

**KERN COUNCIL OF GOVERNMENTS
MEETING OF REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE**

**KERN COG BOARD ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA**

**WEDNESDAY
January 3, 2018
1:30 P.M.**

Dial +1 (312) 878-3080
Access Code: 586-617-702

<https://global.gotomeeting.com/join/586617702>

I. ROLL CALL:

- II. 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.**

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III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of November 1, 2017
- RPAC Meeting of December 6, 2017

IV. 2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT (Raymond)

Comment: Kern COG staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document.

Action: Information

V. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – FINAL DELIVERABLES #6 AND #8 (Pacheco)

Comment: On November 1st, Kern COG staff posted Draft Deliverables #6 and #8 for review at <http://www.kerncog.org/category/docs/its/>. After the comment period closed, both deliverables were made final.

Action: Information

VI. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) CHAPTER REVIEW (Napier)

Comment: The Regional Planning Advisory Committee (RPAC) began reviewing Chapter 2: Transportation Planning Policies at the October 2017 meeting at the request of the Leadership Counsel for Justice and Accountability (LCJA). Chapters 2, 3 and 5 were brought to the RPAC at the November meeting and Chapters 2, 3, 4 and 5 were brought to RPAC in December, 2017.

Action:

1. Approve Chapter 2: Transportation Planning Policies for use in developing the 2018 RTP/SCS Environmental Document.
2. Approve Chapters 3, 4 or 5 as desired for use in developing the 2018 RTP/SCS Environmental Document.

VII. ANNOUNCEMENTS

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be January 31, 2018.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
November 1, 2017
1:30 P.M.

Vice Chairwoman Poire called the meeting to order at 1:33 p.m.

I. ROLL CALL

MEMBERS PRESENT:

Jacqui Kitchen	City of Bakersfield
Craig Platt	City of California City
Suzanne Forrest	City of Shafter
Mark Staples	City of Taft
Roger Mobley	Wasco
Ricardo Perez	GET
David Deel	Caltrans
Patty Poire	Community Member
Ted James	Community Member
Blair Knox	LAFCO

STAFF:

Rob Ball	Kern COG
Becky Napier	Kern COG
Raquel Pacheco	Kern COG
Linda Urata	Kern COG
Ahron Hakimi	Kern COG
Pete Smith	Kern COG

OTHERS:

Patricia Leal	LCJA
Troy Hightower	KC Black Chamber
Wayne Clausen	City of Shafter
Maria Lara	City of McFarland
Tony Miranda	Habitat for Humanity
Ravi Pudipeddi	City of Bakersfield
Dave Dmohowski	Home Builders Association
Steve Esselman	City of Bakersfield
Yanny Gonzales	Asthma Coalition (Phone)
Jose Nireles	Comete Progressov de Lamont (Phone)
Gema Perez	Greenfield Walking Group (Phone)

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Patricia Leal of Leadership Counsel for Justice and Accountability requested that the Committee discuss the letter she submitted on RTP policies. Vice Chairwoman Poire advised that Ms. Leal should speak under Item V. as this portion of the agenda is for items not on the agenda.

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Perez made a motion to approve the October 4, 2017 minutes, with the addition of Committee Member Platt being in attendance, seconded by Committee Member Mobley, all in favor.

IV. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – REVIEW OF DRAFT DELIVERABLES #6 AND #8 (Pacheco)

Ms. Pacheco provided the Committee with an updated and advised the Committee that Draft Deliverables #6 and #8 are available for review on the Kern COG website. Comments are due November 17.

This was an information item.

V. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) CHAPTER REVIEW (Napier)

Vice Chairwoman Poire requested that Ms. Leal of the Leadership Counsel for Justice and Accountability make her presentation on the letter she submitted for consideration. Ms. Leal gave a brief summary and asked the Committee to discuss her requests for additional policies. Vice Chairwoman Poire stated that she would like time to review the letter submitted and asked the Committee if it should be brought back to the December 6 meeting. The Committee agreed that more time was needed to review the letter. After lengthy discussion among the Committee Members and the audience, it was decided to bring all of the chapters that were to be discussed today (Chapter 2, Chapter 3 and Chapter 5) along with the Sustainable Communities Strategy Chapter (Chapter 4) to the December 6 meeting for discussion. In the meantime the Committee requested that staff meet with Ms. Leal and other signators on the letter to clarify language, etc. Staff was also requested to discuss with the County of Kern the TAZ level data in Lamont that Mr. Hightower mentioned. Committee Member James requested that the rural centers concept that we have in the SCS be added at the end of Chapter 3 and why it is important to the economy in Kern County.

VI. KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE – STATUS REPORT (Urata)

Ms. Urata gave a report that covered July through September 2017. She stated that as of October 24, 2017, there are 506 charging spaces in Kern County listed on internet-based station locators. Kern COG has set a goal to promote installation of 4,000 electric vehicle charging parking spaces by 2025 at public parking and workplaces throughout the County. Between January 2011 and July 2017, the California Clean Vehicle Rebate Program issued 1,019 PHEV, BEV, FCEV, and other EV rebates to electric vehicle owners in Kern County. On September 16th, the Legislature approved \$140 million from Cap and Trade funding for the CVRP. However it will take several months for those funds to flow. \$8 million had been previously set aside for Low-income participants so they may still receive rebates, while all other applicants are placed on a waiting list.

In October, the VAD Governing Board approved accepting a CARB grant of \$2,250,000 for a project titled *Ecosystem of Shared Mobility Services* developed through a Sustainable Communities Grant to the National Center for Sustainable Transportation at UC Davis. Some funding will come to Kern County to pilot a program in partnership with Self-Help Enterprises, Kern Transit, the City of Wasco and Kern COG among other partners to use electric vehicles for carsharing and ridehailing services in Lamont, Arvin and Wasco.

Ms. Urata recapped the meetings and workshops that Kern COG staff attended related to this subject.

This was an information item.

VII. KERN REGIONAL ACTIVE TRANSPORTATION PLAN (Smith)

Kern Council of Governments entered into a consulting contract to develop an Active Transportation Plan for the Kern Region. Mr. Smith introduced Roy Renfro from Alta Engineering who gave a presentation to the Committee.

Committee Member Perez made a motion to recommend approval of the Kern Active Transportation Plan to the Transportation Planning Policy Committee; seconded by Committee Member Forrest, all in favor.

VIII. UPDATE ON TARGET SETTING FOR SB 375 GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER VEHICLES (Ball)

Mr. Ball provided an update on the California Air Resources Board target setting process and answered questions from the Committee and the audience.

This was an information item.

IX. ANNOUNCEMENTS

Committee Member Staples made an announcement that they are near completion of the Taft Transit Center.

Committee Member Kitchen introduced Steve Esselman who will be the representative from the City of Bakersfield on the RPAC.

VIII. MEMBER ITEMS

None

IX. ADJOURNMENT

The meeting was adjourned at 2:52 p.m. The next scheduled meeting of the RPAC is December 6, 2017.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

KERN COG CONFERENCE ROOM
1401 19TH STREET, THIRD FLOOR
BAKERSFIELD, CALIFORNIA

WEDNESDAY
December 6, 2017
1:30 P.M.

Vice Chairwoman Poire called the meeting to order at 1:33 p.m.

I. ROLL CALL

MEMBERS PRESENT:

Craig Platt	City of California City
Suzanne Forrest	City of Shafter
Lorelei Oviatt	County of Kern
Roger Mobley	Wasco
Ricardo Perez	GET
Patty Poire	Community Member
Ted James	Community Member

STAFF:

Rob Ball	Kern COG
Becky Napier	Kern COG
Linda Urata	Kern COG
Ahron Hakimi	Kern COG
Pete Smith	Kern COG

OTHERS:

Patricia Leal	LCJA
Adeyinka Glover	LCJA
Troy Hightower	Consultant
Barry Nienke	Citizen
Brian Blacklock	Kern County Public Works
Warren Maxwell	Kern County Public Works
Yolana Alcantar	Kern County Public Works

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Pete Smith, Kern COG announced that the 2020 Census Local Update of Census Addresses Operation (LUCA) is underway. In February 2018 participation materials will be mailed to registered participants who have 120 calendar days from the receipt of materials to complete their review. Federally recognized tribes, states, counties, cities and townships can participate in LUCA.

III. APPROVAL OF DISCUSSION SUMMARIES

Due to lack of a quorum, the November minutes will be placed on the next regular agenda.

IV. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES (RTP/SCS) CHAPTER REVIEW (Napier)

Ms. Napier provided the Committee with an overview of the RTP/SCS Chapters to be reviewed. Based on the comments from the Leadership Counsel for Justice and Accountability, Ms. Napier suggested that Chapter 2: Transportation Planning Policies be discussed first. The

Committee discussed Chapter 2 in general and the types of policies that may be added to the list. Lorelei Oviatt discussed the need to look to the future of technology such as driverless cars and also discussed the need to encourage alternative modes of transportation, shared mobility and medical van pools for medical appointments. There was discussion about making sure the rural communities are in a position to apply for grants for mobility options.

Ms. Urata, Kern COG, answered questions about electric vehicle charging stations and programs related to installation.

Staff was directed to bring back all of Chapter 2 at the next meeting so that the Committee could see all of the policies not just the policies discussed in the Leadership Counsel for Justice and Accountability comment letter.

This was an information item.

V. DRAFT KERN COG TECHNICAL METHODOLOGY FOR ESTIMATEING GREENHOUSE GAS (GHG) EMISSIONS FOR THE SUSTAINABLE COMMUNITIES STRATEGY (Ball)

Mr. Ball stated that Kern COG staff developed a draft technical methodology to provide to the California Air Resources Board (ARB) as part of the 2018 RTP/SCS process in compliance with the requirements of Senate Bill 375. The technical methodology presents an overview of the SCS development process, including public participation and input, underlying data development and technical modeling and approach used to estimate GHG emissions reductions resulting from the anticipated adoption of the SCS by Kern COG. Mr. Ball answered questions from the Committee and the audience.

This was an information item.

VI. ANNOUNCEMENTS

None.

VII. MEMBER ITEMS

None

VIII. ADJOURNMENT

The meeting was adjourned at 3:40 p.m. The next scheduled meeting of the RPAC is January 3, 2018.



January 3, 2018

TO: Regional Planning Advisory Committee/
Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Ben Raymond, Regional Planner

SUBJECT: RPAC/TMC AGENDA ITEM: IV
2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT

DESCRIPTION:

Kern COG staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document.

DISCUSSION:

Overview

Consistent with the 2014 RTP/SCS process and to meet the requirements of SB 375 Kern COG developed and workshopped 4 scenarios that varied in the amount of infill, compact development, and transit/bike/ped infrastructure. Scenario 1 was the least compact while Scenario 4 was the most compact land use scenario. Twice as many people participated in the workshop activity this year compared to 2014. The results were similar to the 2014 process with most participants selecting Scenario 3. The scenario comparison charts are attached to this staff report.

The next step is to develop alternatives for inclusion in the environmental document to the 2018 RTP to meet California Environmental Quality Act (CEQA) requirements. Currently there is the 2018 Plan alternative based on Scenario 3, and three other alternatives under development. They have been named the No Project, Old Plan, and Infill Plan Alternative.

To better differentiate the use of each model run Kern COG has made the following distinction between the use of the terms "alternative" and "scenario." An alternative refers to modeling, assumptions and output that is intended to be included in the CEQA document for the 2018 RTP. A scenario describes modeling intended to generate feedback from the public in a public workshop. Feedback on scenarios is used to inform the development of assumptions for the alternatives.

Scenario assumptions, inputs, and methodologies have been developed under the direction of the RPAC and are consistent with scenarios workshopped during the 2014 RTP. The development process included considerable input from stakeholders and the extensive public feedback received as part of the Kern COG outreach effort for the 2018 RTP. The 2018 RTP/SCS utilizes Kern COGs latest transportation model development completed in December 2017. Model documentation and peer review are available at: <http://www.kerncog.org/category/data-center/transportation-modeling/>.

Alternative Development

The Plan and three primary alternatives are currently being refined by Kern COG staff. The alternatives are designed to provide the widest range of options that might conceivably happen.

The Plan – Preliminary

The preliminary plan alternative is still undergoing refinements in the Metropolitan Bakersfield area. The following bullets highlight some of the plan assumptions:

- **Transit/Bike/Walk Investment:** Transit investment is based on the 2012 Golden Empire Transit (GET) Long Range Transit Plan, the Kern Commuter Rail Study, includes a new Bus Rapid Transit system for Metro Bakersfield and extends Metrolink commuter rail service from Lancaster to Rosamond in East Kern as well as High Speed Rail stops in Bakersfield and Palmdale. Transit ridership is anticipated to increase with the use of shared mobility and autonomous vehicles for increased first/last mile connectivity. Additional bike and pedestrian improvements identified by the Kern County Active Transportation Plan would enhance transportation in revitalized areas. Continues the rideshare program and adds the new 511 travel information system.
- **Maintenance Investment:** Increased to fully maintain transportation infrastructure.
- **Housing Choices:** 30-40% of new housing growth characterized by multi-family, attached and small lot single family development less than ~6,000 square feet located predominately in Metropolitan Bakersfield consistent with the 2014 RTP/SCS and public input. **Revitalization:** Focus infill on vacant lots in Metropolitan Bakersfield and at the transit oriented development (TOD)/infill sites identified in the GET Long Range Transit Plan, and the Bakersfield Downtown Station Area Plan and consistent with the local General Plans.
- **Land Use Forecast:** 2018 RTP/SCS utilizes the new 2015-2050 Growth Forecast adopted by the Kern COG Board in November 2015. The distribution in Metropolitan Bakersfield has been revised to assume all vacant lots in developed areas are filled, consistent with the existing general plan as well as some revitalization around TOD/infill sites and downtown. This alternative uses Uplan land use model software developed by UC Davis to re-distribute the growth from areas with the lowest level of economic attractions in Metro Bakersfield to the infill areas.
- **Highway Investment:** Transportation investments would continue to alleviate the most critical roadway bottlenecks while investing in operational improvements, improved truck flows, safety and demand management strategies such as CalVans public vanpool system. This alternative would postpone the Bakersfield South Beltway beyond 2042.

The No Project Alternative

The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. However, “no project” does not necessarily mean that development will be prohibited. The No Project Alternative includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and infrastructure that would be completed in the first 5 years of the plan that is nearing or under construction. This alternative is consistent with the alternative in the 2014 RTP/SCS EIR.

The Old Plan Alternative – Preliminary

The Old Plan Alternative is an update of the adopted 2014 RTP/SCS reflecting the most recent growth distribution and transportation planning decisions and assumptions, extrapolated from the 2040 horizon year in the Old Plan out to 2042, the horizon year of the 2018 RTP/SCS. This Old Plan alternative does not include the updated development pattern strategies included within the 2018 Sustainable Communities Strategy (SCS), but includes all of the projects in the 2014 RTP/SCS. The growth scenario for the Old Plan is a combination of local input and existing general plan and land use data provided by local jurisdictions during the 2014 RTP/SCS and Kern Regional Blueprint process which represented a significant change from previous development patterns. This alternative is consistent with the alternative in the 2014 RTP/SCS EIR.

The 100 Percent Infill Alternative – Preliminary

The 100 Percent Infill Alternative would result in a more aggressive development pattern than the 2018 RTP Plan. Under the 100 Percent Infill Alternative, all new growth would be accommodated as infill development with 98 percent of housing as medium or high density in the predominant urban area. Countywide the housing mix would average about two-thirds medium or high density. The transportation

network would be the same as under 2018 RTP Plan. This alternative is consistent with the alternative in the 2014 RTP/SCS EIR.

Additional Alternatives

Kern COG staff is currently working to complete the development of these preliminary alternatives. Additional adjustments could be made to the plan alternative based on responses to comments received during the 45-day public review for the EIR currently scheduled to begin in February or March 2018.

Performance Measures and Indicators

The outputs generated by the transportation model are used to produce performance measures. These measures such as Vehicle Miles Travels (VMT) are used to evaluate the efficiency of the transportation system. Indicators are produced mainly from the outputs generated by the land use model. Indicators such as land consumption are used to evaluate the impacts and benefits a future land use pattern may have. Indicators can also be used to evaluate co-benefits such as public health. ARB has established CO2 per capita as a key measure to determine that the SCS if implemented is projected to meet the SB 375 reduction targets of 5% by 2020 and 10% by 2035.

Next Steps

February/March – Begin 45-day public review of 2018 RTP/SCS

July - Kern COG Board Considers recommendation by RPAC on Adoption of the RTP/SCS/EIR and Conformity documents

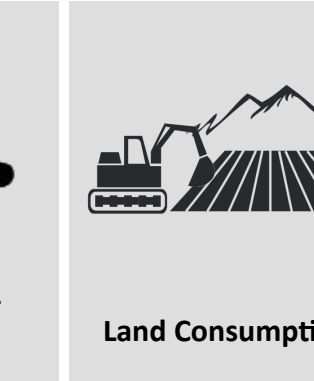
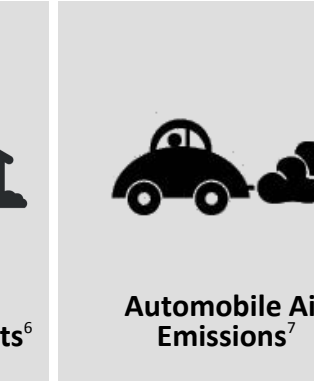
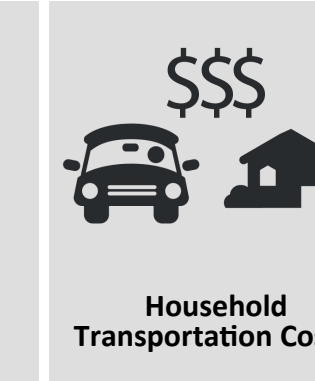
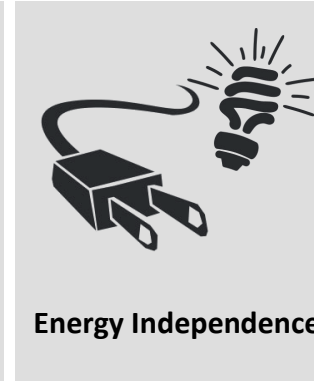
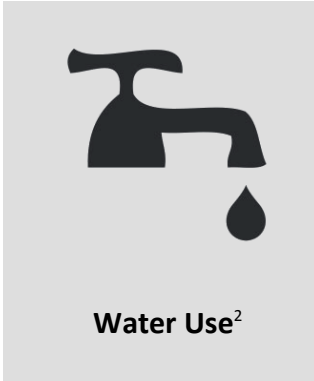
Attachments

2017 Workshop Scenarios

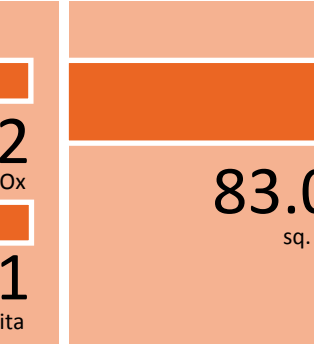
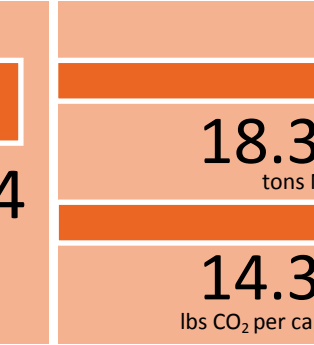
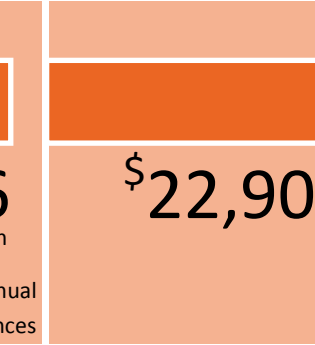
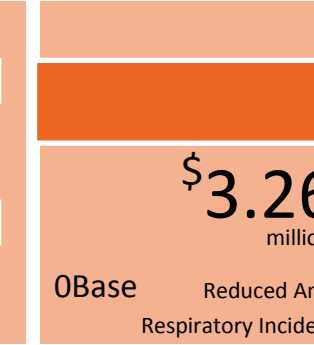
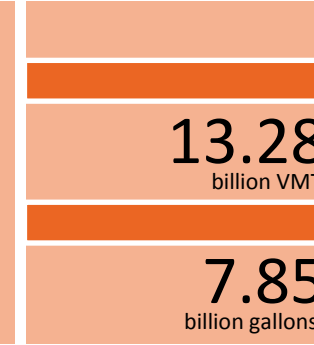
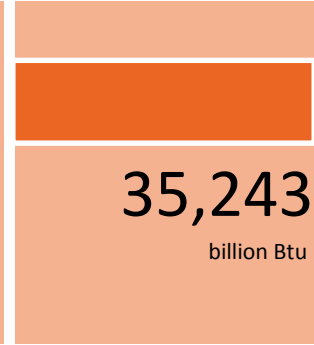
ACTION: Information

METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO OUTCOMES

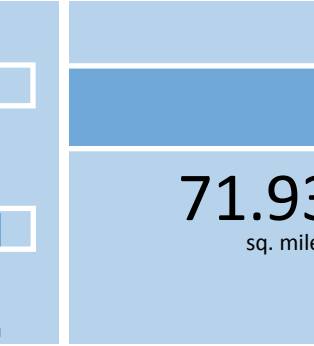
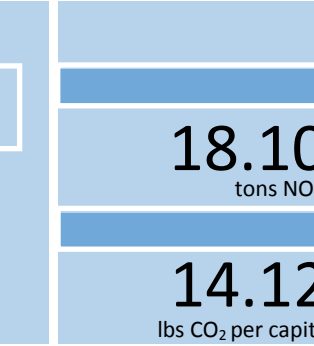
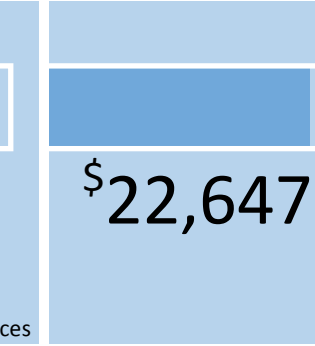
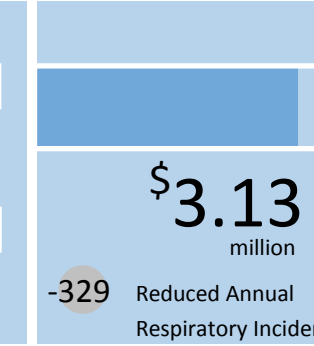
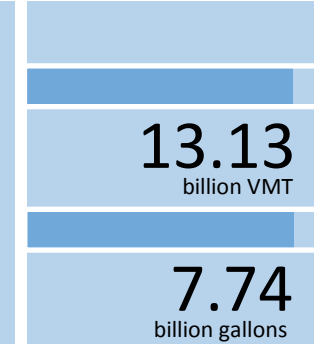
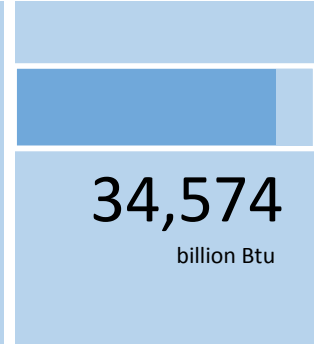
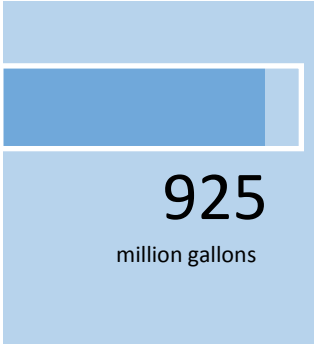
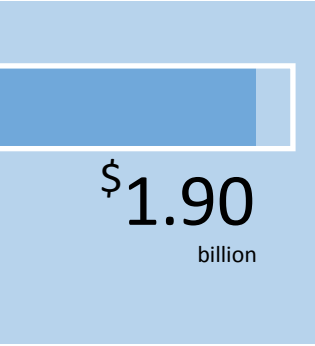
All Scenario assume same overall growth in population, households, and jobs.



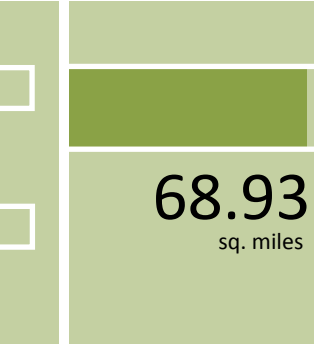
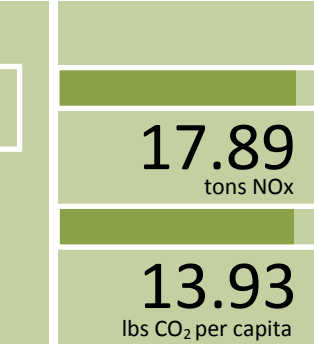
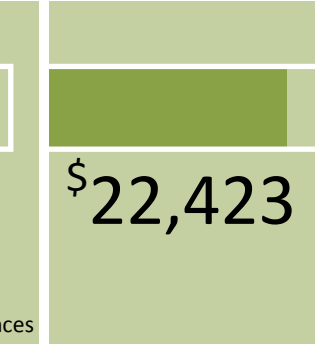
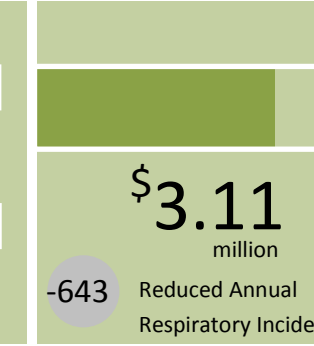
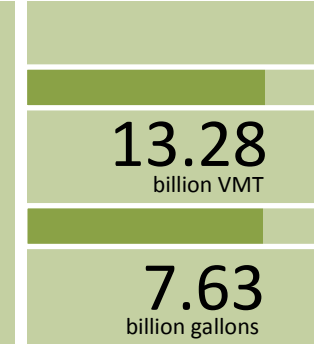
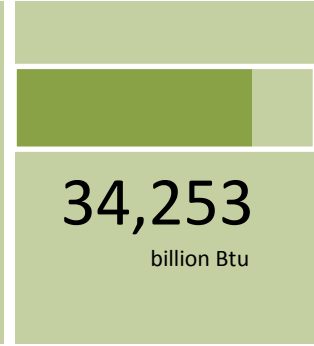
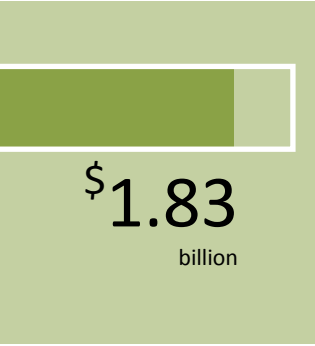
SCENARIO 1 Extends land development and transportation investment choices of past decades out to 2035 and beyond. Assumes historic trends in peripheral growth in the metropolitan area.



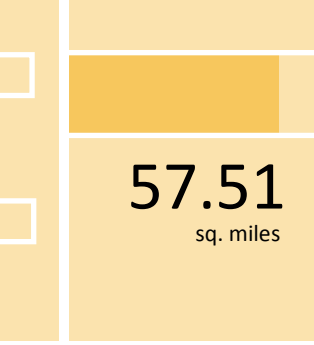
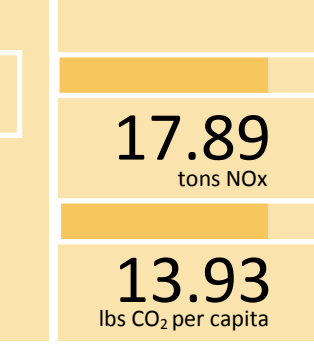
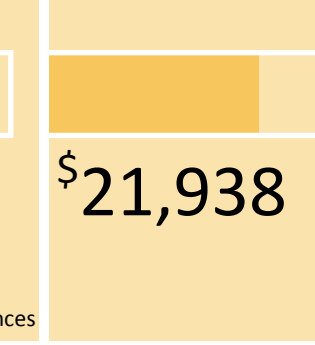
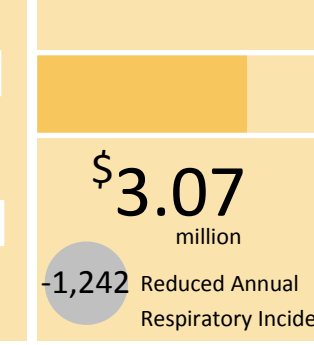
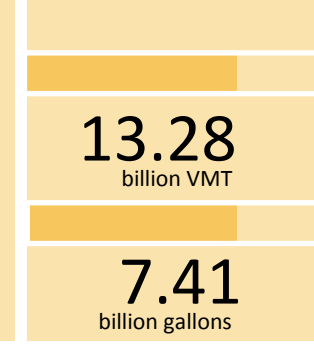
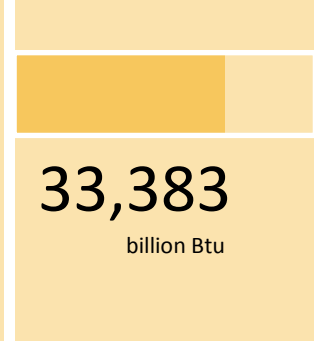
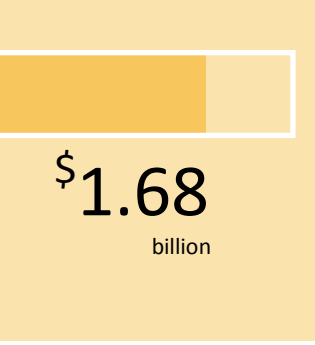
SCENARIO 2 Investment plan similar to Scenario 1. Increases investment in roadway maintenance and transit, bike, and walk infrastructure. Assumes revitalization of vacant and underused areas to support investment in broader transportation choices.



SCENARIO 3 Investment plan similar to Scenario 2. Assumes revitalization of Downtown, vacant, and underused areas to support the broader transportation choices.



SCENARIO 4 Accelerates investment in transit, bike, and walk infrastructure by 15 years to 2020. Expands revitalization to areas with increased transit service.



¹ In 2012 dollars (cumulative to 2035)

² 2035 Daily water usage from new growth

³ Annual in 2035

⁴ Cumulative to 2035

⁵ Daily health-related costs due to transportation-related pollutant emissions

⁶ In 2012 dollars (annual in 2035)

⁷ Based on a weekday in 2035

⁸ Cumulative to 2035

METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO CHARACTERISTICS

SCENARIO 1

- Extends land development and transportation investment choices of past decades out to 2035 and beyond. Assumes historic trends in peripheral growth in the metropolitan area.
- Transportation investments favor roadway infrastructure.
- Modest investment in walk and bike strategies.
- Lacks major service improvements to transit.
- Housing choice does not meet observed market trends for more walkable housing choices.
- Investment focused on capacity and safety improvements including a South Beltway by 2040.
- Maintenance underfunded by 22%.
- Minor revitalization of Downtown assumed.
- Assumes 2/3 increase in fuel costs by 2035.

SCENARIO 2

- Investment plan similar to Scenario 1. Increases investment in roadway maintenance and transit, bike, and walk infrastructure. Assumes revitalizations of vacant and underused areas to support investment in broader transportation choices.
- Investment focused on maintenance and more transit, bike, and walk friendly communities.
- Improved connectivity between modes of travel.
- Provides safer roads and more streamlined goods movement.
- Modest change in demand for more transit, bike and walk friendly housing choices closer to jobs and shopping.
- Postpones South Beltway.

SCENARIO 3

- Investment plan similar to Scenario 2. Assumes revitalization of Downtown, vacant, and underused areas to support the broader transportation choices.
- Moderate increase in demand for more transit, bike, and walk friendly housing choices closer to jobs and shopping.

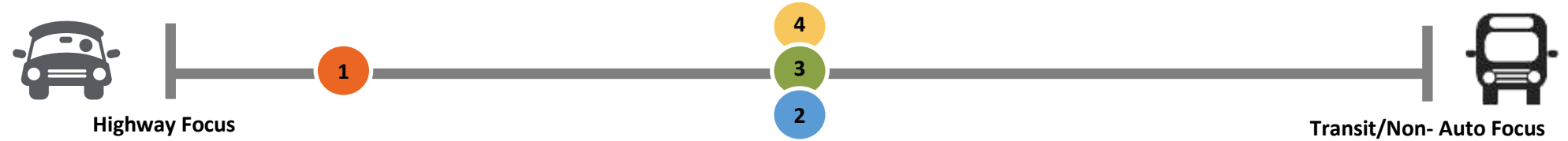
SCENARIO 4

- Accelerates investment in transit, bike, walk infrastructure by 15 years to 2020. Expands revitalization to areas with increased transit service.
- Major shift in demand for more transit, bike and walk friendly housing choices closer to jobs and shopping.
- Requires new investment in infrastructure with an expedited time frame.

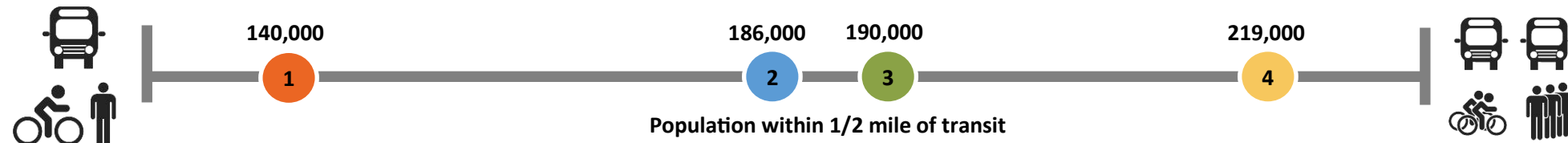
% of Maintenance Funded



Transportation Investment



Bike/Walk/Transit Infrastructure



Traffic Impact



Timeline



Housing Choice



All scenarios assume growth to **1.3 million people; 417,000 households; and 461,000 jobs** in Kern county by 2035. Approximately **2/3** of this growth is within Metropolitan Bakersfield. Scenarios analyze changes in Metro growth using Kern Council of Governments' land use and transportation modeling tools. Modeling documentation is available online at:

<http://www.kerncog.org/transportation-modeling>



January 3, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: V
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – FINAL
DELIVERABLES #6 AND #8

DESCRIPTION:

On November 1st, Kern COG staff posted Draft Deliverables #6 and #8 for review at <http://www.kerncog.org/category/docs/its/>. After the comment period closed, both deliverables were made Final.

DISCUSSION:

Background

Kern COG developed an ITS Early Deployment Plan (EDP) for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan (SDP). Stakeholder input will serve as guidance for developing a planning framework that will be used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region.

ITS Kern Update – Deliverables #6 & #8

On November 1st, Kern COG staff posted Draft Deliverables #6 and #8 for review at <http://www.kerncog.org/category/docs/its/> and announced the review period via email to the Transportation Technical Advisory Committee, Regional Planning Policy Committee, Social Services Transportation Advisory Committee/Transit Operators, and interested stakeholders. Two comments were received. No changes were made to Deliverable #6 and minor edits were made to Deliverable #8.

ITS Kern Deliverable #6: Strategies Report

This report presents a range of ITS strategies that is relevant to the Region, and is based on the ITS User Needs Assessment conducted as part of earlier efforts of this ITS Plan update and was used to gather input at the October ITS Workshop to prioritize the strategies as short, medium and long terms.

ITS Kern Deliverable #8: Regional ITS Operational Roles and Responsibilities Report

This report identifies each stakeholder's current roles and responsibilities in the operation of regional ITS services in the Kern Region. Also known as the Operational Concept in the terminology of the National ITS Architecture, this deliverable documents these roles and responsibilities for selected transportation service areas relevant to the needs of the region. It provides an "executive summary" view of the way the region's stakeholders will work together to provide ITS services. The Operational Concept is an element of the Regional ITS Architecture that is required by FHWA Rule 940.9(d)3 (the "Architecture Rule").

The Final ITS Deliverables #6 & #8 will be submitted to the Transportation Planning Policy Committee to receive and file.

Upcoming Activity

The consultant, Kimley-Horn and Associates, is currently inputting information from these and previous deliverables into the ITS architecture database. During the month of January, the consultant will begin contacting stakeholders to discuss the preliminary data files from the ITS architecture database.

ACTION: Information.



VI. RPAC

January 3, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: RPAC AGENDA ITEM: VI
2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES
STRATEGY (RTP/SCS) CHAPTER REVIEW

DESCRIPTION:

The Regional Planning Advisory Committee (RPAC) began reviewing Chapter 2: Transportation Planning Policies at the October 2017 meeting at the request of the Leadership Counsel for Justice and Accountability (LCJA). Chapters 2, 3 and 5 were brought to the RPAC at the November meeting and Chapters 2, 3, 4 and 5 were brought to RPAC in December, 2017.

DISCUSSION:

Kern COG staff members, depending on their areas of responsibility, have been updating the RTP Chapters in anticipation of adopting the 2018 RTP in spring of 2018. Chapters 2, 3, 4 and 5 are available for RPAC review and comment.

At the request of the LCJA, staff again met with the LCJA on December 12, to discuss the Transportation Planning Policies in Chapter 2. Chapter 2 is being presented to the RPAC in its entirety for review and approval. As time permits, Chapters 3, 4 and 5 are available for RPAC review and comment.

The documents available for review can be obtained by following this link to the Kern COG website: <http://www.kerncog.org/category/docs/rtp/>

ACTION:

Approve Chapter 2: Transportation Planning Policies for use in developing the 2018 RTP/SCS Environmental Document.

Approve Chapters 3, 4 or 5 as desired for use in developing the 2018 RTP/SCS Environmental Document.