



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
August 24, 2011
10:30 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. TMC Meeting Notes from June 22, 2011 – *Attachment* – **Approve**
- III. Follow-up memo on items from June 22, 2011 TMC meeting – *Memo Available at: http://www.kerncog.org/cms/attachments/348_TMC_FollowUpMemo07052011.pdf* – *Information*
- IV. Update on Regional Planning Advisory Committee – Meeting notes from the August 3rd RPAC, Updated Timeline (Ball) – *Information*
- V. Status of San Joaquin Valley Guidance Framework Revision – *Attachment Letter from Kern County DSA* (Ball) – *Information*
- VI. 2010 Census/TAZ Household Comparison (Raymond) – *Information*
- VII. 2nd Draft SCS Conceptual View Centers Map (Ball) – *Attached Staff Report, Maps Available at: http://www.kerncog.org/cms/attachments/348_20110809Bakersfield_existandpotential_centers_1x17.pdf and http://www.kerncog.org/cms/attachments/348_20110810v2_KC_existandpotential_centers.pdf*
Review – Comments Due August 31, 2011
- VIII. Draft Land Use Model Input Layers and Parameters (Hightower) – Staff sent Draft Land Use Model Map with overlay of transportation networks in July 5 Memo as requested – *Attached Staff Report – Maps Available at: http://www.kerncog.org/docs/transportation/LandUseModelInputLayers_Maps_08102011.pdf*
– Review – Comments Due August 31, 2011
- IX. Regional Traffic Count Study (Heimer/Flickinger) – *Attached staff report – Maps Available at: http://www.kerncog.org/cms/attachments/348_TrafficCountLocationMaps_08102011.pdf* –
Approve recommended Option 3 – Count locations every 6 months and add historic count locations using the Regional Transportation Monitoring Improvement Plan guidance.
- X. Kern COG Modeling Activity Report (Flickinger/ Liu) – *Information*
- CTC Draft Statewide Transportation System Needs Assessment- *Information*
- Environmental Justice Reports- staff sent a sample of these reports in July 5 Memo as requested.
- XI. SCS Support Studies (Ball) – *Information*
- Metro Bakersfield Long Range Transit Plan – Final Draft November

- Managed Lane/BRT Study – Kickoff meeting is August 25 at 10 am, COG conference room
- 2014 RTP/SCS/REAP Facilitator Outreach Contract – Kickoff late September
- Commuter Rail Study – Kickoff late September
- Bikeways/Complete Streets Master Plan – Kickoff October

XII. Other Business/Schedule Next Meeting – Wed., October 26, 2011 10:30AM at Kern COG

XIII. Adjourn



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

Meeting Notes
June 22, 2011

I. Members Present:

Barry Nienke	County of Kern Roads
Steven Young	County of Kern Roads
Warren Maxwell	County of Kern Roads
Brian Blacklock	County of Kern Roads
Craig Murphy	County of Kern Planning
Renee Nelson	County of Kern Planning
Ed Murphy	City of Bakersfield
Karl Davisson	City of Bakersfield
Martin Ortiz	City of Bakersfield
Brad DeBranch	City of Bakersfield
John Ussery	City of Bakersfield
Douglas Bowen	Pacific Traffic Data
Mike McCabe	City of Delano
Wayne Clausen	City of Shafter
Walter Allen	Parsons

Staff Present:

Ben Raymond	Kern Council of Governments
Michael Heimer	Kern Council of Governments
Ed Flickinger	Kern Council of Governments
Rochelle Invina	Kern Council of Governments
Vincent Liu	Kern Council of Governments

II. Meeting Notes from May 25, 2011 – Action: Approved

III. Planning Advisory Committee- Information

IV. Draft Land Use Update (Hightower)- Information

The first trial of CUBE Land ran successfully. **Requested Action:** Staff to provide Draft Land Use Model Map with overlay of transportation networks to committee.

V. Regional Traffic Count Program (Heimer/Flickinger) – Information

Kern COG plans to contract with a Traffic Count Contractor that will cost less than half that of the current contractor. 3 options were discussed. The first was to count locations at least twice a year. The second is to count locations that were previously counted. The added locations should be in accordance with the Regional Transportation Monitoring Plan, which had been redistributed with the February meeting notice email. The jurisdictions must remember that adding back these locations could be temporary, if future contracts have an increase in the price. Kern COG has prepared maps for the jurisdictions showing traffic count locations from the Traffic Count spreadsheet list in one color and the previous locations that are not on the list in another color. The new

Contractor came to the meeting to discuss the third option, which is speed surveys that our member agencies might be interested in. Kern COG staff has also attached a sample traffic count template that can be converted into a speed survey template. The traffic count contract would need to be renegotiated to include speed surveys.

Those jurisdictions that attended were interested in the second option of adding count locations. They already perform their own speed surveys. Kern COG will contact the jurisdictions that did not attend to check their interest in speed surveys. Rob in the past indicated a need for speed surveys for the Model Improvement Program. Depending on what the Model Improvement Program needs, some of the jurisdictions may already have the speed surveys that are needed.

The city of Bakersfield control stations were discussed for counting, but John Ussery indicated that the City of Bakersfield will be performing the counts.

Requested Action: for Staff to define needs/reasons for Speed Survey data. Staff will redistribute count location maps to all local jurisdictions. Local Jurisdictions need to identify the count locations to include.

VI. Kern COG Modeling Activity Report

- CTC Draft Statewide Transportation System Needs Assessment- This item will be continued.

- Environmental Justice Reports were discussed – **Requested Action:** staff to send a sample of these reports, so the committee can be familiar of all the data that can be produced.

- HOV/BRT Study will be soon underway- The capabilities of the HOV and transit models were discussed – **Requested Action:** for staff to report on current GET ridership survey data.

VII. Other Business/Schedule Next Meeting:

Committee requested staff to distribute the SCS centers map which was currently available online.

A Wed., August 24, 2011 10:30AM at Kern COG

VIII. Adjournment



KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE

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

WEDNESDAY
August 3, 2011
1:30 P.M.

Chairman Clausen called the meeting to order at approximately 1:30 P.M.

I. ROLL CALL

MEMBERS PRESENT:

Issac George	City of Arvin
Jim Eggert	City of Bakersfield
Wayne Clausen	City of Shafter
Paul Gorte	City of Taft
Karen King	GET
Ted James	County of Kern
Mike McCabe	City of Delano (telephone)
Randy Treece	Caltrans (telephone)

STAFF:

Becky Napier	Kern COG
Rob Ball	Kern COG
Troy Hightower	Kern COG
Linda Urata	Kern COG

OTHER:

Rebecca Moore	LAFCO
Craig Murphy	County of Kern
Patty Poire	Western Properties
Vince Zaragoza	Geo-economics' & Planning
Marcia Smith	City of Tehachapi

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. **DESCRIPTION OF METHODOLOGY FOR ARB STAFF REVIEW OF GREENHOUSE GAS REDUCTIONS FROM SUSTAINABLE COMMUNITIES STRATEGIES (SCS) PURSUANT TO SB 375 (Ball)**

Mr. Ball stated that on July 19, 2011, The California Air Resources Board (ARB) released a methodology document on how ARB will evaluate if a region's Sustainable Communities Strategy achieves the State Climate change targets. He explained that in the document ARB is suggesting what information should be provided for ARB to revise

the current targets.

Chairman Clausen stated that the Kern COG Board is looking to the RPAC for a recommendation. He suggested bringing the item back to the RPAC as an action item in September or October to provide a recommendation to the Board.

This item was for information only.

IV. KERN ADOPTED FORECAST COMPARISON WITH NEW STATE FORECAST (Ball)

Mr. Ball explained that every three to five years the Kern COG Board adopts a Regional Growth Forecast. The Board adopted one in 2005, and readopted it in 2009. On June 22, 2011, the California Department of Finance released an interim projection for the year 2020 that is within 3% of the current Kern COG Adopted Forecast. No change will be needed until the DOF releases a new forecast possibly in 2013.

This item was for information only.

V. BI-ANNUAL REGIONALLY SIGNIFICANT ROUTE SURVEY – TRANSPORTATION NETWORK UPDATE (Ball)

Mr. Ball stated that one of the key inputs into the Regional Transportation Model is regionally significant transportation projects. He explained that Kern COG sends out the Regionally Significant Route Survey every 6 months as needed. The information is used to ensure that the Kern Regional Transportation Model contains the latest planning assumptions for future transportation projects.

This item was for information only.

VI. REVISED 2012 RTP/SCS DEVELOPMENT TIMELINE (Ball)

Mr. Ball stated that this item is an update. He explained that in April 2011, Kern COG staff provided a timeline for implementing new climate change regulations including the development of the Sustainable Communities Strategy (SCS). Initiation of a major update to the long range Regional Transportation Plan (RTP) is well underway. This update must comply with AB 32 and SB 375 climate change regulations and affects local general plan housing element adoption timelines. 2014 RTP adoption is scheduled for October 2013. He went on to give a brief presentation of the tasks that are required in the update process.

This item was for information only.

VII. RECOMMENDED QUESTIONS ON SANDAG'S DRAFT RTP/SCS FROM CENTER FOR RESOURCE EFFICIENT COMMUNITIES (Napier)

Ms. Napier stated that The Center for Resource Efficient Communities issued questions on San Diego Association of Governments' Draft Regional Transportation Plan/Sustainable Communities Strategy to the California Air Resources Board.

Ms. Napier briefly outlined the document.

Chairman Clausen encouraged the Committee to review SANDAG's SCS Chapter three.

This item was for information only.

VIII. THE REQUIREMENTS OF SB 375: STARTING WITH THE SCS AND APS (Napier)

Chairman Clausen stated that they had discussed this item at the July meeting. He stated that

they would continue to review SB 375 Legislation, The provisions that focus on the required elements of the SCS and APS.

The Committee reviewed requirements 4-8.

This item was for information only.

IX. MEMBER ITEMS

Mr. James announced that due to his retirement, Craig Murphy will be the RPAC representative for County.

Chairman Clausen requested to have a Modeling Committee meeting update at the August 31st RPAC Meeting.

X. ADJOURNMENT

The next meeting will be August 31, 2011 at 1:30 P.M. With no further business, the meeting was adjourned at 3:32 p.m.

DEVELOPMENT SERVICES AGENCY

TED JAMES, DIRECTOR

Planning & Community Development Department • • Engineering, Surveying & Permit Services Department
Roads Department • • Administrative Services Division

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August 4, 2011

Barbara J. Steck, AICP, Deputy Director
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

RE: San Joaquin Valley Blueprint Draft Guidance Framework Document

Dear Ms. Steck:

The purpose of this correspondence is to comment on the latest July 25, 2011 revisions of the San Joaquin Valley Blueprint Draft Guidance Framework which is intended to be recommended for approval by staff to the San Joaquin Valley Regional Policy Council.

The Kern County Development Services Agency (DSA) had previously submitted comments on several occasions on the Draft Guidance Framework. It is noted that the Fresno Council of Governments staff has incorporated many of the recommendations for text changes requested by the DSA and the Kern Council of Governments. These revisions are intended to make clear that the Blueprint Guidance Framework is voluntary and that the program is not intended to establish another layer of government laws and regulations affecting cities and counties. The DSA would request that you ensure that all of the Blueprint Implementation Strategy additions are consistent between their presentation in the Executive Summary and the text in Chapter 4. The changes needed are as follows:

The added language presented in the Executive Summary, "Explore a Regional Leadership Structure", on page iv needs to be reflected in the bold summarized description on page 24 of the same Implementation Strategy presented in Chapter 4.

The Executive Summary presentation of "Translate Blueprint into City and County Policy and Actions" on page v needs the word "voluntary" added to be consistent with the same Implementation Strategy revisions made on page 30.

The word "concepts" that was added to the Executive Summary Implementation Strategy "Maintain and Expand Planners Toolkit" needs to be added to the same Implementation Strategy presented on page 32 in order to have consistent wording between the Executive Summary and the Chapter 4 text.

All other edits reflected in the July 25, 2011 Guidance Framework document are satisfactory.

The DSA appreciates your responsiveness to many of the comments made on the document. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted James", with a long horizontal flourish extending to the right.

Ted James, AICP, Director
Development Services Agency

cc: Supervisor Jon McQuiston
Supervisor Ray Watson
Ron Brummett, Executive Director, Kern COG
Lorelei Oviatt, AICP, Planning and Community Development Director



August 24, 2011

TO: Transportation Modeling Committee

By: Rob Ball, Planning Director
Rochelle Invina, Planner I

SUBJECT: TMC AGENDA ITEM:
2nd Draft SCS Conceptual View Centers Maps - UPDATE

DESCRIPTION:

The Kern COG TMC members were asked to submit comments of the Draft Sustainable Communities Strategy (SCS) Conceptual View Centers maps by July 31, 2011. The 2nd Draft of these maps are being circulated for review by August 31, 2011. Staff has updated the maps with the received comments from the Cities of Tehachapi, Shafter, and Arvin. The Maps are available for Review at <http://www.kerncog.org/cms/agendas-minutes/transportation-modeling> under the handouts section.

DISCUSSION:

The purpose of these maps is to provide a high level conceptual view at some of the strategies that may be modeled as part of the SCS or Alternative Planning Scenario/Strategy (APS) if one is needed. The maps have been developed based on the adopted 2008 Kern Regional Blueprint Conceptual View maps. Strategies must be financially constrained to be included in the final SCS.

The Draft SCS Conceptual View Centers maps illustrate existing/planned and potential transit priority centers, employment centers, and transit services that include express bus routes, and potential high speed rail alignments. *Attachment 2* is a description of the SCS Transit Priority Centers types (the orange bubbles on the maps).

The City of Tehachapi provided several transit priority center updates that included Village Centers and Employment Centers. The City of Arvin provided the City's Enterprise Zone and Planning maps that illustrated the enterprise zone areas, commercial areas, and a potential college campus. The City of Shafter commented the maps need to be consistent with existing local general plans and existing and planned transportation network needed to be identified (*Attachment 1*). The 2nd Draft map series has been revised to include City spheres of influence, intensive (irrigated) agricultural areas outside the spheres of influence from the County General Plan, the transportation model network, and the major transit routes from the Draft Metropolitan Bakersfield Long Range Transit Plan.

ACTION:

Review – Provide Comments Back to Kern COG By August 31, 2011

ATTACHMENTS:

1. Summary of Received Comments
2. Summary of SCS Centers Transit Priority Centers

Attachment 1 – Summary of Comments Received on Draft 1

The SCS Existing and Potential Centers Maps (Bakersfield and Kern County versions) were updated with comments/edits received from the following cities: City of Tehachapi—Marcia Smith (SCS Kern County map was attached with comments):

- Add < 2,000 triangle north of Hwy 58 for Lehigh Cement Plant.
- Add two (2) < 2,000 triangles off Tehachapi Willow Springs Rd for Cal Portland Cement Plant and the wind farms.
- Add < 2,000 south of Tehachapi for Golden Queen Mine.
- Add Village designation in Bear Valley Springs.
- Add Village designation in Stallion Springs.
- Add Village designation in Old Town.
- Eliminate the two (2) village designations in the mountains above Stallion Springs.
- Eliminate the Town (Grocery) designation south of Tehachapi.
- Extend the passenger rail line and bus fine to the High Speed Rail link in Palmdale

City of Arvin:

Mike Kunz:

- The planning map is not an accurate representation of the streets as they are being constructed, nor are they an accurate representation of the campus alignment that may happen. It is, however, the same general idea, location, and scope of the college campus project, so you can see where it is proposed to go, and how it fits into the community. Some of the “undesigned” area, which is across Walnut, for example, could also become part of the campus if they require extra acreage (Enterprise Zone and Planning maps were attached to comments).

Issac George:

- Arvin has dedicated 25 acres of land for a college campus and the College Board has approved to hire a consultant to prepare a feasibility study as a result of the community meeting they held in Arvin.
- Arvin has an Enterprise Zone and therefore we see it has the potential to become an employment center.
- By 2050, Arvin has the potential to become a community center with the spin-offs of the enterprise zone. If the passenger rail station could be expected as projected, Arvin area will attract more affordable residential developments which would boost the population growth in Arvin.
- The cumulative growth considering the enterprise zone, employment opportunity, college campus, residential growth, etcetera should be looked at.

City of Shafter—Wayne Clausen:

- SB 375 protects local projects that are not consistent with an Alternative Planning Strategy (APS) from California Environmental Quality Act (CEQA) litigation. However, such protection is not extended to local projects under a Sustainable Communities Strategy (SCS). By excluding this protection, the Courts will undoubtedly conclude the State Legislature fully intended for local projects to be consistent with the SCS regarding CEQA analysis. This fact predicates the analysis of every element and map that will be prepared for the SCS by Kern COG. This means that every

element and map in the SCS must be consistent with every adopted General Plan in Kern County. To do otherwise would expose future local projects in Kern County to potential CEQA litigation. Such a situation must be avoided. If the SCS cannot achieve the targeted greenhouse gas emissions reductions as adopted by the California Air Resources Board, then the Kern County SB 375 process must default to an APS. SCS consistency with existing local General Plans should be the only approach for meeting SB 375. Comments for the TMC maps are as follows:

- Draft SCS Centers Concept View, Metro Bakersfield Centers, and Kern Blueprint Centers Concept View Maps

The maps identify fictitious land uses, centers, and resources. The information is not consistent with existing local General Plans. The SCS needs to identify the adopted land use of each local government in Kern County. The existing and planned transportation network needs to be identified in conjunction with this land use for the reasons specified above. Such conceptual information is not even applicable for an APS. The maps have no application for the SCS or APS

Dave Dmohowski:

- I noticed that my client's San Emidio Ranch planning area near I-5 and 99 was depicted on the Centers exhibit as a potential future development. Appreciate it.

Attachment 2 - Conceptual View - SCS Existing and Potential Centers Transit Priority Summary Sheet

Metropolitan Center

- A metropolitan center has a population greater than 50,000
- The regions primary business, civic, commercial, and cultural center
- Mid to high density residential, office and commercial development
- High levels of employment
- Draws activity throughout the region
- Served by numerous transportation services

Future enhancements

- Mid to high rise story mix-use (residential, office, and commercial) buildings
- Walkable design, improved public transit service, tourism
- High speed rail station

Community Center

- A community center has a population of 15,000 to 50,000 population
- Sub-regional business, civic, commercial, and cultural centers
- Mid to low density residential , office and commercial development
- Medium levels of employment
- Draws activity from sub-regional areas

Future enhancements

- Multi story mix-use (residential, office, and commercial) buildings
- Walkable design, improved transit service, tourism

Town Center

- A town center has a population of 5,000 to 15,000 population
- Town center for business activity, may include civic and cultural activities areas
- Mid to low density residential, office and commercial development
- Low levels of employment
- Draws activity from the town and immediate areas

Future enhancements

- 2-story mix-use (residential, office, and commercial) buildings
- Walkable design, improved public transit service, tourism

Village Center

- A village center has a population of 50 to 5,000 population
- Village center for business activity and essential local services
- Low density residential, office and commercial development
- Low levels of employment draws activity from the immediate area
- Provides essential services to surrounding rural areas

Future enhancements

- Mix-use (residential, office, and commercial) buildings
- Walkable design, improved public transit service, tourism



August 24, 2011

TO: Kern Regional Transportation Modeling Committee

FROM: RONALD E. BRUMMETT
EXECUTIVE DIRECTOR

BY: Rob Ball, Director of Planning
Troy Hightower, Planner II

SUBJECT: Land Use Model Input Layers and Parameters

DESCRIPTION:

On September 23, 2010 as required by statute under SB 375 the ARB Board of Directors set provisional targets to reduce emissions for the San Joaquin Valley Municipal Planning Organizations (MPO's) at 5% by 2020, and 10% by 2035. ARB has given the SJ Valley MPO's an opportunity to submit revised targets in 2012. Kern COG will be required to develop a Sustainable Communities Strategy (SCS) for the 2013/14 Regional Transportation Plan (RTP) that meets the target. Kern COG staff plans to use the Land Use model to assist in the development of the revised targets, and the SCS.

DISCUSSION:

Background

In September 2008 the Governor signed Senate Bill (SB) 375 to control Climate Change emissions from cars, SUVs and light duty trucks. SB 375 requires MPO's in the state to perform new levels of Land Use and Transportation modeling to support development of Sustainable Communities Strategies which are now required for Regional Transportation Plans. Copies of the ARB staff report and related material are available at <http://www.arb.ca.gov/cc/sb375/sb375.htm>.

Kern COG staff first presented the Land Use modeling methodology and Input (attraction) Layers at the September 29, 2009 meeting of the Climate Change Task Force, which has become the Transportation Modeling Committee (TMC). The methodology was largely derived from the UPlan GIS-based modeling process used to develop the Kern Regional Blueprint. The UPlan program has been upgraded to version 2.66. The input layers and parameters were updated as well. The process of updating the model is on-going.

Kern COG is collaborating with the other SJ Valley MPO's in a Model Improvement Program (MIP). The goal of the MIP is to review current modeling capabilities, review more advanced models that may be available, and provide recommendations for the SJ Valley MPO's to enhance, or upgrade their models. The outcome of this program will be used to help SJ Valley MPO's perform the modeling requirements of SB 375. This effort does include the land use models, but it is largely focused on the transportation models. The results of the MIP are scheduled to be available in February 2012.

Recent Activity

On February 23, 2011, Kern COG staff presented to the TMC the modeling methodology and updated input layers for the Land Use model. A draft version of the land use model methodology documentation was distributed to the Committee. Initial model run results were also presented.

On May 25, 2011, Kern COG staff presented to the TMC the updated input layers that are being used in the land use model. Namely, the Consolidated (County-wide) General Plan, and the Input Attraction Layers. Committee members were asked to review the maps and provide comments by July 31, 2011.

On June 22, 2011, and August 3, 2011 Kern COG staff presented an overview of the latest Land Use model (Run D06) to the newly formed Regional Planning Advisory Committee.

Over the last 6 months Kern COG staff has been updating the input layers to reflect changes, new data and comments received from member jurisdictions, committee members, and other stakeholders.

Next Steps

Kern COG plans to continue ongoing development of the land use model to assist in the preparation of the Sustainable Communities Strategy for the 2013/2014 RTP with the assistance and oversight of the Kern Regional Transportation Modeling Committee, Technical Transportation Advisory Committee, and the Regional Planning Advisory Committee. This will include reviewing the modeling methodology and development of the UPlan and CubeLand based Land Use models. This same process will be used to submit revised targets to ARB in late 2012 for their consideration.

Kern COG staff requests comments and input on the input layers (attachments 1 & 2) by August 31, 2011. Electronic versions of the input layers and documentation can be found at: <http://kerncog.org/cms/agendas-minutes/transportation-modeling>. Kern COG staff plans to present the Draft Land Use model with emissions data at the October 5, 2011 RPAC meeting, and the October 19, 2011 TMC meeting.

Meeting Schedule

October 19, 2011 – Review Draft Land Use Model

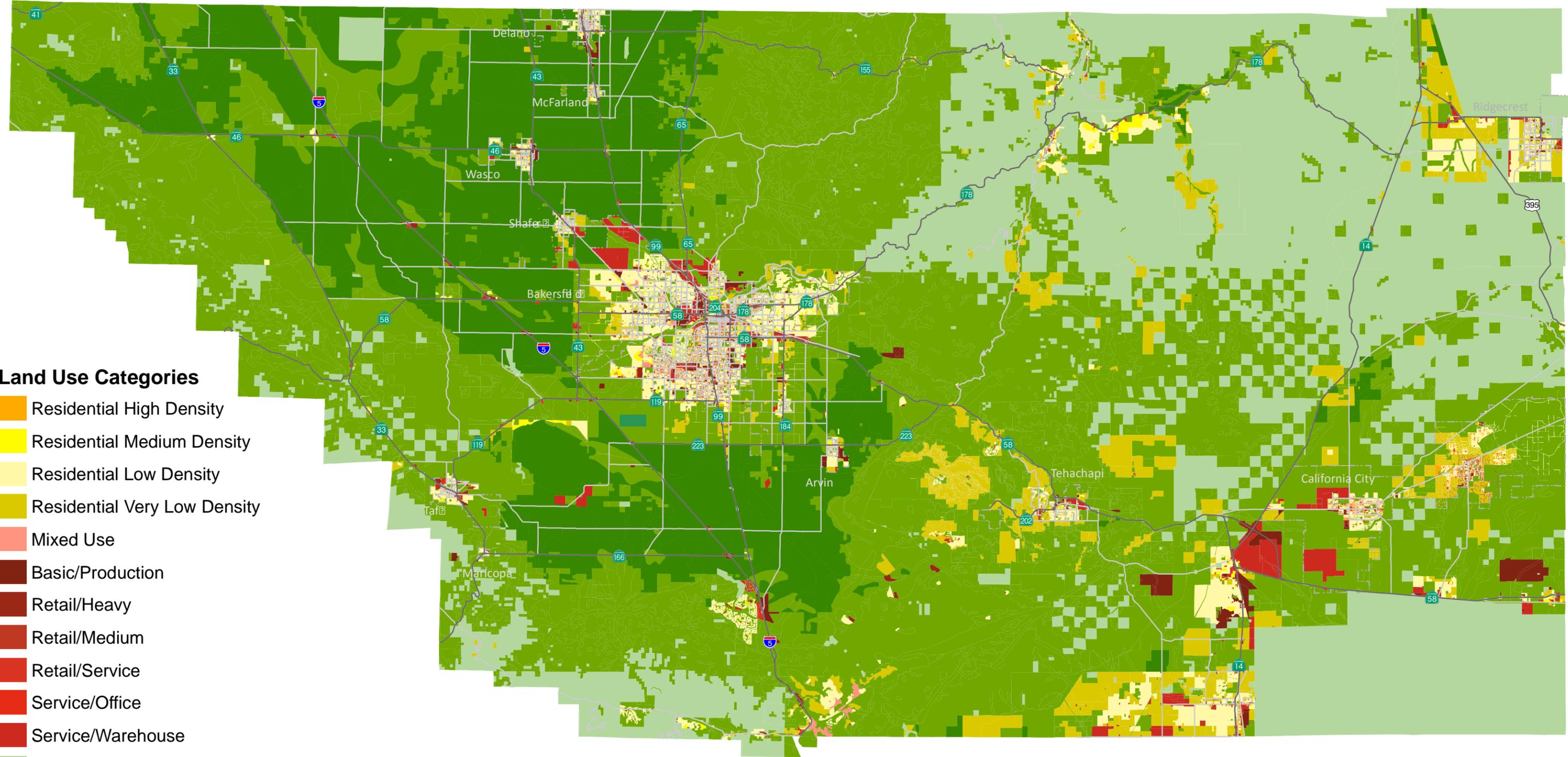
Attachments

1. Consolidated General Plan Map

ACTION: Information

Attachment 1
Consolidated General Plan Map

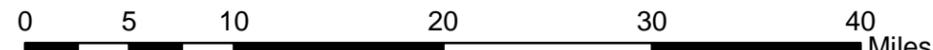
DRAFT Kern County Region-Consolidated General Plan Land Use



Land Use Categories

- Residential High Density
- Residential Medium Density
- Residential Low Density
- Residential Very Low Density
- Mixed Use
- Basic/Production
- Retail/Heavy
- Retail/Medium
- Retail/Service
- Service/Office
- Service/Warehouse
- Federal/State Land
- Public/Resources
- Irrigated Farmland
- City Limits

DRAFT- For use with Land Use Model



**Kern Council
of Governments**
08.1.2011 gpv13b

August 24, 2011

TO: Transportation Modeling Committee
FROM: Rob Ball, Director of Planning
By: Ed Flickinger, Regional Planner III
SUBJECT: **KERN COUNTY TRAFFIC COUNT STUDY**

DESCRIPTION:

On July 21, 2011 the Kern COG Board approved a contract with Pacific Traffic Data Services for the preparation of the Kern County Traffic count Study. The new count contract is resulting in a more than savings to perform this annual study. Five options for use of the savings are proposed.

DISCUSSION:

Since 2005, The adopted Kern COG Federal Transportation Improvement Program (FTIP) has included Federal Regional Surface Transportation Program (RSTP) funding (with a local match) in each fiscal year budget to fund the Regional Transportation Monitoring Improvement Plan which includes the Kern County Traffic County Study. The funding of this annual regional traffic count study in the FTIP was set up by a Regional Traffic Count Memorandum of Understanding between the City of Bakersfield, County of Kern, Caltrans and Kern COG representing the outlying cities. The study is an annual consultant contract that is renewable for up to 5 years. In 2011 Kern COG re-advertised the consulting services contract and awarded it to Pacific Traffic Data Services. Kern COG staff time used to administer the program and provide quality control on the count data comprises the local match for the RSTP funds.

Savings - The new contract negotiated a lower traffic count rate that more than doubles the number traffic counts that can be taken with the same budget. Our previous contractor completed our 1,029 traffic count location for \$78,825 to \$89,550 per year depending on state Highway Performance Monitoring System (HPMS) classification requirements. The new contract will complete same number of counts for \$29,743 to \$31,805, a savings of \$49,000 to \$58,000 per year. Five options for use of this savings are proposed.

Option 1 – Count Locations Every 6 months. Count all existing locations at least twice a year, varying the two seasons counted each year.

Option 2 – Add Count Locations. Count additional locations that have been counted regularly in the past (see attached maps). These historic count locations and data are currently available on the Kern COG Traffic Data website.

This option would require the creation of a list of historic counts to begin recounting. The Kern COG Regional Transportation Monitoring Improvement Plan establishes criteria for count locations. Local significance is one criteria which states, *“Local roadway segments of local significance represent locations that are important to the circulation within one community, but that generally do not play a large role in regional circulation. Together with community entry*

points, these locations collectively provide coverage of an individual community. Locations of local significance also include areas currently experience a high rate of growth.”

A drawback of option 2 is that if and when the price per count goes up, many of the additional count locations will lose their continuity over time.

Option 3 – Count Locations Every 6 months and Add Count Locations. Count all locations every 6 months and add additional, historic count locations as funding is available. This option retains the drawback mentioned in option 2.

Option 4 – Speed Surveys. Use the remaining budget on speed surveys for the locations on the original traffic count list. Speed Survey data is required by 2010 California RTP Guidelines http://www.catc.ca.gov/programs/rtp/2010_RTP_Guidelines.pdf Section 3.2 RTP Modeling Requirements and Recommendations, p. 43: *“C. Regions with moderate to rapid growth, non-attainment AQ, or the potential for transit to significantly reduce VMT. ...11. Agencies should investigate their model’s volume-delay function and ensure that speeds outputted from the model are reasonable. Road capacities and **speeds should be validated with surveys.**”*

The drawback with this option that many jurisdictions already do their own speed surveys. However, Kern COG access to this data has been sporadic. The consultant has mentioned that they could amend their contract to add uncongested speed survey data if there was interest from the TMC.

The Regional Transportation Monitoring Improvement Plan is available on line at: http://www.kerncog.org/cms/attachments/265_Regional%20Transportation%20Monitoring%20Improvement%20Plan%20Final%20Report%201-4-08%20with%20TOC.pdf

RECOMMENDED ACTION:

Option 3 – Count locations every 6 months and add historic count locations using the Regional Transportation Monitoring Improvement Plan guidance.