



**AGENDA**  
**KERN REGIONAL**  
**TRANSPORTATION MODELING COMMITTEE (TMC)**

A sub-committee of Transportation Technical Advisory Committee (TTAC)  
(merged with the Kern Climate Change Task Force in May 2010)

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

WEDNESDAY  
April 25, 2012  
9:00 A.M.

WEB SITE: <http://www.kerncog.org/cms/agendas-minutes/transportation-modeling>

PARKING: All-day free parking in the unmarked spaces of the garage located at 19th and L Streets. This is an open meeting; local government planning, public works staffs are encouraged to attend.

DISCLAIMER: This agenda includes the proposed actions and activities, with respect to each agenda item, as of the date of posting. As such, it does not preclude the Committee from taking other actions on items on the agenda which are different or in addition to those recommended.

- I. Introductions/Sign-in Sheet
- II. Meeting Notes from March 28, 2012 – See *Attachment* – **Approve**
- III. Regional Planning Advisory Committee – Meeting notes from the April 4, 2012 RPAC See *Attachment*. – Information
- IV. Land Use Model Scenarios Discussion (Hightower) Action – select scenarios for staff to model and share results at May 23rd meeting.
- V. Model Improvement Program Update – Status/Timeline/Process – (Hightower) Information
- VI. Kern COG Modeling Activity Report (Liu/Flickinger) – Information
- VII. Regional Traffic Count Program (Heimer/Flickinger) – Information
- VIII. Other Business/Schedule Next Meeting – **Wed., May 23, 2012 9:00AM** at Kern COG
- IX. Adjourn



**Kern Regional Transportation Modeling Committee (TMC)  
A Subcommittee of the Kern COG TTAC**

Meeting Notes  
March 28, 2012

**I. Members Present:**

Brian Blacklock	County of Kern Roads
Warren Maxwell	County of Kern Roads
Mike McCabe	City of Delano
Wayne Clausen	City of Shafter
Rhonda Barhard	City of Wasco
David Berggren	Caltrans
Cecelia Griego	City of Bakersfield
Ed Murphy	City of Bakersfield
Carl Davisson	City of Bakersfield

**Staff Present:**

Vincent Liu	Kern Council of Governments
Troy Hightower	Kern Council of Governments
Ed Flickinger	Kern Council of Governments
Ben Raymond	Kern Council of Governments

**II. Meeting Notes from February 22, 2011 – Approved.**

**III. Regional Planning Advisory Committee – Information.** Minutes from the February 29, 2012 meeting were available for committee review.

**IV. Land Use Model Scenarios Discussion –** Reviewed scenarios for SCS discussion and looked at tables. Clarified travel and land use models and discussed the meaning of SB 375 VMT and regular VMT. ARB wanted 2005 Base Year. Target for 2035 is 10% below base. We can submit new targets by the end of this year. Most of the travel model scenarios used M18. We welcome anybody to contact us at any time about the scenarios. Also please provide suggestions about off model ideas. - Information.

**V. Draft Land use Model Base –** Corrections were made with M18 from the previous. – Information.

**VI. Model Improvement Program Update –**The model was delivered March 2. The model is still being recalibrated on Cube 6.01. – Information.

**VII. Kern COG Modeling Activity Report –** Model scenarios from Long Range Transit Plan have been sent. Staff has been using this information for other modeling including for SCS. - Information.

**VIII. Regional Traffic Count Program –** Still awaiting Control Station Data from County of Kern and City of Bakersfield in proper format and County to assist in uploading to SQL database. - Information.

**IX. Other Business/Schedule Next Meeting – Wed., April 25, 2012 9:00 AM at Kern COG.**

**X. Adjournment**

KERN COUNCIL OF GOVERNMENTS  
REGIONAL PLANNING ADVISORY COMMITTEE

KERN COG CONFERENCE ROOM  
1401 19<sup>TH</sup> STREET, THIRD FLOOR  
BAKERSFIELD, CALIFORNIA

WEDNESDAY  
APRIL 4, 2012  
1:30 P.M.

Chairman Clausen called the meeting to order at 1:35 p.m.

**I. ROLL CALL**

MEMBERS PRESENT:	Michael Bevins	City of California City
	Mike McCabe	City of Delano (phone)
	Dennis McNamara	City of McFarland
	Wayne Clausen	City of Shafter
	Paul Gorte	City of Taft
	David James	City of Tehachapi (phone)
	Rhonda Barnhard	City of Wasco
	Lorelei Oviatt	County of Kern
	Karen King	GET
	Patty Poire	Community Member
	Richard Rowe	Community Member
STAFF:	Becky Napier	Kern COG
	Rob Ball	Kern COG
	Rochelle Invina	Kern COG
	Bob Snoddy	Kern COG
	Troy Hightower	Kern COG
OTHER:	Jeff Caton	ESA (phone)
	Susan Hazeltine	Edwards AFB (phone)
	Eric VonBerg	URS
	Greg Collins	Collins & Schoettler
	Karl Shoettler	Collins & Schoettler
	Dave Dmohowski	Premier Planning Group
	Christine Appodaca	Tejon Tribe

- 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 meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

None

- III. APPROVAL OF DISCUSSION SUMMARIES:** Meeting of Wednesday, February 29, 2012.

Ms. Poire made the motion to approve the discussion summary of February 29, 2012, seconded by Mr. Bevins, motion carried.

- IV. PROPOSITION 84 FUNDING FOR CIRCUIT PLANNERS FOR CITIES UNDER 50,000:**

Ms. Napier introduced Eric VonBerg of URS to present this item. Mr. VonBerg explained that the Circuit Rider Planner project is for cities under 50,000 and is funded through a Round 1,

Proposition 84 grant received by the eight regional planning agencies. The Circuit Rider project is an area-wide program to provide support to the 46 smaller cities in the eight-county region to integrate appropriate Smart Growth principles into General Plans and planning policies. Mr. VonBerg explained that the cities will be able to share success stories, consider unique ways to make projects (such as multi-family housing projects) more acceptable by using design standards, and provide more community collaboration. Mr. VonBerg introduced Greg Collins and Karl Schoettler of Collins & Schoettler who will be the Circuit Rider Planners for the Kern region. Mr. Collins and Mr. Shoettler gave a brief presentation.

This item was for information.

**V. REGION ENERGY ACTION PLANS UPDATE:**

Mr. Jeff Caton of ESA gave a brief update on the status of the data collection for the Region Energy Action Plans (REAP).

This was an information item.

**VI. LETTER OF SUPPORT FOR INTERCITY RAIL ACT OF 2012 FOR SAN JOAQUIN CORRIDOR:**

Mr. Snoddy informed the Committee that the San Joaquin Regional Rail Commission and the Central Valley Rail Working Group is requesting a letter of support for Assembly Bill 1779. Assembly Bill 1779 is permissive legislation that would allow the formation of a Joint Powers Authority to oversee the administration and management of the San Joaquin Amtrak passenger rail service from Bakersfield to the San Francisco Bay Area and Sacramento. Mr. Snoddy explained that the letter of support is not to form the Joint Powers Authority but to allow for the legislation so the Joint Powers Authority may be formed.

Ms. Oviatt expressed concern that she as a County Department Head did not have the authority to provide support for legislation without approval of her Board. Ms. Poire expressed concern that there needed to be additional information concerning jobs and funding. After extensive discussion, Mr. Gorte made a motion to Table the item, seconded by Mr. McNamara with all in favor.

**VII. 2013 KERN REGIONAL HOUSING REPORT AND REGIONAL HOUSING NEEDS ALLOCATION TIMELINE:**

Ms. Invina informed the Committee that Kern COG, acting in the capacity as the state-designated Regional Transportation Planning Agency, prepares the state mandated Regional Housing Needs Assessment (RHNA). The RHNA is used by Kern COG member agencies as guidance in the preparation of Housing Element updates. Recent legislative changes have linked the Regional Transportation Plan (RTP) and the RHNA. The California Department of Housing and Community Development (HCD) developed a template to help determine the sequence of events related to the RHNA. The Kern COG RHNA is scheduled for adoption by the Board on October 17, 2013.

Ms. Invina requested volunteers to serve on the Project Steering Committee when it is formed. Several Committee Members expressed interest.

This was an information item.

**VIII. SUSTAINABLE COMMUNITIES STRATEGY SCENARIO DEVELOPMENT:**

Mr. Hightower informed the Committee that SB 375 requires regions to analyze scenarios to reduce per capita greenhouse gas emissions (GHG) from passenger vehicle travel for use in

development of the Sustainable Communities Strategy (SCS). Mr. Hightower explained that the initial list of scenarios, based on guidance from the California Air Resources Board (ARB) was reviewed by the Kern Regional Planning Advisory Committee at its meeting on January 4 and by the Transportation Modeling Committee at its meeting on February 22.

A table was provided that contained core policy variables that ARB associated with key land use and transportation-related components associated with GHG reductions. These variables and factors are consistent with those qualitatively assessed in the 18 Metropolitan Planning Organizations (MPOs) model sensitivity analysis during the target setting process. The handouts were discussed and suggestions were provided to staff.

**IX. SUSTAINABLE COMMUNITY STRATEGY SUCCESS STORIES TEMPLATE**

Ms. Invina explained to the Committee that in order to help demonstrate the regions extensive efforts to comply with the state climate change goals, Kern COG has developed a sample template to demonstrate activities that member agencies are working on or have completed that will help the region make progress toward SB375 compliance. A partial list of strategies was discussed and the Committee was requested to forward complete templates to Rochelle Invina by Tuesday, April 24, 2012.

**X. DISCUSSION SUMMARIES/MEETING UPDATES:**

Meeting notes of the February 29, 2012, Transportation Technical Advisory Committee.

**XI. INFORMATION/ANNOUNCEMENTS**

- a. Ms. Napier gave a status report on the "Directions to 2050" Outreach.
- b. Ms. Napier explained that the July 2012 meeting is scheduled for July 4 which is a holiday. This item will be placed on the May Agenda to reschedule the meeting.

**XII. MEMBER ITEMS**

None.

**XIII. ADJOURNMENT**

The next meeting will be May 2, 2012 at 1:30 p.m. The meeting was adjourned at 3:38 p.m.



April 25, 2012

TO: Kern Transportation Modeling Committee (TMC)

FROM: Robert R. Ball  
Interim Executive Director

BY: Troy Hightower, Planner II

SUBJECT: TMC AGENDA ITEM: VI  
Sustainable Communities Strategy Scenario Development Update

DESCRIPTION:

SB 375 requires regions to analyze scenarios to reduce per capita greenhouse gas emissions (GHG) from passenger vehicle travel for use in development of the Sustainable Communities Strategy (SCS).

DISCUSSION:

An initial list of scenarios, based on guidance from California Air Resources Board (ARB) was first reviewed by the Kern Regional Planning Advisory Committee at its meeting on January 4, 2011 and again at the TMC February 22, 2012 meeting. The table is a guide that will be updated and presented at future meetings.

The following table contains core policy variables that ARB associated with key land use and transportation-related components associated with GHG reductions. These variables and factors are consistent with those qualitatively assessed in the 18 Metropolitan Planning Organizations (MPOs) model sensitivity analysis during the target setting process. While ARB staff believes this list includes the most important variables for analysis, ARB staff realizes it may not be appropriate for an MPO to do a sensitivity test on each one, given the MPO's unique SCS, complexity, and resources.

**Table 1 – Potential Kern SCS Modeling Scenarios to Evaluate Core Policy Variables**

Tool Used		ARB Modeling Variable	Scenario Status
Travel Model	Land Use Model		
		<b>1. Land Use:</b>	
x	x	a. Modify distribution of households, population, jobs or other variables (infill along major transit corridor consistent with GP)	Draft
x	x	b. Rebalance the mix of land uses (housing/employment ratios)	Draft
x	x	c. Increase the level of density (housing demand shift)	Draft
x	x	d. Improve the pedestrian environment (walk distance to transit)	MIP(future)
		<b>2. Road Projects:</b>	
x		a. Add HOV lanes	HOV Study
x		b. Implement Intelligent Transportation Systems (ITS)/Traffic management (e.g., change auto travel times, change highway free-flow speed)	Off Model
x		c. Add general purpose roadway lanes (e.g., change highway capacities)	Testing
		<b>3. Transit:</b>	
x		a. Construct new transit lines	GET Plan
x		b. Increase service (e.g., change transit headways, increase network connectivity)	Draft
x		c. Upgrade transit service (e.g., change from bus to light rail)	GET Plan
x	x	d. Improve accessibility (e.g., change bike/walk access distance to transit stations, change auto access distance to transit stations)	GET Plan
		<b>4. Pricing:</b>	
x		a. Develop tolls and toll roads	HOV Study
x		b. Implement HOT lanes	HOV Study
x		c. Increase the cost of parking	Draft
x		d. Change in transit fares	MIP(future)
X		e. Change in auto operation cost	MIP(future)
		<b>5. Transportation Demand Management:</b>	
X		a. Promote carpooling, vanpooling, telecommuting and teleconferencing	Off Model
X	x	b. Promote walking and biking	Travel Mdl.
X		c. Implement employer-based trip reduction strategies and Indirect Source Rule	Off Model

Source: Adapted from ARB SCS Review Methodology 7/21 ([www.arb.ca.gov/cc/sb375/scs\\_review\\_methodology.pdf](http://www.arb.ca.gov/cc/sb375/scs_review_methodology.pdf))

Table 1 indicates the scenarios Kern COG currently can model with the existing Land Use and Travel models. Current Kern COG modeling capabilities include: 1) the new Model Improvement Program (MIP) model currently undergoing initial testing; 2) the Travel model updates related to the GET Long-range Transit Plan; 3) the High Occupancy

Vehicle (HOV) study modeling scenarios; 4) the current travel model and improvements to the travel model as part of the MIP; and 5) an off-model process to adjust modeling results to reflect ITS and other traffic management strategies.

The last column was renamed to “Scenario Status” to indicate current status for each of the scenarios under development.

### **Scenario Development**

Kern COG staff made adjustments to the SCS Scenario Development Worksheet based on the comments made by the TMC and the RPAC at its April 4<sup>th</sup> meeting. (See attachment 1) The worksheet is a tool to compare the results between different scenarios and assist the committee with providing direction to staff in the ongoing effort to develop the SCS. The worksheet will be updated as new scenarios are developed. New columns have been added to report the results of combined scenarios.

Kern COG staff has developed a Scenario Detail Sheet as an attachment to the SCS Development Worksheet. The Scenario Detail Sheet contains more detailed information on the inputs and assumptions used for a specific scenario listed on the worksheet. A sample is attached. As scenarios are more fully development the scenario detail sheets will be updated.

Both the table above and the SCS development worksheet were developed from templates provided by ARB for SCS development. You may find out more information by downloading ARB report “Sustainable Communities Strategy Review Methodology” from July 2011at: [http://www.arb.ca.gov/cc/sb375/scs\\_review\\_methodology.pdf](http://www.arb.ca.gov/cc/sb375/scs_review_methodology.pdf)

### **Off Model Strategies from the Big 4-MPOs**

In addition to these variables or scenarios, the 4 biggest MPOs prepared a memo about “off-model” strategies that would be used adjust their GHG emissions forecast. The following is a list of those strategies from last year. SACOG took credit for an additional 1-2% points in per capita reduction using their off model methodology. See attachment 3 (Table 6 from the following memo).

<http://www.arb.ca.gov/cc/sb375/mpo/prelimreport.mtc.sacog.sandag.scag.pdf>

### **Kern SB 375 Framework: Compliance With Core Values**

In February 2012 the Kern COG Board adopted 4 core values and 13 core actions to help govern Kern COG’s activity related to SB 375 target setting and SCS development. Staff is using these values and actions to guide its activity for the effort. The following is a brief summary of Kern COG’s activities related to the 4 core values:

- 1) The Sustainable Community Strategy relies on the existing and planned circulation networks and land use designations for Kern County and its eleven (11) incorporated cities.

**Related COG Activities:** Updated circulation networks and land use designations using latest general plans as of Summer/Fall 2011.

- 2) The Sustainable Communities Strategy shall not hinder the local land use authority of Kern County and its eleven (11) incorporated cities.

**Related COG Activities:** Added disclaimer to maps to refer users to local general plans for latest local planning information.

- 3) The Sustainable Community Strategy shall allow Kern County and its eleven (11) incorporated cities to continue the pursuit and promotion of a diversified economic base.

**Related COG Activities:** Development of modeling that supports an ambitious and achievable target for Kern that avoids the need for creation of an Alternative Planning Strategy (APS). Some consider the APS a source of potential challenges to future economic projects in the region.

- 4) Kern County shall continue to discuss cooperation and coordination with the seven (7) other counties located in the Central San Joaquin Valley to develop a regional Sustainable Community Strategy that recognizes the both shared and unique characteristics of each of the eight (8) counties.

**Related COG Activities:** COG Staff and Kern COG's representatives on the Regional Planning Advisory Committee are participating in the 8 county SCS coordination efforts. COG staff is developing a set of modeling tools that differ from the other 7 counties to better reflect our unique characteristics.

## **Attachments**

1. SCS Scenario Development Worksheet April 2012.
2. Sample Scenario Detail Sheet

**ACTION:** Information/Discussion

## **Attachment 1**

SCS Development Worksheet – April 2012

Kern COG Draft SCS Scenario Development - Indicator Comparison Table As of April 4, 2012

**DRAFT Worksheet**

Category	Scenario Title	Spreadsheet Based Data			Land Use Model Data (Upland Runs)				MIP		Travel Model				Off Model	Land Use + Travel Model	
		Target Setting Process 2010		Updated 2035 Base	Adjusted Base Model	Redistribution	Rebalance	Increased Density	Improve Walkability	Road Projects	Transit	Transit	Pricing	Pricing	TDM/Off Model	1a. Infill R05 Transit Areas	
	Indicators and Measures	2005 Backcast from 2006 model base year	Proposed Kern 2035 Target	#####	M18 v4	1a. Infill R05 Transit Areas	1b. Housing Employment Ratios	1c. Housing Demand Shift	1d. Improve Walkability	2c. Add Roadway Lanes	3b. Increase Service	3d. Improve Accessibility	4c. Downtown Parking Cost	4e. Increase Auto Costs	5b. Promote Walking Biking	3b. Increase Service	
DEMOGRAPHIC DATA	Household Population	765,750	1,321,000	#####	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000	1,321,000
	Households	260,700	417,200	417,102	417,115	417,105					417,115		417,115				
	Jobs	286,432	460,730	460,882	460,483	460,681					460,483		460,483				
LAND USE DATA (Growth Only)	Households 2010 - 2035	260,700	417,200	417,102	417,115	417,105	0	0	0	0	417,115	0	417,115	0			0
	Residential Acreage Developed	--	--	--	60,037	60,019		0			60,037		60,037				
	Households per Acreage Developed	--	--	--	6.95	6.95					6.95		6.95				
	% Population within a 1/4 mile of a Transit Stop	142183*	173,661	176,008	159,890	161,254											
	Residential High (acres)				680	680					680		680				
	Residential Medium				1,958	1,958					1,958		1,958				
	Residential Low				31,280	31,259					31,280		31,280				
Residential Very Low				26,119	26,122					26,119		26,119					
MODEL OUTPUT DATA - Passenger Travel Mode Shares - All Trips (%VMT)	SOV																
	HOV																
	Public Transit (Boarding)	22028*		29,919	26,861	27,189					55,021		28,522				
	Bike+Walk (Non-Motorized)																
MODEL OUTPUT DATA - CO2 and Vehicle Miles Traveled	Per Capita SB 375 CO2 Emissions by Passenger Vehicles per Weekday (lbs)	14.79	16.17	16.32	15.96	15.88					15.22		15.27				
	Per Capita SB 375 CO2 Emissions by Passenger Vehicles per Weekday (lbs) - Pavley																
	Difference between Scenarios and 2005 Base Per Capita CO2 14.79 lbs (0% reduction below 2005 Base. Increases in red)	0.0%	9.3%	10.3%	7.9%	7.4%					2.9%		3.2%				
	Difference between Scenarios and Per Capita CO2 target of 13.31 lbs (10% reduction below 2005 Base. Increases in red)	10.0%	17.7%	18.4%	16.6%	16.2%					12.5%		12.8%				
	Total VMT by Passenger Vehicles per Weekday (Miles, in Thousands)	22,619	41,750	41,751	40,588	40,464	0		0	0	40,456	0	40,582	0			0
Total SB 375 VMT by Passenger Vehicles per Weekday (-XX,-50% IXXI, Miles, in Thousands)			27,760	26,707	26,591												

**Kern SB 375 Scenario Development - Notes and Assumptions (See Scenario Detail Sheets for more information)**

This is a modified version of the spreadsheet compiled by ARB staff after the MPO baseline information gathering effort. The purpose of this spreadsheet is to facilitate scenario data review and development.

Backcast from Kern 2006 base model to 2005 model required by ARB.

Population projections are based on Kern COG Growth Forecast adopted in Oct 2009. Updated 2035 Base with 2010 Census data.

Travel model is used for all scenarios unless noted otherwise.

Land Use Scenarios do not change General Plan densities or areas.

1a. Redistribution Infill Scenario input data based on M18v4 Adjusted Base Model

1c. Increased Density Housing Demand Shift Scenario based on Kern Regional Blueprint Alternative.

3b. Transit Increase Service Scenario is not financially constrained. Based on M18v4 input data and the GET Long Range Transit Plan network.

4c. Pricing Downtown Parking Cost Scenario based on \$3.00/day.

\* 2006 Boardings

**DRAFT**

## **Attachment 2**

### Sample Scenario Detail Sheet

# Scenario Detail Sheet

*For Discussion Purposes Only*

**Scenario Title:** Redistribution 1a. Infill Transit Areas - R05 run

**Status as of April 18, 2012:** Initial test run

**Scenario Description and Assumptions:**

The existing Urban Area for Metro Bakersfield was modified to allow growth in the Bus Rapid Transit Corridor identified in the GET Long Range Transit plan. See map below.

**Summary of Inputs:**

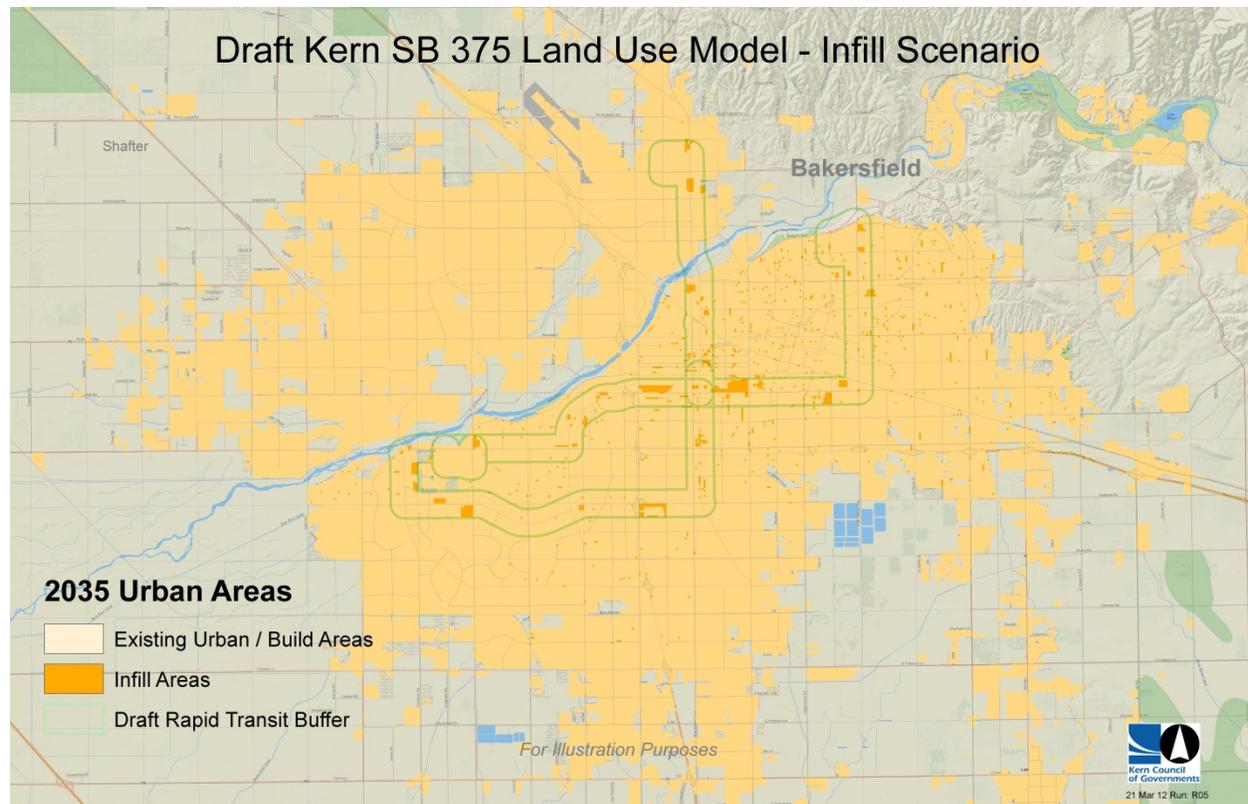
Based on M18v4 land use, Urban12 layer, and the current travel model.

**Summary of Results: Scenario is 16.2% above the Kern target of 13.31 lbs/capita**

Indicator or Measure	Scenario	vs 2005 Base	vs 2035 Base*
Households per Acre (Growth Only)	5.77	-	0.0 %
Public Transit Boarding's	27,189	23.4 %	12.2 %
SB 375 CO2/Capita	15.88	7.4 %	- 0.4 %
Total PV VMT/Weekday (miles, in thousands)	40,464	78.8 %	- 0.4 %
Total SB 375 VMT (-xx,-50% ixxi,-50% military)	26,591	-	- 6.7 %

\* Based on M18v4 land use

**Reference Map/Table:**



# Scenario Detail Sheet

For Discussion Purposes Only

**Scenario Title:** Transit – 3b. Increase Service

**Status as of April 18, 2012:** Initial test run

## Scenario Description and Assumptions:

Metro Bakersfield Long Range Transit Plan Proposed Route Network for 2050. Includes Bus Rapid Transit on the high capacity corridor every 5-10 minutes as well as extended Express Bus service and Local Bus service to suburban areas. This network is not financially constrained.

## Summary of Inputs:

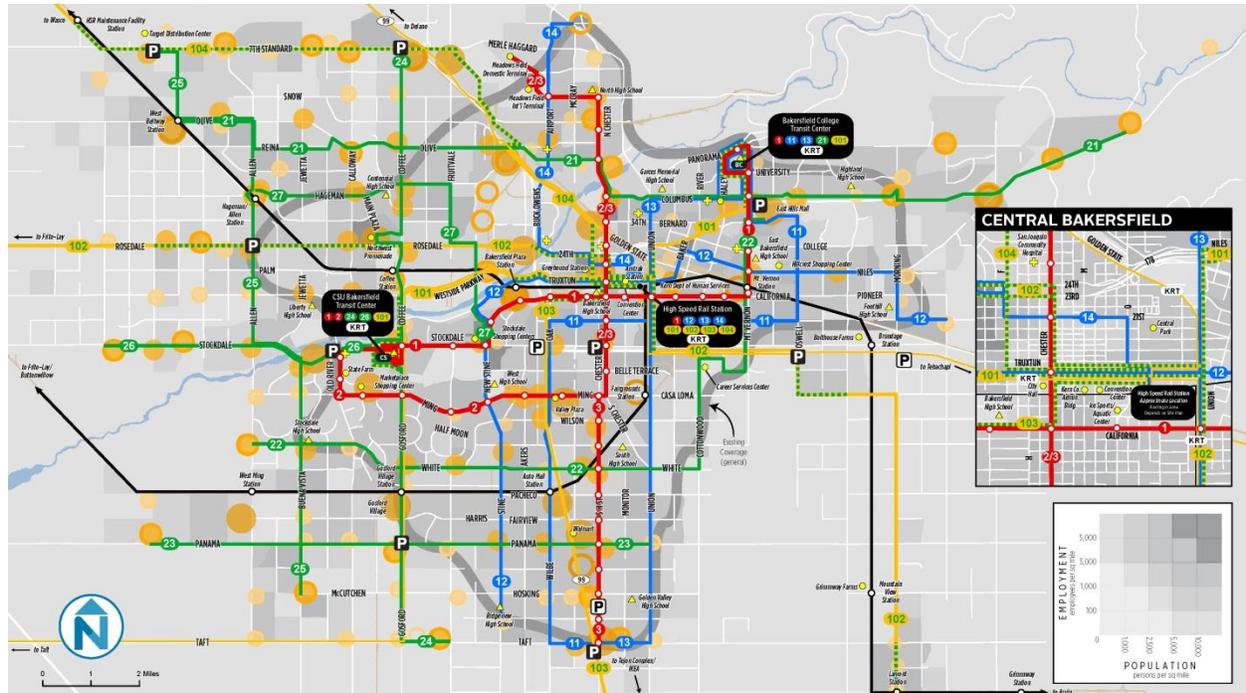
Improved transit network includes increase service to outlying areas and greater frequency.

## Summary of Results:

Indicator or Measure	Scenario	vs 2005 Base	vs 2035 Base*
Households per Acre (Growth)	6.95	-	0.0%
Public Transit Boarding's	55,021	22,028	26,861
SB 375 CO2/Capita	15.22	+2.9%	12.5%
Total PV VMT/Weekday (miles, in thousands)	40,456	79.0%	0.1%
Total SB 375 VMT (-xx,-50% icxi,-50%military)	26,573		

\* Based on M18v4 land use

## Reference Map/Table:



**FIGURE 1-3: DRAFT PROPOSED 2050 ROUTE NETWORK & POPULATION-EMPLOYMENT DENSITY (2035)**

— GET HIGH CAPACITY (Light Rail or BRT) Every 10 minutes (5 minutes combined) — GET LOCAL BUS Every 15 minutes — GET EXPRESS BUS (with local segments) Up to Every 15 Minutes — Enhanced KRT Service  
1 2 3 11 12 13 14 101 102 103 104 P Existing Coverage (general) P Existing/Planned Potential  
P Proposed Park & Ride (commuter rail stations also provide parking) P Community (Major Retail) P Town (Grocery) P Village (Neighborhood)

Data Sources: Kern COG, City of Bakersfield GIS

**GET bus**  
BUSIER FASTER SAFER BIKER

# Scenario Detail Sheet

*For Discussion Purposes Only*

**Scenario Title:** Pricing – 4c. Downtown Parking Cost

**Status as of April 18, 2012:** Initial test run

**Scenario Description and Assumptions:**

The downtown parking cost scenario applies a \$3 parking cost to 33 TAZ's in Downtown Bakersfield. The \$3 parking cost was determined to be the most aggressive and possibly achievable pricing scenario through discussions at the Kern Transportation Modeling Committee, and discussions with the City of Bakersfield.

**Summary of Inputs:**

Parking Cost: increased from \$0 to \$3 in downtown Bakersfield, see map.

**Summary of Results: Scenario is 6.6% above the Kern target of 14.79 lbs/capita**

Indicator or Measure	Scenario	vs 2005 Base	vs 2035 Base*
Households per Acre (Growth)	6.95	-	0.0 %
Public Transit Boarding's	28,522	29.5 %	- 4.6 %
SB 375 CO2/Capita	15.27	+3.2 %	- 4.7 %
Total PV VMT/Weekday (miles, in thousands)	40,582	79.0 %	- 0.1 %
Total SB 375 VMT (-xx,-50% ixxi,-50%military)			

\* Based on M18v4 land use

**Reference Map/Table:**

