

**AGENDA  
KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE**

**KERN COG CONFERENCE ROOM  
1401 19TH STREET, THIRD FLOOR  
BAKERSFIELD, CALIFORNIA  
WEB SITE: [www.kerncog.org](http://www.kerncog.org)**

**THURSDAY  
NOVEMBER 19, 2009  
7:00 P.M.**

**6:35 KERN COG WORKSHOP: CONGESTION MANAGEMENT PROGRAM**

**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. PLEDGE OF ALLEGIANCE:**

**II. ROLL CALL:** Tarver, Scrivner, Lessenevitch, Ramirez, Mock, Rosson, Morgan, Prout, Linder, Smith, Wegman, McQuiston, Rubio, Warren, Ehlert, Silver

**III. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification, make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Transportation Planning Policy Committee may request assistance at 1401 19th Street Suite 300; Bakersfield CA 93301 or by calling (661) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting materials available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

**IV. CONSENT AGENDA/OPPORTUNITY FOR PUBLIC COMMENT:** All items on the consent agenda are considered to be routine and non-controversial by Kern COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken. **ROLL CALL VOTE.**

**A. Approval of Minutes – October 15, 2009**

**B. Response to Public Comments**

**C. FY 2009-10 TDA Streets and Roads Claims – County of Kern and the City of Wasco (Snoddy)**

Comment: According to California Public Utilities Code Section 99400 et. seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting streets and roads systems. The County of Kern has submitted a claim for FY 2009/10, which totals \$1,591,206. The City of Wasco has submitted a claim for FY 2009/10 for \$1,017,967.

Action: Approve FY 2009/10 TDA Streets and Roads Claims for the County of Kern and the City of Arvin and authorize Chair to sign Resolution No. 09-36. ROLL CALL VOTE.

**D. Local Project Commentary (RSTP, CMAQ, TE, Transit) (Pacheco)**

Comment: Routine report on the monthly project status meeting held to discuss project implementation issues and to develop solutions.

Action: Information.

**E. Transportation Enhancement Activities Program Call for Projects for FY 2009-10 (Smith)**

Comment: The Kern Council of Governments, acting in the capacity as the federally-designated Metropolitan Planning Organization, administers funding for the Transportation Enhancement Activities Program (TEA). TEA projects are intended to improve the quality of life in and around transportation systems.

Action: Information.

**F. Funding for Regional Traffic Count Program (Ball, Flickinger)**

Comment: In 2004, City of Bakersfield, County of Kern, Caltrans District 6, and Kern COG signed an MOU that created a Regional Traffic Count Program for locally maintained roads. The MOU recommends the program be funded in the FTIP on an on-going basis.

Action: Approve \$79,677 per year off-the-top RSTP funding for a second five-year period to fund the Regional Traffic Count Program. VOICE VOTE.

**G. Consultant Contract Agreement – Safe Routes to Schools Education and Outreach (Schoolcraft)**

Comment: According to Kern COG policy, the Council shall review and approve grant-funding Agreements. On November 19, 2009, staff awards Bike Bakersfield the Caltrans Program Consultant Agreement in the amount of \$161,984 to implement a Safe Routes to Schools Education and Outreach Program.

Action: Approve selection of the agency Bike Bakersfield for the implementation of the Safe Routes to Schools Education and Outreach Program, and authorize Chair to sign the Contract. VOICE VOTE.

**H. FTA Sections 5316 and 5317 Grant Assistance Memorandum of Understanding (Snoddy)**

Comment: Kern Council of Governments approved the JARC/New Freedom Program for the 2009/10 fiscal year as part of the Overall Work Program. The JARC/New Freedom Program allows Kern COG staff to manage and administrate Federal Transit Administration's Section 5316 Job Access and Reverse Commute (JARC) and 5317 New Freedom (NF) funds for eligible applicants within Metro-Bakersfield.

Action: Approve Memorandum of Agreement and authorize Chair to sign. VOICE VOTE

**I. FTA Section 5311**

Comment: Under Section 5311 of the Federal Transit Act, funds are made available annually for transit projects in non-urbanized areas. Approximately \$1,192,780 will be apportioned to the Kern region based on its non-urbanized area population for fiscal year 2009-2010.

Action: Information and discussion.

**J. Progress Report: Projects of Regional Significance (Stramaglia)**

Comment: Technical staff from our member agencies convenes every two months to report on the status of transportation projects of regional significance. A progress report is updated by Kern COG staff every two months or at least quarterly.

Action: Information.

**K. Congestion Management Program (CMP) Update (Ball)**

Comment: 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 January 2010.

Action: Information, scheduled for consideration by the Kern COG Board Congestion Management Agency on January 21, 2010.

**\*\* END CONSENT CALENDAR - ROLL CALL VOTE\*\***

**V. 2011 REGIONAL TRANSPORTATION PLAN – PROJECTS OF REGIONAL SIGNIFICANCE (Stramaglia)**

Comment: The 2011 Regional Transportation Plan (RTP) update has been initiated. The Capital Improvement Program (CIP) for projects of regional significance is an integral element of this update.

Action: Approve the Draft RTP CIP Tables 4.1 and 4.2 for projects of regional significance to final adoption of the 2011 Regional Transportation Plan scheduled for June 2010. VOICE VOTE.

**VI. 2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Stramaglia)**

Comment: The 2010 Regional Transportation Improvement Program cycle has been initiated and a 2010 Regional Transportation Improvement Program is due to the California Transportation Commission by February 12, 2010.

Action: Information.

**VII. DRAFT REGIONAL TRANSPORTATION PLAN (RTP) TRANSPORTATION PLANNING GOALS AND POLICIES (Beardslee)**

Comment: Kern COG is currently updating the Regional Transportation Plan, a required element of which is the Policies Element. Recommendations for amendments to the existing Element (Chapter 2 of the document) are scheduled for consideration at the Kern COG Board's November meeting.

Action: Approve preliminary 2011 Regional Transportation Plan Policy Element subject to final adoption of the 2011 Regional Transportation Plan in June 2010. VOICE VOTE.

**VIII. MEETING REPORTS:**

**IX. CALTRANS' REPORT:** (Report on Projects in Progress)

**X. EXECUTIVE DIRECTOR'S REPORT:** (Report on Projects and Programs in Progress)

**XI. MEMBER STATEMENTS:** On their own initiative, Council members may make a brief announcement or a brief report on their own activities. In addition, Council members may ask a question of staff or the public for clarification on any matter, provide a reference to staff or other resources for factual information, or request staff to report back to the Council at a later meeting concerning any matter. Furthermore, the Council, or any member thereof, may take action to direct staff to place a matter of business on a future agenda.

**XII. ADJOURNMENT**

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

BY: Robert Snoddy,  
Regional Planner III

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM C.  
FY 2009/10 TDA STREETS AND ROADS CLAIMS – COUNTY OF KERN AND THE  
CITY OF WASCO

DESCRIPTION:

According to California Public Utilities Code Section 99400 et. seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting streets and roads systems. The County of Kern has submitted a claim for FY 2009/10, which totals \$1,591,206. The City of Wasco has submitted a claim for FY 2009/10 for \$1,017,967.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Streets and Roads Claims:

<u>Claimant</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>
County of Kern	\$1,591,206	-0-	\$1,591,206
City of Wasco	\$1,017,967	-0-	\$1,017,967

These claims have been evaluated in accordance with the following criteria: 1) the maximum funding level does not exceed claimants' deferred revenues, plus current year apportionments, less required public transit financing; 2) claimants have conducted a public hearing within their jurisdictions to receive testimony regarding unmet transit needs and have made an appropriate finding by resolution of their governing bodies; 3) project proposed for funding are in conformity with the Regional Transportation Plan; and 4) claimants have not requested or received funds in excess of their current year expenditures. Staff recommends approval.

ACTION:

Approve FY 2009/10 TDA Streets and Roads Claims for the County of Kern and the City of Arvin and authorize Chair to sign Resolution No. 09-36. ROLL CALL VOTE.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: Ronald E. Brummett,  
Executive Director

By: Raquel Pacheco,  
Regional Planner III

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM D.  
LOCAL PROJECT COMMENTARY (RSTP, CMAQ, TE, Transit)

DESCRIPTION:

Routine report on the monthly project status meeting held to discuss project implementation issues and to develop solutions.

DISCUSSION:

At the January 3, 2007 Transportation Technical Advisory Committee (TTAC), the TTAC agreed to meet for monthly project status meetings. This meeting brings to the forefront project delivery commitments in the current and future fiscal years of the Federal Transportation Improvement Program. The forum is ideal to discuss new requirements or announcements such as training opportunities or programming approvals. Caltrans staff is invited to assist project managers and provide updates on specific requests.

Meeting notes for October 20<sup>th</sup> are attached.

HIGHLIGHTS

1. Attendees provided ARRA project status reports. All fiscal year 08/09 projects received authorization to proceed with construction. \$17 million (federal) has been approved.
2. The deadline to submit fiscal year 09/10 ARRA (Regional Surface Transportation Program and Transportation Enhancement) construction request for authorizations to Caltrans is December 1, 2009.
3. Congestion Mitigation Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE) Program applications were provided. The applications for the CMAQ and RSTP projects are due December 15 by 4:00 pm. TE applications are due December 16 by 4:00 pm.
4. As of the Score Card dated October 20<sup>th</sup>, 0% of funding had been approved for fiscal year 09/10.

Enclosure: October 20, 2009 Local Project Commentary Meeting notes  
October 20, 2009 Score Card for fiscal year 09/10  
October 20, 2009 FY 09/10 project list

ACTION: Information.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

BY: Peter Smith,  
Senior Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM E.  
TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM CALL FOR PROJECTS

DESCRIPTION:

The Kern Council of Governments, acting in the capacity as the federally-designated Metropolitan Planning Organization, administers funding for the Transportation Enhancement Activities Program (TEA). TEA projects are intended to improve the quality of life in and around transportation systems.

DISCUSSION:

According to Caltrans estimates, the Kern region may be eligible to claim \$1,681,000 during Fiscal Year 2011-12 and \$1,879,000 during Fiscal year 2012-13 from the TEA program. Funding is project specific and eligible costs include preliminary engineering, right-of-way acquisition, capital costs and construction costs for the approved projects.

The website located at [www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm](http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm) has links to the guidelines and the application forms. The deadline for project submittal is **Wednesday, December 16, 2009 by 4:00 p.m.** at the Kern Council of Governments' office at 1401 19<sup>th</sup> Street, Suite 300; Bakersfield CA 93301.

A Review/Nominating Committee will be formed to evaluate and rank the submitted projects. The Review/Nominating Committee will meet in mid-January 2010 to rank the projects using standardized criteria. The nominated projects will be forwarded to the Transportation Technical Advisory Committee in February 2010 and the Transportation Planning Policy Committee at the February 2010 Board meeting.

ACTION:

Information.

Attachments: TEA Fact Sheet  
TEA Application Form  
TEA Eligibility Criteria

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

By: Rob Ball, Senior Planner  
Ed Flickinger, Regional Planner III

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM F.  
FUNDING FOR REGIONAL TRAFFIC COUNT PROGRAM

DESCRIPTION:

In 2004, City of Bakersfield, County of Kern, Caltrans District 6, and Kern COG signed an MOU that created a Regional Traffic Count Program for locally maintained roads. The MOU recommends the program be funded in the FTIP on an on-going basis.

DISCUSSION:

Background:

On January 15, 2004, the Kern COG board signed an MOU with the City of Bakersfield, County of Kern, Caltrans District 6, and Kern COG (representing the outlying cities). The MOU established the Kern Regional Traffic Count Program.

Member agencies use traffic counts for a variety of activities including monitoring and responding to congestion and safety issues. Kern COG uses observed traffic counts to validate the Kern COG regional travel demand model. Consistent, systematic, and accurate traffic count information is essential to delivering a safe and effective transportation infrastructure; and it insures the reliability of the regional transportation model for both air quality and project delivery purposes.

Beginning in 2006, the regional traffic count program was authorized by the Kern COG Board to be funded as an off-the-top allocation of Regional Surface Transportation Program (RSTP) funds for a 5-year trial period ending in fiscal year 2010-11. Kern COG has administered a regional count contract that has successfully acquired over 3000 counts on local roads in first three and a half years of the program. These counts are available through an interactive online mapping system on Kern COG's main web page (<http://206.227.45.76/website/kerncog/viewer.htm>).

The list of count locations were developed in consultation with the County and 11 cities with oversight from the Kern Regional Transportation Modeling Committee (KRTMC), a Sub-committee of the TTAC. Each party in the MOU recognizes that each had previously expended thousands of dollars annually to monitor traffic flow in the region. Inconsistencies in counts can occur when count locations are annexed from the County into a city. The parties recognize that the countywide traffic count program has benefited the jurisdictions in Kern in the following ways:

### **Regional Count Program Benefits**

- Reduce local agency staff requirements
- Improve the efficiency of local government
- Provide greater consistency of count information
- Improve transportation model forecasts

The MOU requires that each party share the costs and responsibilities associated with a regional traffic count program and collaborate on grant applications. The parties agree to support a core Regional Traffic Count Program by directly funding and/or supporting the allocation of funding in the Kern COG Federal Transportation Improvement Program (FTIP) and the Kern COG Overall Work Program at a minimum of \$30,000 annually for a total of \$90,000 annually. Caltrans has committed an additional \$30,000 annually of in-kind resources or staff time.

Funding Option Based on MOU:

MOU Participant Amount Source/description

County of Kern \$30,000 RSTP

City of Bakersfield \$30,000 RSTP

Kern COG/outlying cities \$30,000 RSTP and TDA (12% local match for RSTP)

*Caltrans District 6 \$30,000 in-kind*

### **Proposed Expenditures**

Funding Available for Counts: \$79,677 (Consultant)

Kern COG 12% Match: \$11,000 (COG Staff time & Admin. — TDA)

### **Annual Program Expenditure: \$90,000**

Additional *in-kind* match: \$30,000 (*Caltrans staff time and count programs*)

The Regional traffic count program will include regular counts in all the outlying cities, Metropolitan Bakersfield and outlying County. The following is the current listing of total regular count locations being collected for cities and the County.

### **Number of Count Locations by Jurisdiction**

Arvin - 4

Bakersfield -499

Cal City-12

Delano - 17

Kern - 429

McFarland - 5

Maricopa - 2

Ridgecrest - 11

Shafter- 21

Taft - 16

Tehachapi - 8

Wasco- 8

**Regional Traffic Count Improvement Plan** – A regional transportation monitoring improvement plan was developed in consultation with members of the Kern Regional Transportation Modeling Committee. The plan has improved and merged the transportation monitoring systems in the region while assisting member agencies with their annual traffic census efforts. The program has provided more consistent and frequent count data and has eliminated duplication of effort in counting programs between the member jurisdictions and Caltrans. In addition, the plan has made recommendations on where to place classification counts for trucks, and speed surveys. The Kern Regional Transportation Modeling Committee has provided oversight for both the Plan and the Regional Count Program.

**Staff Recommendation** - Kern COG staff recommends that funding be extended for another 5 years for the traffic count program (2010-11 through 2014-15) at \$90,000 per year (\$79,677 RSTP + 12% match from TDA). Since all agencies should receive benefit from this effort, Kern COG recommends that this item be considered separate from fair-share distribution of federal-aid funding.

**KRTMC Recommendation (10-28-09)** – Approval.

**TTAC Recommendation (11-4-09)** Approval.

ACTION:

Approve \$79,677 per year off-the-top RSTP funding for a second five-year period to fund the Regional Traffic Count Program as recommended by the Transportation Technical Advisory Committee. VOICE VOTE.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: Ronald E. Brummett  
Executive Director

By: Anne Schoolcraft  
Rideshare Coordinator

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM G.  
CONSULTANT CONTRACT AGREEMENT – SAFE ROUTES TO SCHOOLS  
EDUCATION AND OUTREACH

DESCRIPTION:

According to Kern COG policy, the Council shall review and approve grant-funding agreements. On November 19, 2009, staff awards Bike Bakersfield the Caltrans Program Consultant Agreement in the amount of \$161,984 to implement a Safe Routes to Schools Education and Outreach Program.

DISCUSSION:

On April 25, 2008 Kern COG submitted a grant proposal to the Federal Highway Administration on behalf of Biking for Fun, Inc. dba Bike Bakersfield. On September 4, 2009, staff received federal authorization to proceed with conducting Safe Routes to Schools education for parents, children, school officials, and the community at large, per the original proposal.

ACTION:

Approve selection of the agency Bike Bakersfield for the implementation of the Safe Routes to Schools Education and Outreach Program, and authorize Chair to sign the Contract. VOICE VOTE.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: Ronald E. Brummett  
Executive Director

By: Robert M. Snoddy  
Regional Planner III

SUBJECT: TPPC AGENDA NUMBER IV CONSENT CALENDAR ITEM H.  
FTA SECTIONS 5316 AND 5317 GRANT ASSISTANCE  
MEMORANDUM OF UNDERSTANDING

DESCRIPTION:

Kern Council of Governments approved \$419,908 of projects for the JARC/New Freedom Program for the 2009/10 fiscal year. The JARC/New Freedom Program allows Kern COG staff to manage and administrate Federal Transit Administration's Section 5316 Job Access and Reverse Commute (JARC) and 5317 New Freedom (NF) funds for eligible applicants within Metro-Bakersfield.

DISCUSSION:

Kern COG issued a FY 2007/08 JARC / NF Call for Projects within Metro-Bakersfield on Friday, July 30, 2009. Kern COG received one JARC and one NF project, evaluated and scored that projects in accordance with Kern COG's adopted JARC / NF Program Management Plan, and forwarded the program of projects to Kern COG's Social Services Transportation Advisory Committee (SSTAC) on Friday, August 28, 2009. The SSTAC unanimously supported staff's recommendation to conduct the JARC / NF Call for Projects. On September 17, 2009, the Transportation Planning Policy Committee recommended sub-grants be awarded to Golden Empire Transit as follows:

<u>Member Agency</u>	<u>Purpose/Program</u>	<u>Amount</u>
Golden Empire Transit District	Extend express bus service (JARC)	\$301,937.00
Golden Empire Transit District	Mobility training – disabled clients (NF)	<u>\$117,971.00</u>
Total		\$419,908.00

Staff has prepared the Memorandum of Agreement implementing this program and recommends approval.

ACTION:

Approve Memorandum of Agreement and authorize Chair to sign. VOICE VOTE

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT  
EXECUTIVE DIRECTOR

By: Robert M. Snoddy  
Regional Planner III

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM I.  
FTA SECTION 5311

DESCRIPTION:

Under Section 5311 of the Federal Transit Act, funds are made available annually for transit projects in non-urbanized areas. Approximately \$1,192,780 will be apportioned to the Kern region based on its non-urbanized area population for fiscal year 2009-2010.

DISCUSSION:

Approximately \$1,192,780 will be apportioned to the Kern region based on its non-urbanized area population for fiscal year 2009-2010. Because of Caltrans' responsibility to process federal ARRA stimulus funding, the deadline to submit the Program of Projects and operator grant applications to the District Offices is Thursday, December 31, 2009. **This deadline requires Kern COG staff to set a submittal deadline of Friday, December 18, 2009 (to allow for application review).** The December deadlines are necessary this cycle and if an eligible agency cannot meet the established grant application deadline, funding will be lost to our region.

Kern COG staff will work with transit operators within its jurisdiction to prepare a draft FTA Section 5311 Program of Projects to include all transit operator requests for operating projects. Information regarding FTA Section 5311 apportionments has been communicated to each eligible applicant within Kern County to assist with the preparation of the grant application.

ACTION:

Information and discussion.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: Ronald E. Brummett,  
Executive Director

By: Joseph Stramaglia,  
Senior Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM J.  
PROGRESS REPORT: PROJECTS OF REGIONAL SIGNIFICANCE

DESCRIPTION:

Technical member agency staffs convene every two months to report on the status of transportation projects of regional significance. A progress report is updated by Kern COG staff every two months or at least quarter.

DISCUSSION:

The following report is provided for general information. Kern COG staff will continue bi-monthly updates as often as possible. This list of projects is funded through a combination of local, state and federal transportation programs. These projects add new lanes to existing streets and highways and construct new roadways. Cost estimates provided in the following pages include estimates for construction; rights-of-way, design and support costs.

Every two months, Kern COG staff convenes a technical meeting with member agency staff including project management staff to share details and status updates based on their latest information. The progress report is based on project status updates from the October 6, 2009 meeting. Kern COG staff may be contacted for further information.

Enclosure: "November 2009 – Progress Report: Projects of Regional Significance"

ACTION: Information.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT  
EXECUTIVE DIRECTOR

By: Rob Ball, Senior Planner

SUBJECT: TPPC AGENDA NUMBER IV. CONSENT CALENDAR ITEM K.  
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 January 2010.

DISCUSSION:

**Background:**

The Transportation Technical Advisory Committee (TAC) also serves as the Congestion Management Agency TAC. 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, and references the Congestion Management Agency and Program (see Attachment B). This update reflects those proposed changes.

Although not a regulatory document, the Transportation Research Board (TRB) of the National Research Council is updating its Highway Capacity Manual. The document guides state-of-the-practice for transportation analysis. The draft update will be available in January 2010 and adopted by October 2010. Like the proposed CEQA changes, preliminary documentation provides an integrated methodology analyzing congestion for vehicles, bikes, pedestrians and transit called, "The Complete Streets Method." This is a significant departure from the current accepted method of only analyzing vehicle congestion.

**CMP Update Timeline:**

~~September 29, 2009 — Kern Climate Change Taskforce Meeting~~  
~~September 30, 2009 — Kern Transportation Technical Advisory Committee (TTAC) — Information Item~~  
~~October 5, 2009 — Presentation to Kern Homebuilders Association Director~~

~~October 15, 2009 — Kern COG Board, Transportation Planning Policy Com. — Information Item~~  
~~October 19, 2009 — Presentation to City of Bakersfield Public Works Staff~~  
~~October 28, 2009 — Kern Regional Transportation Modeling Committee (KRTMC)~~  
~~— Recommended Approval with changes to TTAC~~  
~~November 4, 2009 — TTAC — Referred back to KRTMC~~  
 November 19, 2009 — Kern COG Board, Pre-meeting Workshop - Information  
 December 16, 2009 — KRTMC – Recommendation to TTAC  
 January 6, 2010 — TTAC – Recommendation to Kern COG Board  
 January 21, 2009 — Kern COG Board, Congestion Management Agency (CMA)  
 — Considers Recommendations  
 May/June 2010 — Kern COG Board, CMA – Considers Adoption and any changes with 2011 RTP  
 July 2010 — CMP update takes effect

**Key Changes:**

- 1) Addition of language emphasizing the inclusion of transportation demand management strategies, such as freeway service patrols, to clear traffic events more rapidly in congested areas.
- 2) Clarification of 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 document.
- 4) Changes requested by the Kern Regional Transportation Model Committee
  - a. Correct reference to ITE, it should be TRB.
  - b. Replace threshold standard of 5 trips during peak hour with the Caltrans Guideline standard of 1 trip during peak hour on an LOS F facility for Traffic Impact Studies.
  - c. Verify that less emphasis on mitigating vehicle traffic may reduce traffic mitigation costs.
  - d. Update the list of LOS F streets on the Congestion Management Program network.

**Initial Responses to Comments:**

**1) Comments from City of Shafter (letter dated 10/22/09).** Kern COG staff contacted City of Shafter staff and received further clarification of comments. Changes in response are reflected below.

**a) A CMP is not a required element under the Regional Transportation Plan.**

**Response:** This is true under current state law. However, in 2005 the federal transportation bill passed requiring a congestion management process. U.S. Code, Title 23, Sec. 134(m)(2) states:

*“(j) TREATMENT OF CERTAIN STATE LAWS AS CONGESTION MANAGEMENT PROCESSES. — For purposes of this section and section 134, and sections 5303 and 5304 of title 49, State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process under this section and section 134, and sections 5303 and 5304 of title 49, if the Secretary finds that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of this section, section 134, and sections 5303 and 5304 of title 49, as appropriate.”*

Kern COG has maintained the CMP as an element of the RTP since the 1990s. In 2007, the Federal Highways Administration found that the CMP element of the Kern COG 2007 RTP complied with federal requirements under Title 23, Sec. 134 and Title 49 sec. 5303. Since the CMP is now a required element of the RTP, it cannot be removed without jeopardizing federal transportation funds.

**b) There is a Potential Liability to Local Governments.** The City of Shafter is concerned that if the CMP is included as part of the RTP local governments may be exposed to liability under California Government Code Section 65089.6 which would allow an action against a city if the CMP is incorporated into its General Plan Circulation Element and the local government fails to carry out the CMP. Draft RTP Guidelines anticipate that local governments will amend their General Plans to implement the Sustainable Communities Strategy (SCS) of the RTP. If the SCS portion of the RTP includes CMP elements, and local governments adopt those requirements in their circulation plans, they could be exposed to liability under Section 65089.6.

**Response:** Kern COG spent time with each of its member agencies between March and June 2009 to get the latest planning assumptions based on local general plans and other reasonable assumptions for the distribution of future development. This information was gathered to help inform the development of a target for the first SCS scheduled for adoption in 2014. Ultimately, the land use scenario portion of the SCS will be based on local general plans, reducing the potential for conflicts and ensuring consistency between local plans and the RTP SCS. The following text should be added to the CMP portion of the RTP to address the liability concern.

*“California Government Code Section 65089.6 states that local governments are liable to action against them if they incorporate all or a portion of the CMP into their circulation element and then fail to implement that portion of the CMP. The assumptions in the RTP/CMP Sustainable Communities Strategy are based on local general plans and reasonable assumptions from those plans. Therefore the RTP CMP is consistent with local general plans, eliminating the potential for liability under Section 65089.6.”*

**2) Comments from the Kern Climate Change Task Force Meeting (9/29/09) and Follow-up Meetings with the Kern Home Builders Association and the City of Bakersfield Public Works Department.**

**a) Does this update affect traffic congestion and LOS standards in our local community?**

**Response:** No. Local LOS standards are set in each community’s General Plan Circulation Element. In communities where existing facilities are already operating at LOS F, this policy change would allow developments that may add traffic to those congested corridors if capacity existed for other modes such as bike, walk, and transit that are not affected by that same capacity.

**b) Does this new emphasis on other modes let developers off the hook for impacts to already congested areas?**

**Response:** No. The emphasis on other modes requires the developer to provide capacity for all modes, including single occupancy vehicle traffic. It does allow one mode to have a degraded level of service if the other modes provided sufficient traveling capacity and comfort.

**c) Does this update negatively affect our quality of life and relatively congestion free roadways?**

**Response:** No. These changes provide for a choice in transportation modes, while maximizing the expenditure of our transportation dollars. It may eventually impact travel for single occupancy vehicles during peak periods; however, it provides for alternative modes such as bike, carpool and bus lanes in congested corridors so people can travel through those areas during peak periods. If the current method of LOS were to remain in place, roads in the interior areas would have to be made so wide that they would be too costly to build and maintain, bringing both growth on the periphery and infill development to a halt because of the cost of mitigating their impacts to vehicle traffic.

**d) How do you prepare a mitigation monitoring program for mitigating congestion of other modes (bike, walk, transit, HOV, etc.) to be provided by a government agency?**

**Response:** Historically, traffic congestion has been measured by analyzing level of service (LOS) for vehicles on an A through F scale. This change would shift the emphasis in environmental documents dealing with the Congestion Management Network corridors from looking at the impacts on vehicle traffic to the impacts to all modes. Under CEQA, the mitigation monitoring program ensures that mitigations are implemented. Often offsite mitigation for vehicle traffic congestion is provided by the developer through project phasing or is accounted for in a traffic impact fee program. Government agencies are required to implement mitigation that is a part of an impact fee. It is anticipated that these practices would continue for vehicle traffic impacts under the updated CMP. For transit, bike, and pedestrian facilities, the developer would likely need to negotiate service agreements with the transit service provider, or impact fee programs would need to be updated to include these other modes. In some cases, projects could point to other government programs, such as the Kern Motorist Aid Authority, if they implement a service such as a Freeway Service Patrol to clear traffic incidents during peak periods.

**3) Comment from phone call with representative from Western Properties (10/29/08).**

**a) Is the use of the *Caltrans Guide for Preparation of Traffic Impact Studies* the best way to handle the deficiency study requirement in the CMP when considering impact of cost to development?**

Response: Yes, creating an option for the deficiency plan requirement to be handled as part of the existing traffic impact fee studies avoids the need for creation of a separate CMP deficiency monitoring and notification process and bureaucracy. This option does expand the need to perform traffic impact analysis on major inter-city county roads, as opposed to just State Routes under the existing Caltrans guide requirements. For most major developments this guide is already used. The cost of addressing the CMP and TDMs/TSMs in an existing traffic study should not change either, since these are becoming required by state and federal law. The change in the number of developments that are required to do a traffic impact study should be minimal. In some cases, small parcel maps may affect a level of service F segment of a county road. Many parcel maps are categorically exempt and would not likely trigger the need for a full traffic impact study. The Caltrans guide states that in the case of some projects, all that is required would be a traffic count for the project. This requirement may be extended to some county roads, if the project is not categorically exempt.

Attachments:

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: Information, scheduled for consideration by the Kern COG Board Congestion Management Agency on January 21, 2010.

## Attachment A

### **DRAFT UPDATE – Revision 3**

#### **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 ~~TEA-21 and ISTEA~~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 ~~System-Process~~ requirements are similar to the optional California requirements; in fact, the ~~CMS-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 (~~Program~~)—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 ~~biennially~~ 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.

~~Government agencies under jurisdiction of this Program comprise~~

#### **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 ~~lead-a~~ responsible agency for traffic impact ~~Reports~~ 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 ~~a~~ Transportation Demand Management ordinance-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 ~~a portion of the state~~ 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 E~~ establishes ~~a~~ process where Kern COG in consultation with its member agencies ~~to~~ 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:** ~~Determines~~ 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 ~~of~~ 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:** ~~Predicts~~ level-of-service exceedances, ~~prioritizes~~ the Capital Improvement Program, and ~~analyzes~~ the impacts of land use on the Congestion Management Program network ~~system~~. 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:** ~~Describes~~ programs to promote alternatives to driving alone or single occupancy vehicle (SOV) travel. These include such activities as carpools, vanpools, transit, bicycles, ~~and~~ park-and-ride lots freeway service patrols, and intelligent transportation system technologies. These programs will improve air quality in the ~~County~~ 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):** Establishes transportation improvements that can be expected to improve traffic conditions over the next 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 pPrepares 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 implementing agencylocal government agencies and Caltrans are is 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 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 traffic-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; ~~and~~
- 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.

~~Kern region's Congestion Management Program will be revised as necessary to reflect all federal congestion management requirements.~~

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** - ~~Statute requires t~~The Program ~~to~~includes a minimum seven-year Capital Improvement Program to maintain or improve the level of service on the Congestion Management ~~system~~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.

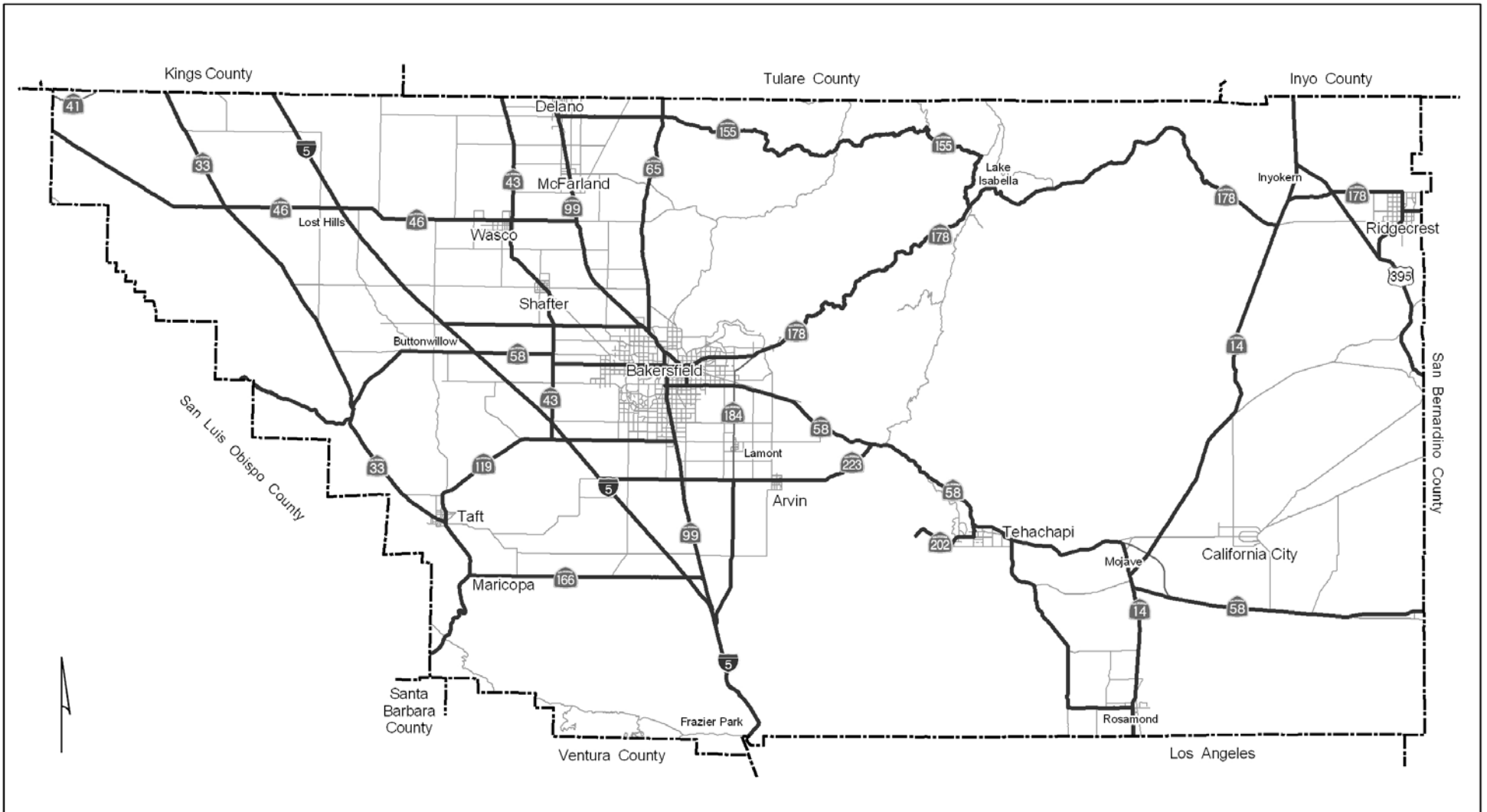
Figure 6-1 provides a graphic display of the Congestion Management System of highways and roadways. A listing of State highways and principal arterials on the designated Congestion Management System is provided below:

### Highways

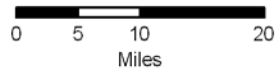
Interstate 5	Route 155
Route 14	Route 166
Route 33	Route 178
Route 43	<u>Route 184</u>
Route 46	Route 202
Route 58	Route 204
Route 65	Route 223
Route 99	U.S. 395
Route 119	

### 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



— 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 SR14
  - 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
  - SR 204/Golden State Hwy – F St to Chester
  - Seventh Standard Rd – SR99 to Coffee Rd
- (List updated based on most recent travel demand model validation base year)

~~These LOS F designations are considered temporary. As improvements are built, and congestion reduced, the designations will be upgraded to the systemwide standard of LOS E. Projects along one of the existing LOS F segments, with 1 or more than 5 peak hour trips or 50 daily trips (or as required by the most recent Caltrans Guide for the Preparation of Traffic Impact Studies), shall include a deficiency plan for the affected corridor segments 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. The centers should use multi-modal LOS standards with in their boundaries to ensure capacity for bike, walk and transit.~~

- 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. Local governments should consider performing a cost/benefit analysis to compare adding an extra free flow lane each direction to a congested corridor versus adding capacity for transit, bike, walk and/or HOV. The analysis may result in reduced transportation mitigation that may increase affordable housing.
- 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. Variable parking cost can also be used as a strategy to reduce congestion during peak periods.

### Congestion Management Agency Role

~~Kern COG, as~~ Under the state CEQA guidelines environmental checklist, the Congestion Management Agency, does not have development review and implementation responsibilities; these are up to the various cities and County. The Agency's authority is limited to establishing and monitoring a countywide Level-of-Service standard, and withholding state-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. Because of these differences, t ~~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 each year 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, ~~not estimates or forecasts.~~

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 ~~not further degrade~~ 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

...

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

a) ~~Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?~~ 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) ~~Exceed, either individually or cumulatively, a~~ 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 TRB 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](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](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w128.pdf)

### **4) AB 1358 (approved Sept. 2008), Leno. – Planning: circulation element: transportation.**

“Effective January 1, 2011, city and county, upon a substantive revision to the circulation element of a general plan, must modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. ... Shifting the transportation mode share from single passenger cars to public transit, bicycling, and walking must be a significant part of short and long-term planning goals if the state is to achieve the reduction in the number of vehicle miles traveled and in the greenhouse gas emissions required by current law.”

November 19, 2009

TO: Transportation Technical Advisory Committee

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,  
Senior Planner

SUBJECT: TPPC AGENDA NUMBER V.  
2011 Regional Transportation Plan - Projects of Regional Significance

DESCRIPTION:

The 2011 Regional Transportation Plan update has been initiated. The Capital Improvement Program for projects of regional significance is an integral element of this update.

DISCUSSION:

In anticipation of the next update to Kern COG's Regional Transportation Plan, a general overview is provided below of projects of regional significance anticipated in the 2011 Regional Transportation Plan update. This draft capital improvement program is subject to revisions prior to the final draft preparation.

Generally, there will be a reduction of programming in the transition from the 2007-2010 planning range to the updated planning range of 2011 to 2015 as a result of several construction projects advancing to project award and actual work. This information will require further updates.

Planning ranges from 2016 to 2030 remain the same. The planning range from 2031 to 2035 introduces approximately \$675 million in projects primarily consisting of local impact fee projects. Overall unfunded needs are reduced by about \$675 million due to the introduction of the new planning range.

This list has been reviewed by Kern COG staff in conjunction with member agency interviews and review of the transportation modeling update. The attached lists are expected to move forward for environmental review and modeling purposes prior to circulation for public review. Tables 4.1 and 4.2 are provided on the following pages of this report for your review.

Action:

Approve Draft RTP CIP Tables 4.1 and 4.2 for projects of regional significance subject to final adoption of the 2011 Regional Transportation Plan. VOICE VOTE.

**TABLE 4.1 - Constrained Program of Projects**

<b>2011 through 2015 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
I-5	Kern	Interchange improvements at Laval Rd	\$11,300,000	KER08RTP002	2009
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	42,000,000	KER08RTP006	2014
Route 46	Lost Hills	SLO County Line to Hallow ay Rd - widen to four lanes (Segments 1 -3)	232,070,000	KER08RTP003	2009
Route 58	Metro Bkfd	Rosedale Hw y. @ Minkler Spur / Landco - construct grade separation	17,400,000	KER08RTP118	2013
Route 58	Metro Bkfd	Rosedale Hw y - Callow ay Dr to SR 99 - widen to six lanes; grade separation at	20,600,000	KER08RTP007	2011
Route 58	Metro Bkfd	Rosedale Hw y - Allen Rd to Callow ay Dr - widen to four /six lanes	8,800,000	KER08RTP090	2011
Route 58	Bakersfield	Rt 99 to Cottonw ood Rd. - widen to six lanes	50,000,000	KER08RTP019	2015
Route 99	Metro Bkfd	Hosking Ave - construct interchange	35,000,000	KER08RTP009	2010
Route 99	Bakersfield	Olive Drive - construct interchange upgrades	6,100,000	KER08RTP091	2012
Route 99	Delano	Woollomes Ave - construct interchange upgrades	5,000,000	KER08RTP114	2010
Route 178	Bakersfield	Morning Dr to Vineland Rd - new 4/6 lane freeway w/ interchange	58,800,000	KER08RTP010	2011
Route 178	Bakersfield	Vineland Rd to Miramonte Dr - widen to four lanes	36,500,000	KER08RTP011	2011
Challenger Dr. Ext.	Tehachapi	Viena St to Dennison Rd - construct new street	1,500,000	KER08RTP015	2010
W Ridgecrest Blvd	Ridgecrest	Mahan St to China Lake Blvd - widen to four lanes	10,200,000	KER08RTP001	2010
7th Standard Rd	Shafter	Santa Fe Way to Coffee Rd - widen to four/six lanes	57,000,000	KER08RTP005	2009
7th Standard Rd	Shafter	7th Standard Rd @ BNSF - construct grade separation	20,000,000	KER08RTP116	2009
Westside Parkw ay	Metro Bkfd	SR 99 / Oak St to Heath Rd - construct local freeway	340,000,000	KER08RTP004	2009
Hageman Flyover	Bakersfield	Knudsen Dr to Rt 204 - construct four/six lane extension	68,900,000	KER08RTP013	2012
Hageman Grade-Sep	Metro Bkfd	Hageman/Santa Fe Way @ BNSF - construct grade separation	39,500,000	KER08RTP117	2011
Oak St/24th Street	Bakersfield	Rt 178 (24th St) and Oak St - construct improvements	19,100,000	KER08RTP012	2012
Centennial Corridor	Bakersfield	I-5 to SR-58 - construct new freeway and/or operational improvements	645,000,000	KER08RTP020	2015
24th Street	Bakersfield	Rt 178 SR-99 to M Street - widen to six/eight lanes	34,000,000	KER08RTP014	2013
			<b>Sub-total</b>	<b>\$1,758,770,000</b>	
<b>2016 through 2020 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 2)	\$42,000,000	KER08RTP017	2018
Route 178	Metro Bkfd	West of Fairfax Rd to west of Morning Drive - widen to six lanes	806,000	KER08RTP111	2020
Route 178	Metro Bkfd	West of Morning Dr to Vineland Rd - widen to six lanes	806,000	KER08RTP112	2020
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - widen to four/six lanes	11,500,000	KER08RTP113	2016
West Beltw ay	Metro Bkfd	Rosedale Hw y to Pacheco Rd - construct four/six lane facility	173,200,000	KER08RTP016	2018
			<b>Sub-total</b>	<b>\$228,312,000</b>	

**TABLE 4.1 - Constrained Program of Projects Continued**

<b>2021 through 2025 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - w iden to four lanes (Phase 3)	\$32,000,000	KER08RTP024	2022
Route 58	Bakersfield	Rosedale Hwy - Rt 43 to Allen Rd - w iden to four lanes	59,000,000	KER08RTP092	2025
Route 58	Bakersfield	Rt 99 to Cottonwood Rd - w iden to eight lanes	47,400,000	KER08RTP093	2025
Route 65	Bakersfield	James Rd to Merle Haggard Dr - w iden to four lanes	\$3,000,000	KER08RTP094	2021
Route 119	Taft	Cherry Ave to Elk Hills Rd (Phase 1, bypass) - w iden to four lanes	115,000,000	KER08RTP022	2022
Route 178	Bakersfield	At Rt 204 - construct interchange	25,700,000	KER08RTP095	2025
Route 178	Bakersfield	Miramonte to Rancheria - w iden to four lanes	11,700,000	KER08RTP084	2025
Route 184	Bakersfield	At Union Pacific Railroad - construct grade separation	26,400,000	KER08RTP108	2025
Route 204	Bakersfield	Airport Drive to Rt 178 - w iden to six lanes	38,500,000	KER08RTP083	2025
Route 204	Bakersfield	F St - construct interchange	25,700,000	KER08RTP081	2025
US 395	Ridgecrest	Betw een Rt 178 and China Lake Blvd - construct passing lanes	20,000,000	KER08RTP089	2022
West Beltway	Metro Bkfd	Taft Hwy to Pacheco Rd - construct four/six lane facility	80,400,000	KER08RTP097	2025
		<b>Sub-total</b>	<b>\$68,000,000</b>		
<b>2026 through 2030 - Major Highway Improvements</b>					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 46	Lost Hills	Halloway Rd to I-5 - interchange upgrade at I-5 (Phase 4)	\$97,000,000	KER08RTP018	2026
Route 119	Bakersfield	I-5 to Buena Vista - w iden to four lanes	31,300,000	KER08RTP099	2026
Route 178	Bakersfield	Vineland to Miramonte - new Interchange; w iden to six lanes	231,500,000	KER08RTP025	2028
Route 178	Bakersfield	Existing west terminus to Oswell St - w iden to eight lanes	140,500,000	KER08RTP026	2026
Route 184	Bakersfield	Panama Rd to Rt 58 - w iden to four lanes	10,500,000	KER08RTP100	2029
Route 184	Bakersfield	Morning Dr to Rt 178 - w iden to four lanes	5,000,000	KER08RTP101	2026
West Beltway	Metro Bkfd	Rosedale Hwy to Seventh Standard Rd - new four/six lane facility	128,500,000	KER08RTP102	2028
		<b>Sub-total</b>	<b>\$644,300,000</b>		

**TABLE 4.1 - Constrained Program of Projects Continued**

2031 through 2035 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 58	Bakersfield	At various locations - ramp improvements	\$32,600,000	KER08RTP103	2033
Route 99	Bakersfield	At Olive Drive - reconstruct interchange	108,000,000	KER08RTP021	2033
Route 99	Bakersfield	Rt 204 to 7th Standard Rd - w iden to eight lanes	91,100,000	KER08RTP104	2033
Route 99	Bakersfield	At Snow Rd - construct new interchange	138,200,000	KER08RTP115	2033
Route 99	Bakersfield	Wilson Rd to Rt 119 - w iden to eight lanes	90,800,000	KER08RTP077	2033
Route 99	Bakersfield	At various locations - ramp improvements	37,000,000	KER08RTP105	2033
Route 119	Taft	Elk Hills - County Rd to Tupman Ave - w iden to four lanes (Phase 2)	48,000,000	KER08RTP086	2033
Route 178	Bakersfield	At Rt 204 and 178 - reconstruct freeway ramps	50,000,000	KER08RTP085	2033
Route 178	Bakersfield	At various locations - ramp improvements	37,000,000	KER08RTP106	2033
Route 184	Lamont	Rt 58 to Rt 178 - w iden to four lanes	90,000,000	KER08RTP045	2033
		<b>Sub-total</b>	<b>\$722,700,000</b>		
		<b>Total Major Highway Improvements</b>	<b>\$3,422,082,000</b>		

**TABLE 4.2 - Unconstrained Program of Projects**

Major Highway Improvements						
Project	Location	Scope			YOE Cost	Project ID
<b>Beyond 2035 - Major Highway Improvements</b>						
Interstate 5	Kern	From Fort Tejon to Rt 99 - w iden to ten lanes			\$86,000,000	KER08RTP027
Interstate 5	Kern	7th Standard Rd Interchange - reconstruct			54,000,000	KER08RTP028
Route 33	Maricopa	Welch St to Midway Rd - w iden to four lanes			88,000,000	KER08RTP029
Route 43	Shafter	7th Standard Rd to Euclid Ave - w iden to four lanes			37,000,000	KER08RTP030
Route 46	Wasco	I-5 to Juniper Ave - w iden to four lanes			118,000,000	KER08RTP031
Route 46	Wasco	Juniper Ave (North) to Rt 43 - w iden to four lanes			130,000,000	KER08RTP079
Route 46	Wasco	Rt 46 @ BNSF - construct grade separation			39,500,000	KER08RTP119
Route 46	Kern	Near Lost Hills at Interstate 5 - upgrade and w iden interchange			130,000,000	KER08RTP033
Route 46	Wasco	Rt 43 to Rt 99 - w iden to four lanes			70,000,000	KER08RTP032
Route 58	Kern	Rosedale Highway - I-5 to Rt 43 - w iden to four lanes			31,000,000	KER08RTP038
Route 58	Bakersfield	Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway			500,000,000	KER08RTP114
Route 58	Tehachapi	Dennison Rd - construct interchange			33,000,000	KER08RTP036
Route 58	Bakersfield	Near General Beale Rd - new truck weigh station			11,000,000	KER08RTP034
Route 58	Kern/Tehachapi	East of Tehachapi to General Beale Rd - truck auxiliary lanes / escape ramp			86,000,000	KER08RTP035
Route 58	Bakersfield	General Beale Rd - construct new interchange			54,000,000	KER08RTP037
Route 65	Kern	Merle Haggard Dr to County Line - w iden to four lanes			216,000,000	KER08RTP039
Route 99	County/Bkfd	Rt 99 @ Minkler Spur - construct grade separation			69,000,000	KER08RTP134
Route 119	Taft	Rt 33 to Cherry Ave - w iden to four lanes			54,000,000	KER08RTP040
Route 119	Taft	Tupman Rd to I-5 - w iden to four lanes			60,000,000	KER08RTP041
Route 155	Delano	Rt 99 to Browning Rd - four lanes; reconstruct			32,000,000	KER08RTP042
Route 155	Delano	Rt 155 @ UPRR - construct grade separation			39,500,000	KER08RTP120
Route 166	Maricopa	Basic School Rd - reconstruct intersection grade			517,582	KER08RTP043
Route 178	Kern Canyon	Vineland to China Garden - new freeway			500,000,000	KER08RTP044
Route 204	Bakersfield	(Golden State Ave) Rt 99 to M St - construct operational improvements			100,000,000	KER08RTP082
Route 184	Bakersfield	Rt 184 / Morning Dr. @ UPRR - construct grade separation			69,000,000	KER08RTP122
Route 202	Tehachapi	Tucker to Woodford-Tehachapi Rd - w iden to four lane			9,704,661	KER08RTP047
Route 223	Near Arvin	Rt 99 to Rt 184 - w iden to four lanes			69,010,921	KER08RTP048
Route 223	Arvin	East Arvin city limits to Rt 58 - w iden to four lanes			64,697,738	KER08RTP049
US 395	Johannesburg	San Bdo County Line to Rt 14 - w iden to four lanes			244,000,000	KER08RTP050

TABLE 4.2 - Unconstrained Program of Projects Continued						
Major Highway Improvements						
Project	Location	Scope			YOE Cost	Project ID
<b>Beyond 2035 - Major Highway Improvements</b>						
South Beltway	Bakersfield	I-5 to Rt 58 - new expressway			\$610,000,000	KER08RTP074
Santa Fe Way	Bakersfield	Hageman to Los Angeles Ave - widen to four lanes			127,238,885	KER08RTP051
East Beltway	Bakersfield	Rt 58 to Morning Drive - construct new expressway			200,000,000	KER08RTP078
Beale Road	Bakersfield	L St/Beale @ BNSF - construct grade separation			69,000,000	KER08RTP127
Q Street	Bakersfield	Q St @ UPRR near Golden State Hwy - construct grade separation			59,000,000	KER08RTP136
Comanche Drive	Cnty/Bkfd	Comanche Dr. @ UPRR - construct grade separation			59,000,000	KER08RTP123
Olive Drive	County/Bkfd	Olive Dr. @ UPRR - construct grade separation			69,000,000	KER08RTP129
Renfro Road	County/Bkfd	Renfro Rd @ BNSF - construct grade separation			59,000,000	KER08RTP130
California City Blvd	California City	Rt 14 east six miles - widen to four lanes			22,000,000	KER08RTP052
Twenty Mule Team Rd	California City	California City Blvd to Rt 58 - widen to four lanes			21,565,913	KER08RTP053
North Gate Road	California City	California City Blvd to North Edwards - construct new four lane road			60,384,555	KER08RTP054
Woollomes Ave.	Delano	Rt 99 - widen bridge to four lanes; reconstruct ramps			134,000,000	KER08RTP056
Garces Highway	Delano	Interstate 5 to Rt 99 - widen to four lanes			288,983,230	KER08RTP057
Cecil Ave.	Delano	Wasco Pond Rd to Albany St - widen to four lanes			17,800,000	KER08RTP055
Kimberlina Road	Kern / Wasco	Kimberlina Rd @ BNSF - construct grade separation			59,000,000	KER08RTP132
Red Apple Rd	Kern	Tucker Rd to Westwood Blvd - widen to four lanes			4,313,183	KER08RTP058
Sierra Way	Kern	Lake Isabella at South Fork Bridge - reconstruct bridge			51,758,190	KER08RTP059
Frazier Park	Kern	Park and Ride facility near Frazier Park Blvd			12,939,548	KER08RTP060
Wheeler Ridge Rd	Kern	I-5 to Rt 223 - widen to four lanes			129,395,476	KER08RTP061
K Street	Kern	Mojave - extend K St to Rt 14			12,939,548	KER08RTP063
Kratzmeyer Road	Kern	Kratzmeyer Rd @ BNSF - construct grade separation			59,000,000	KER08RTP128
Airport Drive	Kern	Airport Dr. @ UPRR - construct grade separation			69,000,000	KER08RTP131
Rosamond Blvd	Kern	Rosamond Blvd @ UPRR - construct grade separation			69,000,000	KER08RTP133
K Street	Kern / Mojave	K St @ UPRR - construct grade separation			69,000,000	KER08RTP135
Elmo Highway	McFarland	Elmo Hwy @ UPRR - construct grade separation			69,000,000	KER08RTP124
Dennison Road	Tehachapi	Green St/ Dennison Rd @ UPRR - construct grade separation			69,000,000	KER08RTP121
Tehachapi Valley Blvd	Tehachapi	Rt 58 to Rosamond Blvd - widen to four lanes			150,961,389	KER08RTP064
Kern Ave.	McFarland	Tucker Rd to Curry St - widen to four lanes			23,722,504	KER08RTP065
Mahan St	McFarland	Pedestrian bridge at Rt 99 - reconstruct			5,391,470	KER08RTP066
Richmond Rd	Ridgecrest	TABLE 4.2 - Unconstrained Program of Projects Continued			32,348,869	KER08RTP067
Bowman Rd	Ridgecrest	E Ridgecrest Blvd - widen to four lanes			6,469,774	KER08RTP068
	Ridgecrest	China Lake to S Highway improvements			4,313,183	KER08RTP069
Project	Location	Scope			YOE Cost	Project ID
<b>Beyond 2035 - Major Highway Improvements</b>						
S. China Lake Blvd	Ridgecrest	Rt 395 to College Heights - reconstruct			\$36,662,052	KER08RTP070
Lerdo Highway	Shafter	Lerdo Hwy / Beech Ave @ BNSF - construct grade separation			69,000,000	KER08RTP125



November 19, 2009

TO: Transportation Planning Policy Committee

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

By: Joseph Stramaglia,  
Senior Planner

SUBJECT: TPPC AGENDA NUMBER VI.  
2010 Regional Transportation Improvement Program

**DESCRIPTION:** The 2010 Regional Transportation Improvement Program cycle has been initiated and a 2010 Regional Transportation Improvement Program is due to the California Transportation Commission by February 12, 2010.

**DISCUSSION:** The California Transportation Commission (CTC) has initiated the 2010 Regional / State Transportation Improvement Program cycle. The 2010 STIP Guidelines and Fund Estimate were adopted at the October 14-15, 2009 Commission meeting. These two items define how priorities should be managed with Kern COG's final submittal to the Commission. All regions were provided a target total of \$0 to introduce new project programming for years 2010-01 to 2014-15. **Therefore, the 2010 RTIP will be a programming delay exercise.**

**Staff Recommendation**

**Option A - Prioritize projects based on regional priority and Commission priority of construction readiness - group like projects**

<u>2010 RTIP PRIORITY Options A,B,C</u>			<u>Regional Ranking</u>	<u>Project Description</u>	<u>Current Funding Stage</u>	<u>Amount Subject to Delay</u>	<u>Current FFY</u>	<u>Phase(s)</u>
1	1	1	1 (split)	W. Parkway - Phase 4	Ready for construction	\$24,000,000	12-13	Construction
1	2	2	1 (split)	W. Parkway - Phase 6	Ready for construction	\$26,000,000	11-12	Construction
3	5	3	5	SR 119 – Cherry Ave. Widening	PA&ED in progress	\$3,405,000	11/12	PE
2	3	4	Board / 13	West Ridgecrest Blvd. Recon. & widen	PE in progress	\$6,200,000	11-12	Construction
3	6	5	Board / 14	SR 14 – Freeman Gulch Widening	Design not yet started	\$2,500,000	11-12	PE
					RW not yet started	\$11,300,000	12-13	RW
2	4	6	Board / 61	Challenger Dr Extension	PE in progress	\$1,500,000	11-12	Construction

**Option B - Modify Option A by prioritizing individual projects by regional priority and Commission priority of construction readiness**

**Option C - Prioritize projects based on regional ranking only**

Last month, information was provided indicating those projects that are at risk of delay to an outer year of 2013-14 or 2014-15. The options developed above provide a strategic beginning point for final concurrence by the Kern COG Board of Directors. Commission staff has indicated that regions are competing for about 40% funding capacity against currently programmed projects in the 2010-11, 2011-12 and 2013-14 year. About 60% of the current statewide program will be required to slip into the outer two years of the five-year programming cycle. Page 2 of this report provides an overview of programming concerns for this cycle as discussed at the October 20, 2009 Kern COG Workshop. These strategies and options are an attempt to not have all of Kern's projects moved out two years or more. Kern COG staff tentatively recommends either Option A or B as discussed above. Kern COG staff will bring this information back in January 2010 for final approval. Should the Technical Committee request it, another workshop could be established to review the above information further.

A follow up workshop was held at Kern COG on October 20, 2009 to confirm results of Commission action and to follow up on the request for information. Also presented at the workshop was a one-page overview of issues for consideration in the development of the Kern 2010 RTIP. Last month, a list of projects were presented in a table; the highlighted information represented those projects that have advanced to the construction phase and are not considered to be at risk for programming delay in this 2010 RTIP exercise. In order to develop a Kern COG staff recommendation, information from the Commission was reviewed including not only comments from the adopted STIP Guidelines for the 2010 RTIP, but Commission staff comments that are relevant to each regional agency developing their own RTIP. The following points were made at the Kern COG workshop regarding the next step in this process.

- **What is the final STIP fund estimate for the Kern Region?** The fund estimate for Kern is zero. Programming from 2010-11 through 2012-13 will be re-spread to programming years 2013-14 and 2014-15. The California Transportation Commission adopted their fund estimate at the October 14, 2009 meeting.
- **If the STIP fund estimate is zero, why do this exercise?** In past RTIP cycles, regional agencies deleted projects. This time around, regions are delaying current programming. Kern has several projects programmed for construction, design and rights-of-way work in years 2010-11 through 2012-13. There is a likely chance that these programmed items will be deferred two years. State cash-flow is not keeping up with the demands of the 2008 STIP and at least 60% of projects statewide from 2009-10 through 2012-13 will be delayed. The other choice is to delete projects.
- **RTIP Programming Range 2010-11 through 2014-15:** The RTIP submittal for regional agencies statewide considers programming for years 2010-11 through 2014-15. The fund estimate for the last two years of this range, or 2013-14 through 2014-15, is zero. At least 60% of programming in the earlier range of 2008-09 through 2012-13 will likely be moved out two years.
- **STIP Guidelines:** The California Transportation Commission adopted the final version of the 2010 STIP Guidelines at the October 14, 2009 meeting. The Guidelines will define the manner in which CTC staff develops their recommendations for the 2010 STIP.
- **Commission staff's request for regional prioritization:** When Kern COG submits their 2010 Regional Transportation Improvement Program request to the Commission, it must include a prioritized list of project information if the region wishes to have some of its projects considered for continued programming in a year earlier than 2014-15. However, there is no guarantee that any of Kern's projects will receive priority; however, Commission staff will attempt to bring as many projects forward as possible. Again, they are anticipating a 60% cash shortfall for programming in 2009-10 through 2012-13. Construction readiness continues to be the main criteria for allowing projects to advance in spite of cash shortfalls.
- **What happens next?** Kern COG staff must develop a regional staff recommendation for consideration by the Board. This recommendation will be based on regional priorities, current standing in the FSTIP, and recent project status information. Based on known information of project readiness, Kern COG will develop several options based on the priorities of the Commission, our regional project priorities and project readiness. These options will be part of the staff report for consideration by the Transportation Technical Advisory Committee and the Kern COG Board of Directors at the November meetings.

**RTIP Policy Review** - In 1998, Kern COG circulated a call for projects to the cities and county and ranked 66 projects. The Kern COG RTIP Policy was developed to focus on the delivery of project inside and outside of the metropolitan Bakersfield area. The following bullets are taken from the Kern Council of Governments Policy document that will be used to direct staff to formulate a recommendation for the development of the Draft 2010 Regional Transportation Improvement Program submittal.

- ❖ Once Kern COG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Program, it is Kern COG's policy to continue advancing the project that has completed one phase to the next phase when funding is available;
- ❖ Once Kern COG has committed to a project in the Regional Transportation Plan and Regional Transportation Improvement Plan, it is Kern COG's policy to keep a project or phase of a project whole, when possible;
- ❖ Kern COG leverages outside project dollars through partnerships with Caltrans (IIP), other regions, local contributions, regional commitments from other counties, demonstration funds, or state bond funds;
- ❖ Kern COG supports the equitable distribution of funding through the management of the Metro/Rural 60/40 programming split of State Transportation Improvement Program funding;
- ❖ Kern COG uses a ranked list of candidate Regional Transportation Improvement Program projects approved by the Kern COG Board of Director's in addition to other Board Actions to manage the overall project priorities.

**"60/40" Policy** - The "60/40" Policy was adopted in 1998 by the Kern COG Board of Directors to ensure an equitable distribution of State Transportation Improvement Program funds. The policy designates that 60% of State Transportation Improvement Program funds be available for projects inside the 2010 metropolitan Bakersfield boundary (as modified by the policy). The remaining 40% of the State Transportation Improvement Program funding was for projects outside the metropolitan boundary. The policy also notes that the funds can be flexible (moved inside and outside the designated boundary from year to year) as long as the "60/40" balance is maintained over the long-term.

### **Remaining Timeline**

- ❖ November 4, 2009 - Circulate draft program of projects for information to TTAC
- ❖ November 19, 2009 – Circulate draft program of projects for information to TPPC
- ❖ January 6, 2010 - Request recommendation of approval for final program of projects
- ❖ January 21, 2010 – Request regional approval of final program of projects
- ❖ February 12, 2010 – Regions submit RTIP to Caltrans headquarters and CTC
- ❖ February 12, 2010 – Caltrans districts submits ITIP to headquarters and CTC
- ❖ March 21, 2008 - CTC STIP hearing
- ❖ March 23, 2008 - CTC STIP hearing
- ❖ April 29, 2010 - CTC publishes staff recommendations
- ❖ May 19, 2010 - CTC adopts STIP

Action:

Information.

November 19, 2009

TO: Transportation Planning Policy Committee

FROM: Ronald E. Brummett  
Executive Director

By: Marilyn J. Beardslee  
Senior Planner

SUBJECT: TPPC AGENDA NUMBER VII.  
Draft Regional Transportation Plan (RTP) Transportation Planning Goals and Policies

DESCRIPTION:

Kern COG is currently updating the Regional Transportation Plan, a required element of which is the Policies Element. Recommendations for amendments to the existing Element (Chapter 2 of the document) are scheduled for consideration at the Kern COG Board's November meeting.

DISCUSSION:

The Policy Element identifies legislative, planning, financial and institutional issues and requirements, as well as areas of regional consensus. The Element presents guidance to decision makers of the implications, impacts, opportunities and foreclosed options that result from implementation of the RTP. In addition, the Policy Element is a resource for providing input and promoting consistency of action among State, regional and local agencies, including transit agencies, congestion management agencies, the California Highway Patrol, private and public groups, tribal governments, etc.

At September's TTAC meeting, staff provided Committee members the proposed 2011 RTP Policy Element, showing changes that staff is recommending, for their review.

A comment letter was received from the City of Shafter. Kern COG staff will respond to the city's concerns as part of the overall Public Comment response efforts prior to the Final RTP Draft being presented to the Kern COG Board.

ACTION:

Approve preliminary 2011 Regional Transportation Plan Policy Element subject to final adoption of the 2011 Regional Transportation Plan in June 2010. VOICE VOTE.