

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

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

WEDNESDAY
January 2, 2019
10:00 A.M.

Chairman Schlosser called the meeting to order at approximately 10:10 a.m. A “sign-in” sheet was provided.

I. ROLL CALL

MEMBERS PRESENT:

Jay Schlosser	Tehachapi
Stuart Patteson	City of Bakersfield
Jeremy Bowman	City of Wasco
Lorena Mendibles	Caltrans
Christine Viterelli	City of Arvin
Joe West	NOR/CTSA
Wayne Clausen	City of Shafter
Bard Lower	City of Ridgecrest
Pedro Nunez	City of Delano
Steve Barnes	GET
Craig Platt	City of California City
Teresa Binkley	City of Taft
Jeremy Bowman	City of Wasco

STAFF:

Ed Flickinger	Kern COG
Peter Smith	Kern COG
Robert Snoddy	Kern COG
Raquel Pacheco	Kern COG
Rob Ball	Kern COG
Veronica Mcculloch	Kern COG

OTHER:

Scott Lau	Caltrans
John Spaulding	Building Trades
Scott Radsick	Kern County
Michael Dillenbeck	Kern County

- 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 information or request staff to report to the Committee at a later date.

SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION There were no Public Comments.

- III. APPROVAL OF DISCUSSION SUMMARY:** Meeting of October 3, 2018. Mr. Clausen made a motion to approve the discussion summary. Ms. Viterelli seconded the motion. Motion carried.

IV. JANUARY TDA PUBLIC TRANSIT AND STREETS AND ROADS CLAIMS: CITIES OF MCFARLAND AND SHAFTER

Mr. Snoddy presented the January McFarland and Shafter TDA Public Transit Claims and Streets & Roads claims for \$2,740,948.

The action requested is to review TDA Public Transit claims and the Streets & Roads claims received as of December 21, 2018, for \$2,740,948 and recommend approval to the Transportation Planning Policy Committee. Mr. Clausen made a motion. Ms. Viterelli seconded the motion. Motion carried.

V. FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) “TOWARD ZERO” 2019 TARGET UPDATE

Mr. Ball stated that the 2018 RTP integrated performance measure process incorporated 5 new added safety performance measures developed consistent with the state targets and the federal methodology. Required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on our streets with their transportation expenditures.

The Federal Highways Administration (FHWA) will review how MPOs are addressing and working to achieving their targets, in accordance with the federal rules, as they conduct Transportation Management Area (TMA) MPO Certification Reviews every 4 years. Failure to adequately address target performance measure requirements could eventually result in loss of the MPO’s federal certification along with access to federal transportation funds.

Kern’s next four year federal certification review is in Spring 2019. The date has not been set yet.

This year we are working on departing from the government’s methodology.

Mr. Ball also presented various areas in the county and metro area that are hotspots for accidents.

A website called ‘StreetStory’ can be accessed where motorists can identify potential problem areas for the MPO to address.

So how are we doing? The 5-year average indicates a 1% increase in collision fatalities countywide, a 1% decrease in serious injury accidents and a 27% increase in pedestrian and bike-related collisions and fatalities. Mr. Ball also provided other statistics as well. Mr. Schlosser had questions which were addressed by Mr. Ball.

What can we do? Caltrans has various programs that can help that emphasize on engineering, educating people on safety, such as using crosswalks, enforcement and emergency services. There are lots of funding programs available for these safety projects such as HTIP and RSTP.

Mr. Schlosser asked if there are areas, such as the homeless population, that are more prone or sensitive to the data. Mr. Ball stated that may be an area for education. Mr. Schlosser also asked if there is an opportunity to comment on the HTIP program associated with this process because unless you have an area that’s a hotspot or extreme concern with accidents and fatalities it’s very competitive to get the funding. Lorena Mendibles from Caltrans said she would look into getting that answer of different ways to complete the application for the committee. Mr. Stramaglia also stated that there have been attempts to get answers from Caltrans for a more transparent SHOPP list process and it has been on-going. Lorena said she would talk to some her co-workers to get answers to some of his/our questions about SHOPP listing.

The action requested is to recommend the Transportation Planning Policy Committee approve the 2019 Kern “Toward Zero” safety targets using the consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets. Mr. Schlosser asked for a motion. Mr. Lower made a motion. Mr. Patteson seconded. Motion carried.

VI. KCOG REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM POLICY UPDATE

New projects of regional significance introduced into the State Transportation Improvement Program (STIP) require analysis using new performance measures to meet regional, state and federal transportation asset management goals. Mr. Stramaglia requested the date of January 23, 2019 for the policy update workshop. The committed finalized the date of January 23rd STIP Workshop will be held on that date.

VII. SB 375 GREENHOUSE GAS EMISSION REDUCTION UPDATE AND TIMELINE FOR THE 2022 RTP/SCS

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. The schedule is up for adoption in 2022. Our 2018 RTP received federal approval in early December. Any projects that are in there are eligible for funding.

The state package was just submitted to ARB for review for SB375 compliance and in emissions per capita we are showing a 12.7% reduction of Co2 by the year 2035. If for some reason there is not an adoption of the schedule, Kern COG would have to prepare an alternative planning strategy which is a voluntary separate stand-alone document from the RTP. 15% is the goal for 2022 to strive for.

Workplace Electric Vehicle charging is one of the ways to get to 15% in 2022. The more we can do to accelerate adoption of low and zero emissions vehicle technology, the more it will help us achieve the numbers. In 2022, we might not be able to make the federal conformity numbers, and that is where we will see a lapse in funding.

This item is for information only.

VIII. PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP

Ms. Pacheco addressed the committee with the following statement:

Good morning Mr. Chairman and members of the committee:

Per the “Kern COG Project Delivery Policies & Procedures,” project delivery letters are due January 18, 2019 for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP) projects.

On December 17, 2018, the 2019 Federal Transportation Improvement Program (FTIP) was federally approved. Please use the 2019 FTIP for all request for authorizations or grant applications. In addition, the Highway Infrastructure Program funding is now available for projects in record KER180403 grouped project listing.

This item is for information only.

IX. FEDERAL TRANSPORTATION IMPROVEMENT (FTIP) AMENDMENT AND AIR QUALITY CONFORMITY – TIMELINE

Ms. Pacheco addressed the committee with the following statement:

The upcoming amendment to the Federal Transportation Improvement Program will include revisions to the State Highway/Regional Choice Program, State Highway Operations and Protection Program, Safety Program, and Transit Program.

The Conformity Analysis update covers the 2015 ozone conformity demonstration. In October of 2015, EPA strengthened the 8-hour primary and secondary ozone standards. The San Joaquin Valley was classified as “extreme” nonattainment for the 2015 ozone standard effective August 3, 2018 with an attainment deadline of 2038. In addition, the

Eastern portion of Kern County, the Mojave Desert, was designated nonattainment and classified Moderate with an attainment date of 2024. Conformity for a given standard applies one year after the effective date or August 3, 2019 for 2015 ozone. The 2015 ozone conformity analysis will satisfy this requirement in advance of the August deadline. Since this analysis addresses a new standard, all eight San Joaquin Valley MPOs must demonstrate simultaneously in order to satisfy EPA's multi-jurisdictional guidance requirements.

The FTIP Amendment and Conformity Analysis will be available for review beginning on Monday. The TTAC will receive an email at the start of the 30-day public review period.

This item is for information only.

X. EASTERN SIERRA CORRIDOR FREIGHT STUDY

Caltrans District 9 (Bishop) has commissioned an Eastern Sierra Corridor Freight Study.

Presentation by Cambridge Systematics (consultant). Freight volumes were looked at. Higher volumes were expected. A major issue was truck parking. GPS probe data was used. A select number of trucks were used for the data. There are a number of trucks in the Tehachapi area were not using the appropriate parking areas. Bishop at US6 and 395 has no truck parking and there is a real need. In Ridgecrest there is a need but not as much of a problem area. This item is for information only.

XI. SR 58 TRUCK CLIMBING LANES

Caltrans District 9 (Bishop) has undertaken a study of truck climbing lanes on SR 58.

Brian Weisling presented a concept that would provide truck climbing lanes on SR58 from the valley floor to the Tehachapi Summit.

A consulting study overview including the importance of the Eastern Sierra region in freight movement, impacts from outside the corridor, and freight impacts to undesignated truck parking. Short and long-term strategies to improve goods movement, safety and congestion were discussed in order to mitigate freight impacts on local communities and transportation infrastructure. The study encompasses SR 58, SR 14, US 395, and US 6 in District 9.

A planning study is being done to come up with cost, scope and study for the project. Funding has not been identified. Help from our local partners is being requested. Three locations are being looked at and the plan would be to do the project in phases. More demand on the 58 and 14 freeways is being projected so there is a definite purpose and need. With 2 lanes in the east bound lanes the grade is so steep the trucks lose 20-30 miles per hour which causes bottle-necking. The proposed locations are a mile and a half from General Beale Rd. to the valley floor. This would cost 32 million approximately. The 2nd location is the steepest at an average grade of 6% at the next sub-summit and would cost 33 million. The 3rd location doesn't have as much as a need and would be the most difficult to construct. Caltrans has indicated there is more studying that needs to be done. There were a few questions from the committee and the presentation concluded.

XII. MEMBER ITEMS

Mr. Smith said there is a Kern Transit Symposium on February 26th at Hodel's in Bakersfield. All committee members have received an RSVP.

Mr. Lower asked if remote meetings could be attended by east Kern members and they could remotely vote. He asked if it could be put on the next TPPC agenda to discuss. No one objected. Mr. Smith stated that the by-laws would need to change and the Board approve. Staff would move forward.

XIII. ADJOURNMENT

With no further business, the meeting adjourned at 10:49. The next scheduled meeting will be February 6, 2019.