State guidelines. Since 1998, the CMP has been included as a subsection of the Regional Transportation Plan. In 2005 the CMP became federally mandated.

The Final Rule for the Federal Management and Monitoring Systems defines an effective Congestion Management Process as a systematic process for managing congestion that provides information on: (1) transportation system performance, and (2) alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.

Pursuant to California Government Code Section 65089(a), Kern COG was designated as the Congestion Management Agency by the majority of the cities representing the majority of the population and the Kern County Board of Supervisors. Kern COG consists of representatives from the eleven incorporated cities and two representatives from the County of Kern. The Golden Empire Transit District, Joint Planning Policy Board, and Caltrans are *ex-officio* representatives on the Agency Board. The Congestion Management Agency is responsible for developing, adopting, and updating a Congestion Management Program. The Congestion Management Program is updated as part of the Regional Transportation Plan, every 4 years. The Program is developed in consultation with, and cooperation of, regional transportation providers, local, state and federal governments, including California Department of Transportation, and both the Kern County and San Joaquin Valley air pollution control districts.

In 2009, the California Resources Agency developed revised language for the California Environmental Quality Act (CEQA) Environmental Checklist Form. The new guidelines expand the definition of traffic congestion to include consideration of impacts to transit, bike and pedestrian modes as well as the consideration of travel demand measure strategies.

Because the Congestion Management Program can be amended and updated as frequently as annually, it can be modified to reflect local conditions in traffic congestion and transportation funding. This document fulfills the statutory requirements for the Congestion Management Program as required under State law and for the Congestion Management Process under federal law.

Purpose

The purpose of the Congestion Management Program is to help ensure that a balanced transportation system is developed that relates population growth, traffic growth and land use decisions to transportation system level of service (LOS) performance standards and air quality improvement. The Program is an effort to more directly link land use, air quality, transportation, and the use of new advanced transportation technologies as an integral and complementary part of this region's plans and programs.

Local jurisdictions are required to:

- Use consistent level of service methodologies, performance standards, and travel forecasting techniques;
- Adopt and implement a land use analysis program, which includes acting as a responsible agency for traffic impact studies as part of environmental documentation;
- Participate in annual monitoring activities, maintain acceptable performance levels on the system, or if necessary, designate individual segments or intersections deficient through adoption and submission of a deficiency plan to Kern COG. Deficiency plans may be submitted through the environmental review process;
- Adopt Transportation Demand Management mitigation and monitoring program prior to their Congestion Management Program conformity findings.

Failure of a local jurisdiction to fulfill these responsibilities could engender loss of federal gas tax funding. According to the 2008 Federal Highway Administration Guidebook on the Congestion Management Process, “no Federal funds may be spent for capacity-expanding projects unless they come from a CMP” for Transportation Management Agencies greater than 200,000 population and in federal non-attainment areas.

Contents

The Congestion Management Program includes the following six elements:

- **Land Use Impact Analysis:** An established process where Kern COG in consultation with its member agencies evaluate the impacts of proposed local land use decisions on Kern County’s transportation system, including an estimate of the costs associated with mitigating requirements. This process employs the existing California Environmental Quality Act (CEQA) agency review process.
- **Multi-modal Performance Standards:** Determine how much traffic, during peak hours, is acceptable on state freeways, highways and major streets within Kern County. These standards do not replace adopted city or county traffic goals, which generally establish more stringent standards. In addition, identifies frequency and routing of bus service, and coordinate transit service provided by separate operators throughout Kern County. Multi-modal performance standards are also referred to as the “complete streets” strategy and are applied in the Circulation Plan maintained by each jurisdiction.
- **Regional Traffic Model:** Predict level-of-service exceedances, prioritize the Capital Improvement Program, and analyze the impacts of land use on the Congestion Management Program network. Kern COG maintains the regional traffic model for evaluation of congestion performance measures in the RTP and as a key input to local and regional traffic studies.
- **Transportation Demand Management:** Describe programs to promote alternatives to driving alone or single occupancy vehicle (SOV) travel. These include such activities as carpools, vanpools, transit, bicycles, park-and-ride lots freeway service patrols, and intelligent transportation system technologies. These programs will improve air quality in the region and help meet the goals of the Air Quality Attainment Plans, as well as climate change goals. Often environmental documents refer to the Transportation Demand Management (TDMs) strategies as Transportation System Management strategies (TSMs). Kern COG, Caltrans and local governments should

incorporate TDMs/TSMs into their Transportation Plans, Circulation Plans, transportation studies, and corridor studies as appropriate.

- **Capital Improvement Program (CIP):** Establish transportation improvements that can be expected to improve traffic conditions over a minimum of seven years. This program has been developed to make the best use of the funds currently available. The CIP is developed and maintained by Kern COG with public and member agency input.
- **Deficiency Plan:** Project leads prepare a plan of remedial actions when a roadway level of service standard is not maintained on the designated Congestion Management roadway system. The plan may be addressed in a stand alone traffic impact study or as part of the environmental document.

In addition to these components and as a part of the process of developing and monitoring the Program, the local government agencies and Caltrans are required to develop and maintain a traffic data base for use in a countywide model and to monitor the implementation of the Program elements. This data base requirement may be fulfilled through the participation in the Kern COG regional traffic count program.

Along with State-level requirements, federal transportation funding legislation requires each state to develop and implement a transportation Congestion Management Process that will be incorporated into the regional planning process, comply with the intent of the federal requirement, and be considered a part of Kern County's Congestion Management Program. The Program identifies areas where congestion occurs or may occur, identifies the causes of the congestion, evaluates strategies for managing/mitigating congestion and enhancing mobility, and develops a plan for implementation of the most cost effective strategies. Strategies regarding congestion management include:

- Transportation demand management measures;
- Traffic systems management operations improvements (ie. signal coordination, freeway service patrol, real-time traffic conditions online, etc.);
- Measures to encourage high occupancy vehicle (HOV) use;
- Enhanced mobility measures that provide a congestion relief valve such as transit service in corridors that are not affected by the peak period congestion (i.e., arterial-based peak-period transit/HOV lanes or light rail);
- Establishment of multi-modal level of Service (LOS) in local circulation plans, similar to the complete streets concepts;
- Congestion pricing;
- Land use management and activity/transit-oriented center strategies;
- Incident management strategies;
- Application of intelligent transportation systems (ITS) technology;
- Addition of general purpose (mixed flow) traffic lanes; and
- Other mitigation that allows for mobility through congested corridors for modes other than single occupancy vehicles, including non-motorized bike and pedestrian trips.

Advances in telecommunications technology and networks provide an additional opportunity to further mitigate congestion by reducing the need for travel both within the region and between regions. To an extent, these telecommunications advances are occurring within the private sector without public sector initiatives. However, Kern COG is evaluating a potential public sector role (see chapter 4 ITS Action Element).

Monitoring and Implementation Process

To ensure the Congestion Management Program is being implemented, the cities and County provide the Congestion Management Agency considerable information annually, primarily in the form of technical data, as well as policy and planning summaries, including the following:

- **Traffic Level of Service** - Each city, the County and Caltrans must provide peak hour traffic counts and level of service calculations on their designated streets and intersections. These agencies participate with Kern Regional Transportation Modeling Committee, which oversees a regional traffic count program and travel demand forecasting program administered by Kern COG.
- **Local Traffic Models** - Kern COG is required to approve any traffic models used by the cities and the County to evaluate impacts of proposed land use development on the transportation system. After the model has been initially approved by the Congestion Management Agency, only changes to the model will need to be submitted.
- **Land Use Database** - Kern COG is required to establish and maintain a uniform land use database for the development and monitoring of the Program. All current and future land use projections must be included in the database. Any changes to the land use database must be submitted to Kern COG.
- **Local Capital Improvement Program** - The Program includes a minimum seven-year Capital Improvement Program to maintain or improve the level of service on the Congestion Management System network and transit performance standards, and to mitigate regional transportation impacts identified through the Congestion Management Program's land use analysis element.
- **Performance Monitoring** – Kern COG is required to update the Level of Service for the Congestion Management System network as well as system wide congested travel statistics using the Kern COG regional travel demand model.

Designated Regional Transportation System

The purpose of defining the Congestion Management Program network is to establish a system of roadways that will be monitored in relation to established level-of-service standards. At a minimum, all State highways and principal arterials must be designated as part of the Congestion Management System of Highways and Roadways. Kern County has 18 designated State highways. The roads selected as principal arterials by the Congestion Management Agency serve inter-regional traffic traveling between State highways and also complete gaps in the Congestion Management network.

California Government Code Section 65089(b)(A) requires that the Congestion Management Agency establish a system of highways and roadways that includes all of the State highways and principal arterials. Once a roadway is included in the network, it cannot be removed. All new State highways and principal arterials must be included in the system. If in the future, however, an existing segment of State highway is replaced by a new alignment, the new alignment would be added to the Congestion Management network while the old alignment would be dropped from the network.

Figure 6-1 provides a graphic display of the Congestion Management System of highways and roadways. A listing of State highways and principal arterials on the designated Congestion Management System is provided below:

Highways

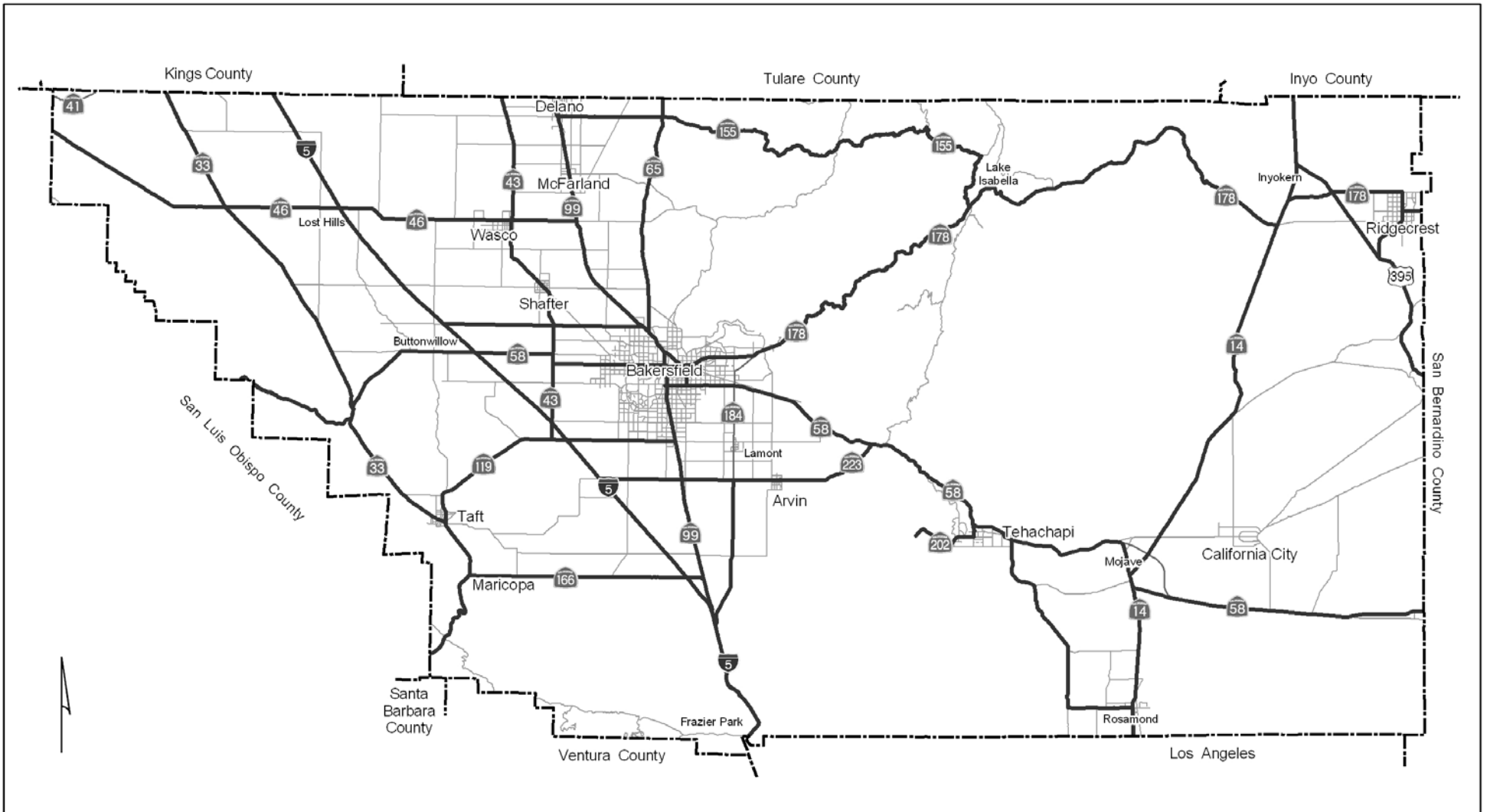
Interstate 5	Route 155
Route 14	Route 166

Route 33
Route 43
Route 46
Route 58
Route 65
Route 99
Route 119

Route 178
Route 184
Route 202
Route 204
Route 223
U.S. 395

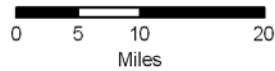
Principal Arterials

China Lake Boulevard - Route 178 to Route 395
Rosamond Boulevard - Tehachapi-Willow Springs Road to Route 14
Seventh Standard Road - Route 99 to Route 5
Tehachapi-Willow Springs Road - Route 58 to Rosamond Boulevard
Wheeler Ridge Road - Route 5 to Route 223



**Kern Council
of Governments**

— Congestion Management
Program Roads



Kern County Congestion Management Program

Figure 6-1

Level of Service Standards

The purpose of this section is to establish Level of Service standards for the Congestion Management road network in Kern County. California Government Code Section 65089(b)(1)(B) requires that Level of Service standards be established at no worse than LOS E, or LOS F if that is the current level of service.

Level of Service, according to the *Transportation and Traffic Engineering Handbook*, is a "qualitative measure that represents the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition." Level of Service is ranked from A to F, with A being best and F being worst and wherein:

Level of Service "A"	Free flow: no approach phase is fully used by traffic and no vehicle waits longer than one red indication. Insignificant delays.
Level of Service "B"	Stable operation: an occasional approach phase is fully used. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.
Level of Service "C"	Stable operation: major approach phase may become fully used and most drivers feel somewhat restricted. Acceptable delays.
Level of Service "D"	Approaching unstable: drivers may have to wait through more than one red signal cycle. Queues develop but dissipate without excessive delays.
Level of Service "E"	Unstable operation: volumes at or near capacity. Vehicles may wait through several signal cycles and long queues form upstream from intersection. Significant delays.
Level of Service "F"	Forced flow: represents jammed conditions. Intersection operates below capacity with several delays that may block upstream intersections.

Jurisdictions are encouraged to incorporate multi-modal level of service standards as appropriate for each community facility type, place type and corridor type as recommended in the latest highway capacity manual update.

Adopted Level of Service Standard

One of the most important elements of the congestion management process is to establish traffic Level of Service standards to decide how much traffic, during peak hours, is acceptable. LOS is a way of measuring the amount of traffic congestion.

Level of Service "E" has been established as the minimum systemwide LOS traffic standard in the Kern County Congestion Management Plan. Those roads currently experiencing worse traffic congestion have been accepted at their existing traffic level of LOS F. By so doing, cities and the County will not be penalized through loss of gas tax funds for not meeting the new Congestion Management Program LOS E standard. Existing LOS F locations are listed below:

- Rosamond Blvd – 10th St West to Lancaster Blvd
- SR 99 NB – White Ln to Wilson Rd
- SR 58 – SR 99 to Cottonwood Rd
- SR 58/Rosedale Hwy – SR 99 to Main Plaza Dr
- 24th St (SR 178) – Oak St to N St
- Seventh Standard Rd to Coffee Rd

(To be updated with RTP EIR modeling)

Projects along one of the existing LOS F, segments with more than 5 peak hour trips or 50 daily trips, shall include a deficiency plan as part of the traffic study for the project's environmental document or as a separate stand alone deficiency plan for the affected corridor.

In addition to the LOS standards of the Congestion Management Program, some cities and the County of Kern have adopted policies to help maintain their own LOS standards. In most cases, these local policies are aimed at maintaining LOS C. These standards are not intended to replace local policies by allowing greater congestion; they serve a very different purpose. The locally adopted LOS standards are tied to the city's and County's authority to approve or deny development, require mitigation measures, and construct roadway improvements. The Level-of-Service standard is a planning tool to be used in the development review process. Failure to meet the local standard does not have direct negative federal financial impacts.

Mitigating Deficiencies

The Deficiency Plan is similar to a Corridor System Management Plan. The deficiency plan portion of the traffic study should analyze the multimodal LOS for the affected portion of the Congestion Management Program network and parallel corridors as appropriate.

- Complete Streets Analysis or Multimodal LOS - The modes analyzed in the multimodal LOS analysis should be dependent on the place type. For example, in most cases rural inter-city travel need not look at pedestrian capacity. The plan should provide mitigation and a monitoring program to offset impacts to all modes through incident and demand management strategies.
- Corridor Analysis - Corridor impacts to a mode may be mitigated by providing capacity on a parallel facility. For example, an impacted facility may lack pedestrian and bike facilities; however, a parallel bike/pedestrian path within the corridor could offset this deficiency. In addition, impacts to transit buses stuck in the same traffic congestion as single occupancy vehicles, could be mitigated by the provision of a transit/HOV lane in the congested travel direction during peak periods. Additional mitigation for congestion could be through the provision of a freeway service patrol to rapidly clear traffic accidents during peak periods.
- Multimodal Circulation Plans – At their next regularly scheduled update, local circulation plans should consider multimodal LOS standards. In addition to the road network, circulation plans should include bike, pedestrian and transit networks. The bike/pedestrian/transit networks should provide for transit oriented development centers that could serve as transfer points and nodes for future express and/or regional service. The centers also should provide a connected network linking to the future High Speed Rail and passenger rail stations. These centers should be reflected in the Land Use Element of the General Plan with higher densities and a mix of land uses that make for a vibrant pedestrian oriented destination.
- Funding Mitigation - Funding for mitigation may be phased as part of the mitigation monitoring program. Developer funded mitigation would be timed with the completion of phases that created the impacts. Other funding sources could include local and regional traffic impact fees, a transportation sales tax measure, and the Kern Motorist Aid Authority DMV fee for freeway service patrols and traveler assistance 511 services. Consideration of multimodal LOS may result in a cost

savings for building and maintaining wider roads that handle greater traffic volumes. That savings could be redirected into building the transit, bike and pedestrian facilities.

- Congestion Pricing – On major freeway and highway facilities, HOV lanes, bus lanes and toll lanes can be used to fund new capacity for single occupancy vehicle traffic. At the national level, odometer based tolling is being considered to fund and maintain infrastructure that support goods movement activity.

Congestion Management Agency Role

Under the state CEQA guidelines environmental checklist, the Congestion Management Agency, monitors a countywide Level-of-Service standard, and withholds Federal gas tax funds if the standard is not met or mitigated. Local agencies often establish more stringent level of service requirements as part of the Circulation Plans. The Congestion Management Program standard is not viewed as being in conflict with locally-adopted LOS standards that are more stringent.

It is the Congestion Management Agency's responsibility to ensure that all cities and the County are following the Congestion Management Program. Of particular importance is the establishment of traffic counts and regional traffic modeling. Kern Council of Governments completes one coordinated and comprehensive review of current traffic data with each RTP update; each city and the County is evaluated in the same manner. Through the Kern Regional Traffic Count Program, the cities, County and Caltrans undertake traffic counts on their roads annually. Use of recent peak hour traffic counts as a basis for traffic forecasting eliminates much of the "guesswork" and ensures that the review is based on actual traffic conditions.

Provisions include:

- All roadway segments on the Congestion Management network shall maintain a level of service of "E" or better.
- Any roadway segments on the Congestion Management network that are operating at a level of service worse than "E" on the adoption of the first Congestion Management Program shall be required to prepare a deficiency plan as part of the traffic study for a proposed development. The plan shall provide mitigation through transportation system management and travel demand management strategies and/or capacity for other modes such as transit and HOV that is not affected by the slower speeds of congested Single Occupancy Vehicle (SOV) travel. The plan shall provide mitigation along the congested portion of the corridor, if mitigation of the affected CMP network links is not feasible.

Attachment B – Background Material

1) Federal Congestion Management Process Interim Guidebook:

<http://ops.fhwa.dot.gov/publications/cmpguidebook/>

2) 2009 CEQA Rulemaking Changes Concerning Congestion Management Agency

Status and updates on the state rulemaking can be found at: <http://ceres.ca.gov/ceqa/guidelines/>

Appendix G

Environmental Checklist Form

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“XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county **congestion management agency** for designated roads or highways?”

Resources Agency Initial Statement of Reasons – July 2009

...

“Transportation

The Proposed Amendments make three primary changes to the questions involving transportation and traffic.

First, question (a) changes the focus from an increase in traffic at a given location to the effect of a project on the overall circulation system in the project area. This change is appropriate because an increase in traffic, by itself, is not necessarily an indicator of a potentially significant *environmental* impact. (Ronald Miliam, AICP, *Transportation Impact Analysis Gets a Failing Grade When it Comes to Climate Change and Smart Growth*; see also Land Use Subcommittee of the Climate Action Team LUSCAT Submission to CARB Scoping Plan on Local Government, Land Use, and Transportation Report (May, 2008) at pp. 31, 36.) Similarly, even if some projects may result in a deterioration of vehicular level of service – that is, delay experienced by drivers – the overall effectiveness of the circulation system as a whole may be improved. (*Ibid.*) Such projects could include restriping to provide bicycle lanes or creating dedicated bus lanes. Even in such cases, however, any potential adverse air quality or other impacts would still have to be addressed as provided in other sections of the checklist. Finally, the change to question (a) also recognizes that the lead agency has discretion to choose its own metric of analysis of impacts to intersections, streets, highways and freeways. (Pub. Resources Code, § 21081.2(e); *Eureka Citizens for Responsible Gov’t v. City of Eureka*, *supra*, 147 Cal.App.4th at 371-373 (lead agency has discretion to choose its methodology).) Thus, “level of service” may or may not be the applicable measure of effectiveness of the circulation system.

Second, the proposed revisions to question (b) clarify the role of a congestion management program in a CEQA analysis. Specifically, it clarifies that a congestion management program contains many elements in addition to a level of service designation. (Gov. Code § 65088 et seq.) The clarification is also

necessary to address any projects within an “in-fill opportunity zone” that may be exempted from level of service requirements. (*Id.* at § 65088.4.)

Third, the proposed amendments would eliminate the existing question (f) relating to parking capacity. Case law recognizes that parking impacts are not necessarily environmental impacts. (*San Franciscans Upholding the Downtown Plan v. City and County of San Francisco, supra*, 102 Cal.App.4th at 697.) Therefore, the question related to parking is not relevant in the initial study checklist. As noted above, however, if there is substantial evidence indicating adverse environmental impacts from a project related to parking capacity, the lead agency must address such potential impacts regardless of whether the checklist contains parking questions. (*Ibid.*)

3) 2010 ITE Highway Capacity Manual Update – Complete Streets/Multi-Modal LOS

- **Powerpoint presented to Kern Climate Change Task Force at September 2009 Meeting.** See link under handouts.
<http://www.kerncog.org/climate.php>
- **Final Report: NCHRP Report #616**
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf
- **User’s Guide: NCHRP Web document 128**
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w128.pdf