KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
May 4, 2016
1:30 P.M.

Call in Number: (312) 878-3080
Access Code: 586-617-702

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.**

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

III. APPROVAL OF DISCUSSION SUMMARIES

- RPAC Meeting of Wednesday, February 3, 2016

IV. 2015 SOCIO-ECONOMIC DATA DISTRIBUTION (Raymond)

Comment: Maps of transportation analysis zone (TAZ) level 2015 socio-economic data for information and review.

Action: Information

V. ENVIRONMENTAL JUSTICE MEETING UPDATE (Napier)

Comment: The second Environmental and Social Equity Roundtable was held on March 10, 2016, to continue the Regional Transportation Plan (RTP) process for the 2018 RTP.

Action: Information

VI. DRAFT REGIONAL TRANSPORTATION MONITORING SYSTEM PROGRAM UPDATE (Flickinger)

Comment: Kern COG is updating the Regional Traffic Count Program to include bicycle and pedestrian counts locations.

Action: Comments on the count program and maps are due to staff by May 18.

VII. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE (Ball)

Comment: Draft revised targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel are scheduled for California Air Resources Board (ARB) approval by late 2016.

Action: Information

VIII. KERN COG MODELING ACTIVITY

IX. INFORMATION ITEMS/ANNOUNCEMENTS

X. MEMBER ITEMS

XI. ADJOURNMENT

The next scheduled meeting of the RPAC/TMC meeting will be June 1, 2016.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
February 3, 2016
1:30 P.M.

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

I. ROLL CALL

MEMBERS PRESENT:	Paul Hellman	City of Bakersfield
	Matt Alexander	City of Ridgecrest
	Suzanne Forrest	City of Shafter
	Mark Staples	City of Taft
	Emery Rendez	GET
	Paul Marquez	Caltrans
	Jason Cater	Community Member
	Richard Rowe	Community Member (phone)
	Patty Poire	Community Member
	Rebecca Moore	LAFCO
STAFF:	Rob Ball	Kern COG
	Ben Raymond	Kern COG
	Becky Napier	Kern COG
	Ed Flickinger	Kern COG
OTHERS:	Ted James	Consultant
	Dave Dmohowski	Consultant
	Tad Andars	Caltrans District 9
	Jim Appodaca	Tejon Tribe
	Colin Rambo	Tejon Tribe
	Ricardo Perez	GET
	Cindy Parra	Bike Bakersfield
	Adam Kahler	Bike Bakersfield

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 SUMMARY:**

Committee Member Rowe made a motion to approve the minutes of November 4, 2015, seconded by Committee Member Forrest with all in favor.

XII. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE (Ball)

Mr. Ball informed the Committee that in spring of 2016 (April) the valley MPOs will provide their recommendations formally or informally for target setting to ARB staff for review. In late spring 2016 (May): ARB staff will provide a progress report to the Board on MPO target recommendations. In summer 2016, ARB staff holds public workshops, develops a staff proposal, and prepares and circulates a draft environmental document. In fall 2016, ARB staff reviews and responds to public input on the staff proposal, and responds to comments on and finalizes the environmental document. In late 2016, the ARB Board will consider approval of updated targets, which would become effective for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that will be adopted by the valley MPOs after January 1, 2018.

This was an information item.

XIII. ENVIRONMENTAL AND SOCIAL EQUITY ROUNDTABLE (Napier)

Ms. Napier informed the Committee that the Environmental and Social Equity Roundtable (Roundtable) was reactivated to begin the Regional Transportation Plan process. Ms. Napier informed the Committee that the purpose of the Roundtable was to review the methodology to be used by Kern COG to designate Environmental Justice areas and Title VI areas in Kern County. A discussion ensured concerning the involvement of the Federal Review Agencies in this item.

This was an information item.

XIV. GROWTH FORECAST BY SUB-REGION (Raymond)

Mr. Raymond discussed the 2015-2050 Regional Growth Forecast which was adopted by the Kern COG board at its November 19th Board meeting. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long range planning activities. The forecast will serve as the growth assumption for the 2018 RTP/SCS. The Growth Forecast for the 2014 RTP was distributed to the aggregated Regional Statistical Areas in 2012 by the RPAC. The latest growth forecast shows a slight slowing in growth compared to the previous forecast. Kern COG staff has applied the new growth numbers to the percentage of growth each sub-region was allocated in the 2014 RTP to generate new county sub-region growth forecast estimates.

Committee Member Hellman made a motion to direct staff to use the growth forecast numbers for modeling purposes and bring the item back at the next meeting for formal action, seconded by Committee Member Staples with all in favor.

XV. MODEL INPUT ASSUMPOTIONS: DRAFT AVERAGE LAND USE DENSITY ANALYSIS YIELD RATES (Raymond)

Mr. Raymond informed the Committee that in an effort to more accurately reflect future residential growth in the land use model, Kern COG performed a density analysis on the developed residential areas of general and specific plans in Kern County. The analysis was made using current Land Use Element maps from each jurisdiction and parcels from the Assessor's Office. Each jurisdiction was asked to review the jurisdiction's rates and provide comments to Michael Heimer at mheimer@kerncog.org by March 2, 2016.

This was in information item.

XVI. DRAFT REGIONAL TRAFFIC MONITORING SYSTEM PROGRAM UPDATE (Flickinger)

Kern COG is updating the Regional Traffic Count Program to include bicycle and pedestrian count locations. The Committee was provided a copy of the Phase II Amendment of Chapter 3 of the Regional Traffic Monitoring Improvement Plan (RTMIP) to incorporate bicycle and pedestrian counts.

Committee Member Cater made a motion to accept the Phase II amendment of Chapter 3 of the RTMIP, seconded by Committee Member Staples with all in favor. Additionally, the individual cities were encouraged to work with Mr. Flickinger to recommend count sites and count times by February 10, 2016.

IX. CEQA GUIDELINES UPDATE (Napier)

Ms. Napier explained to the Committee that Senate Bill 743 was signed by the Governor on September 27, 2013. The legislation required that the Governor's Office of Planning and Research (OPR) amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to delay-based level of service (LOS) for evaluation transportation impacts. The alternative is Vehicle Miles Traveled (VMT)

After lengthy discussion, Committee Member Hellman made a motion to direct staff to prepare a comment letter to be sent to OPR. Vice Chairman Poire and citizen/consultant Ted James will review comment on the letter prior to sending it to OPR. The motion was seconded by Committee Member Forrest with all in favor.

X. SUSTAINABLE COMMUNITIES STRATEGIES AND CONSERVATION (Napier)

Ms., Napier provided the Committee with a link to the January 2016 Nature Conservancy document that identified results of the first rounds of SCSs as they pertained to conservation. The document also made policy recommendations for future rounds of SCS development.

This was an information item.

XI. INFORMATION ITEMS/ANNOUNCEMENTS

None.

XII. MEMBER ITEMS

Committee Member Alexander provided the Committee with a presentation on the Median Project in Ridgecrest that is a success story for the 2014 RTP/SCS. The presentation was moved to the beginning of the Agenda.

Mr. Ball provided information on Autonomous Vehicles to the Committee.

XIII. ADJOURNMENT

With no further business the meeting was adjourned at 3:37 p.m.

The next meeting will be Wednesday, March 2, 2016, at 1:30 p.m.

Kern Council of Governments

IV.
RPAC

May 4, 2016

TO: Regional Planning Advisory Committee/
Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Ben Raymond, Regional Planner

SUBJECT: RPAC/TMC AGENDA ITEM: IV
2015 SOCIO-ECONOMIC DATA DISTRIBUTION

DESCRIPTION:

Maps of transportation analysis zone (TAZ) level 2015 socio-economic data for information and review.

DISCUSSION:

Kern COG's transportation model is being updated under the San Joaquin Valley Model Improvement Program Phase II (VMIP 2) contract. In coordination with this effort, Kern COG entered into a contract with Fehr & Peers to develop most current base year data for validation of the transportation model. The existing version of the transportation model was validated with base year data from 2008. The base year update is required by federal air quality conformity regulations, which state that models should be validated to observed data that is within 6 years of the current year.

Over the last several months Kern COG staff has been working with Fehr & Peers on the 2015 base year socio-economic data at the TAZ level. The primary socio-economic data for the transportation model includes households, employment, and enrollment. The 2015 base household data was developed based on countywide control totals from the Kern COG adopted growth forecast report (forecast), along with parcel year built data, 2010 census block data and 2008 TAZ base year data. The 2010 census block data was used by Kern COG to update 2008 TAZ base year data. Fehr & Peers tied growth data from parcel year built data to the TAZ 2008 data and applied the county wide control totals to the percentage of growth occurring at each TAZ. Through the evaluation process some corrections were made to Kern COG's existing 2010 TAZ data. The growth of households from 2010-2015 is depicted in Attachment A. Similarly, the 2015 base employment data was developed based on countywide control totals from the forecast, along with employer address level data from The Employment Development Department and address level data from InfoUSA and 2008 TAZ base year data. Fehr & Peers tied EDD & InfoUSA address data to TAZs, data was screened for erroneous records and provided to Kern COG for further evaluation and refinement. Attachment B depicts employment growth from 2010-2015.

A summary of total households and employment by Regional Statistical Area (RSA) is provided on the following page. Map of the RSAs is provided in Attachment C.

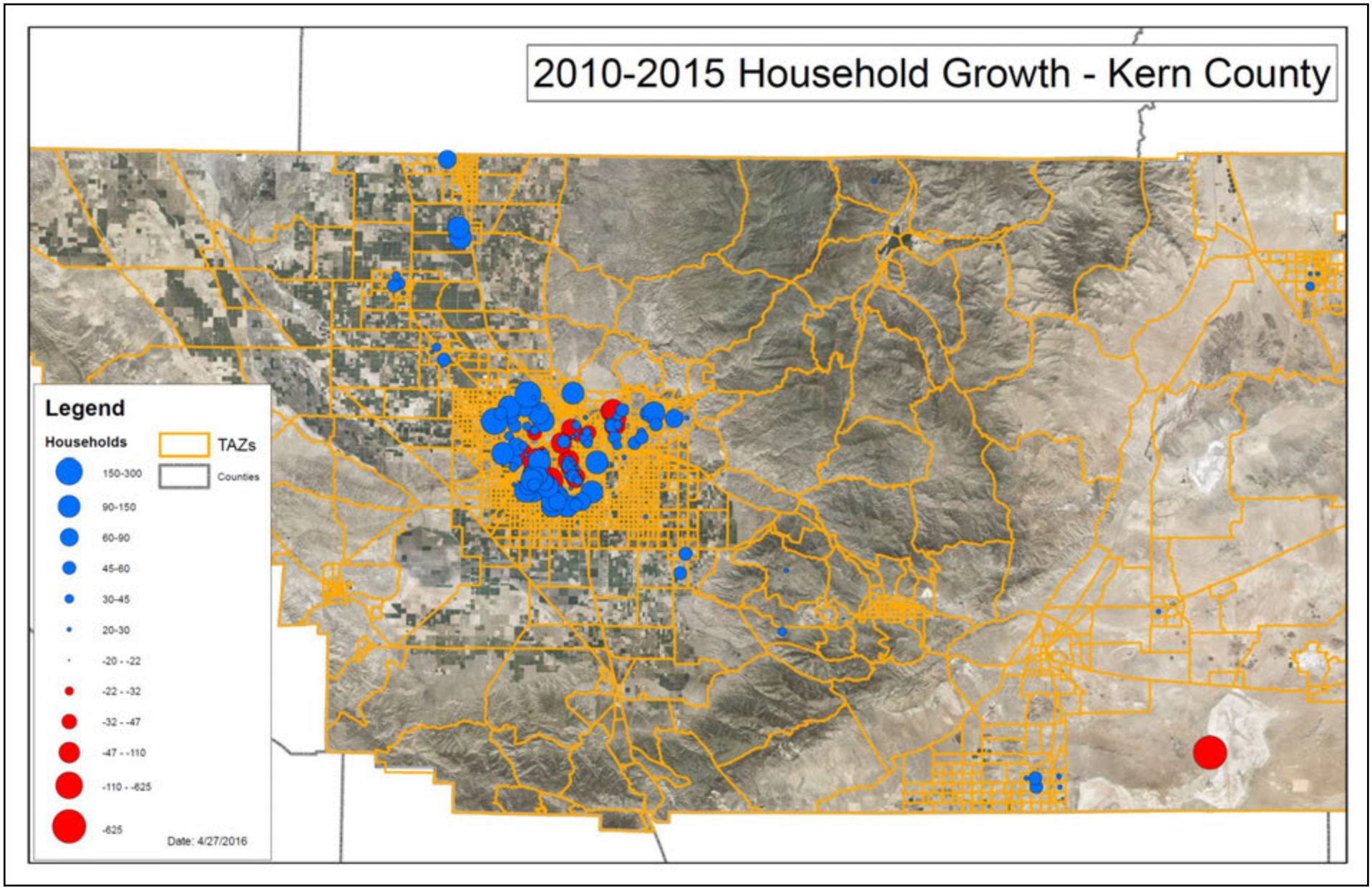
Regional Statistical Area (RSA)	Households	Employment
Greater Arvin	4,700	6,100
Greater Cal City/Mojave	7,400	5,300
Greater Delano/McFarland	14,100	25,300
Greater Frazier Park	3,500	2,200
Greater Lake Isabella	7,700	2,400
Greater Ridgecrest	13,900	11,300
Greater Rosamond	7,500	10,100
Greater Shafter	6,400	23,600
Greater Taft/Maricopa	6,200	12,400
Greater Tehachapi	11,800	8,700
Greater Wasco	6,300	17,800
Greater Metro Bakersfield	174,200	196,800
Total*	**263,000**	**322,000**

*may not sum due to rounding and adjustments

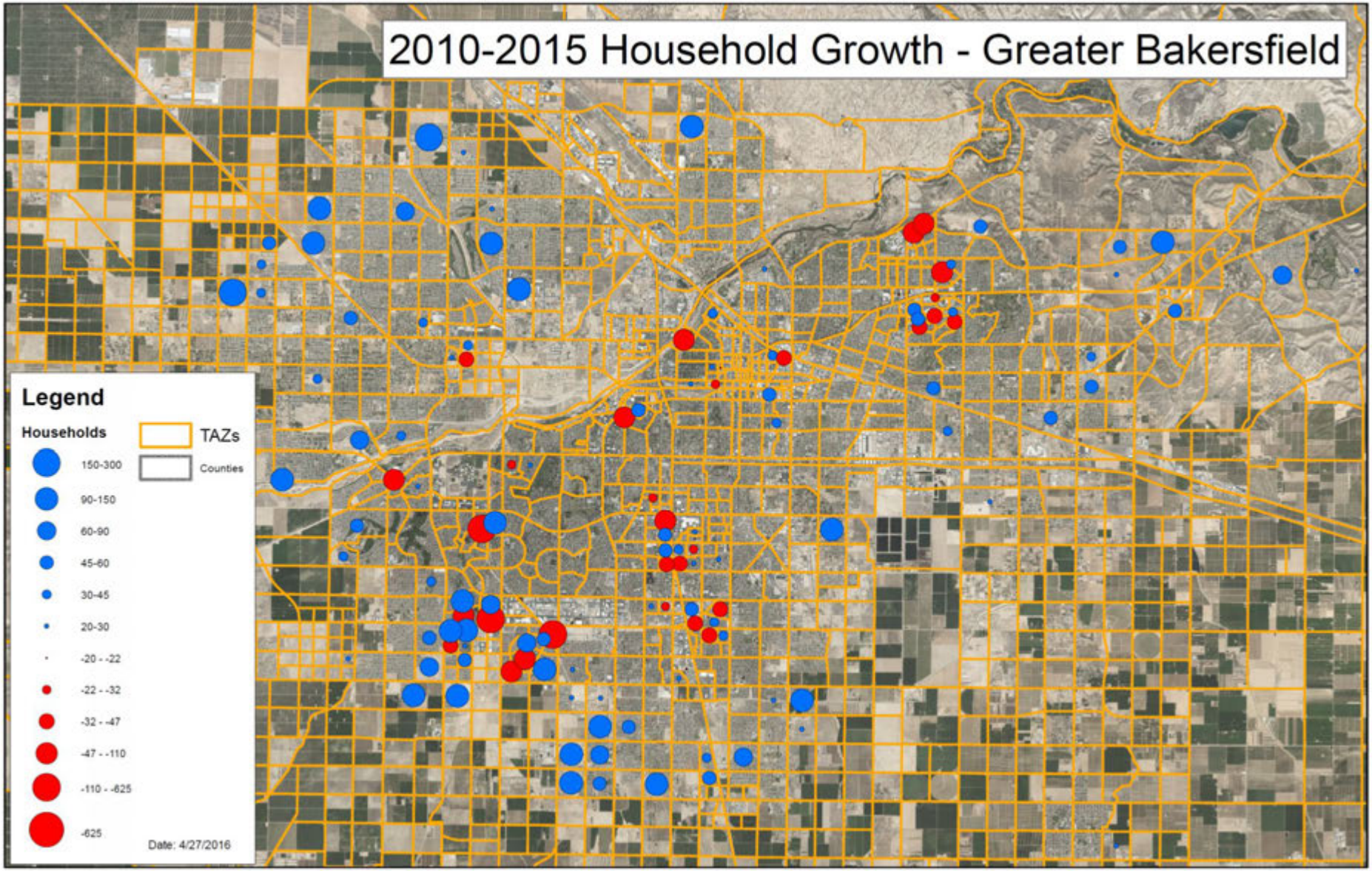
Attachments:
Attachment A – Household Growth Maps
Attachment B – Employment Growth Maps
Attachment C – RSA Map

ACTION: Information

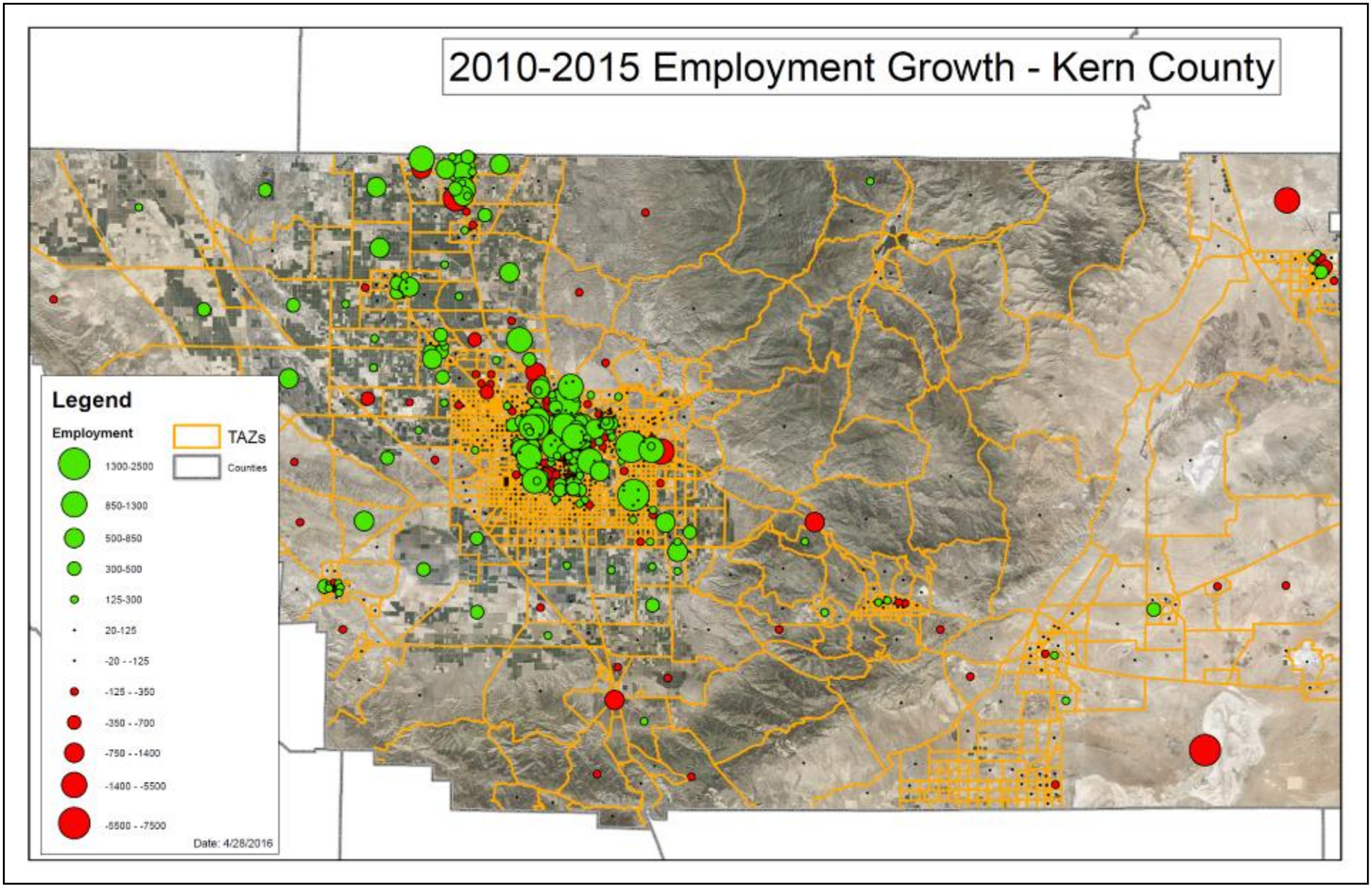
ATTACHMENT A



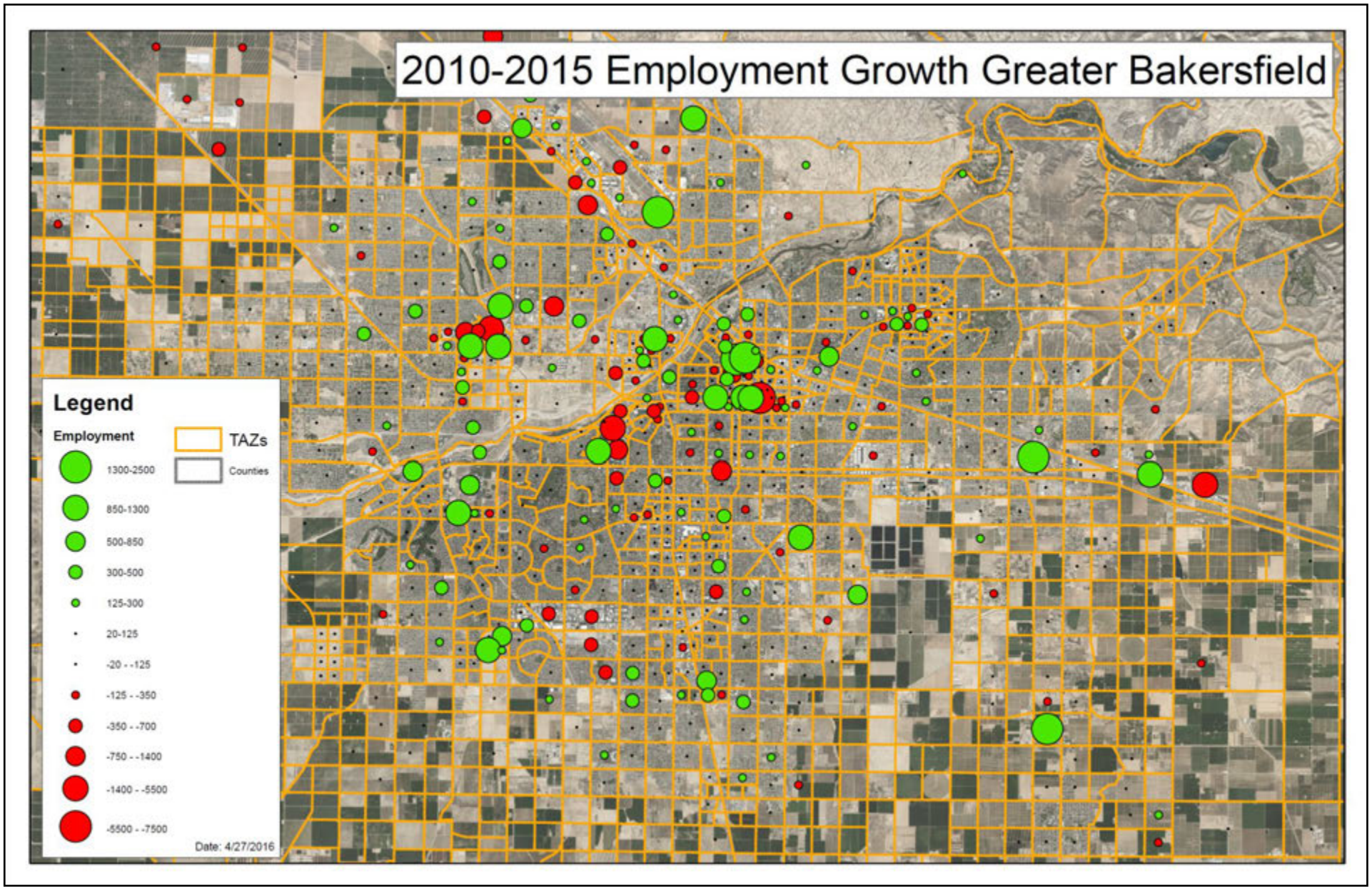
ATTACHMENT A



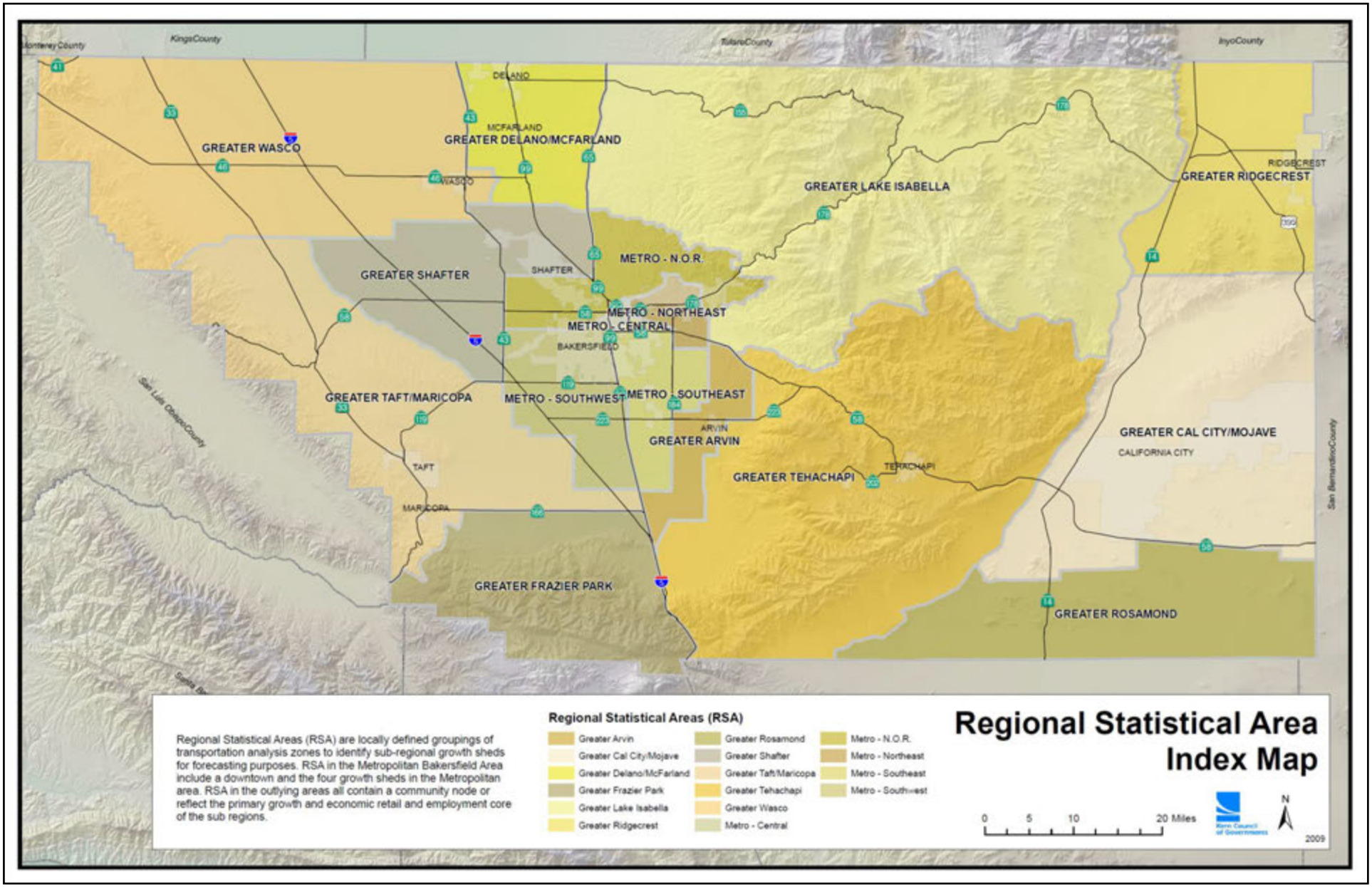
ATTACHMENT B



ATTACHMENT B



ATTACHMENT C



Kern Council of Governments

V.
RPAC

May 4, 2016

TO: Regional Planning Advisory Committee/
Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Becky Napier
Regional Planner

SUBJECT: RPAC/TMC AGENDA ITEM: V
ENVIRONMENTAL JUSTICE MEETING UPDATE

DESCRIPTION:

The second Environmental and Social Equity Roundtable was held on March 10, 2016, to continue the Regional Transportation Plan (RTP) process for the 2018 RTP.

DISCUSSION:

Kern Council of Governments (COG) kicked off development of its 2018 Regional Transportation Plan on December 16, 2015, when it held the first Environmental and Social Equity Roundtable. The reason for the Roundtable is to review the methodology to be used by Kern COG to designate Environmental Justice (EJ) areas and Title VI areas in Kern County. A second Environmental and Social Equity Roundtable was held on March 10, 2016, to review EJ area maps using three methods: CALENVIROSCREEN, a method developed by UC Davis, and EJSCREEN, which is a method recommended by the Federal Highway Administration.

Participants attended from various interest areas in the community including the Tejon Tribe, California Walks, Kern County Department of Public Health, Caltrans, the Leadership Counsel, Bike Bakersfield, the Delores Huerta Foundation and the Center for Race, Poverty and the Environment.

After reviewing the maps and asking questions about each method, the participants agreed that the best method was the method recommended by the Federal Highway Administration – EJSCREEN.

Kern COG is planning to reactivate the Business and Industry Roundtable in the near future.

ACTION

Information

Kern Council of Governments

VI.
RPAC

May 4, 2016

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Ed Flickinger,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: VI
DRAFT REGIONAL TRANSPORTATION MONITORING SYSTEM PROGRAM UPDATE

DESCRIPTION:

Kern COG is updating the Regional Traffic Count Program to include bicycle and pedestrian counts locations.

DISCUSSION:

Background – Traffic monitoring and pavement management are mandated under Federal Title 23 Part 500 Management and Monitoring Systems. In addition to traffic monitoring, traffic volume data obtained by traffic counters is used to validate the regional transportation model and used for engineering and planning purposes by member agencies. Traffic counts are used in the annual pavement management report that provides technical data on road samples throughout Kern County. From 2006 through the Fiscal Year ending June 2015, over 9,100 daily counts, 4,600 classification counts, and 96 control station counts have been acquired and are available online on the Kern COG website.

In January 2004, A Memorandum of Understanding (MOU) between Caltrans, the County of Kern, the City of Bakersfield and Kern COG, representing the outlying communities, established the Kern Regional Traffic Count program.

In 2008, with the assistance of a consultant and input from member agencies, a transportation monitoring system program was completed. The program provides more consistent and frequent traffic count, vehicle mix, and other transportation monitoring data. The regional program eliminates potential duplication of effort in counting programs between Kern COG member agencies and Caltrans. The program includes a provision for periodic review.

Regional Traffic Count Program Update – On February 18, 2016 the Kern COG Board approved an update to the Regional Transportation Monitoring Improvement Program (RTMIP) http://www.kerncog.org/images/docs/transmodel/RTMIP_20160205.pdf . The focus of the update is the addition of a regional bicycle and pedestrian traffic count program. The goal of this program is to provide consistent, comprehensive data on bicycle and pedestrian activity for analysis of the need/benefit of investment in these modes. However, the plan prioritizes car/truck counts over bike/ped counts if resources are not enough to count all identified locations. Recent changes in federal and state law have created the need for this program and are putting a greater emphasis on measuring performance. Providing bike and pedestrian data should make our region more competitive for state resources, while ensuring that limited resources are focused on areas with the greatest need.

Regional Traffic Count Program Contract Awarded – The program is re-bid every 5 years and subject to annual renewal. The current consultant contract with Atlantic and Pacific Data Services is scheduled expire on June 30, 2016.

A Request for Proposal (RFP) was advertised February 11, 2016 for the next traffic count contract. The Proposals were due March 28, 2016. Five proposals were received and were ranked by staff members of Kern COG, City of Bakersfield, and County of Kern using a ten item proposal evaluation form. The highest ranked proposal was chosen. On April 21, 2016 the Kern COG board awarded the new contract to Atlantic & Pacific Data Corporation.

Table 1 – Annual Car/Truck Vehicle Count Program – All 1,184 Locations

Car/Truck Count Type	Cost	Number locations	Total Cost/ Year
Quarterly Control Station	618.00	16	9888.00
Classification Counts	52.50	324	17010.00
24 Hour Count	26.25	844	22155.00
Totals		1184	49053.00
Budget for Car/Truck Counts			79677.00
Remaining budget available			30624.00

Based on the winning proposal, the annual budget of $79,677, will allow collection of 1,184 car/truck vehicle counts each year, including all 844 24-Hour count locations ($26.25 per location), all 324 Classification (by car/truck classes) 24-Hour locations ($52.50 per location), and all 16 Quarterly Control Station locations ($618 per location) leaving up to $30,624 available for Bike and Pedestrian locations.

Table 2 – Three-Year Bike/Ped Count Program – All 640 Locations – Two Alternatives

Alternative 1 - Front Load School Sites (Staff Recommendation)								
Bike/Ped Count type	Cost	Number locations (year 1)	Total Cost/ Year	Number locations (year 2)	Total Cost/ Year	Number locations (year 3)	Total Cost/ Year	Total Locations over 3 years
24 Hour (same locations every year)	214.80	40	8592.00	40	8592.00	40	8592.00	40
12 Hour (locations counted once every 3 years)	131.40	102	13402.80	167	21943.80	166	21812.40	435
4 Hour (locations counted once every 3 years)	51.80	165	8547.00		0.00		0.00	165
Totals		307	30541.80	207	30535.80	206	30404.40	640
Budget for Bike/Ped Counts			30624.00		30624.00		30624.00	
Remaining budget available			82.20		88.20		219.60	390.00

Alternative 2 - Uniform Count Program								
Bike/Ped Count type	Cost	Number locations (year 1)	Total Cost/ Year	Number locations (year 2)	Total Cost/ Year	Number locations (year 3)	Total Cost/ Year	Total Locations over 3 years
24 Hour (same locations every year)	214.80	40	8592.00	40	8592.00	40	8592.00	40
12 Hour (locations counted once every 3 years)	131.40	145	19053.00	145	19053.00	145	19053.00	435
4 Hour (locations counted once every 3 years)	51.80	55	2849.00	55	2849.00	55	2849.00	165
		240	30494.00	240	30494.00	240	30494.00	640
Budget for Bike Counts			30624.00		30624.00		30624.00	
Remaining budget available			130.00		130.00		130.00	390.00

Table 2 illustrates two alternatives for collecting bike and pedestrian counts on a 3-year rotation. Staff recommends the first alternative. The plan has identified 640 potential bike and ped count locations. Given a $30,624 budget, all 40 station locations can have a 24 Hour count ($214.80 per location), all 165 school locations can have a 4 Hour count ($51.80 per location), and 102 locations of the highest rated 12 hour count ($131.40 per location) for the first year.

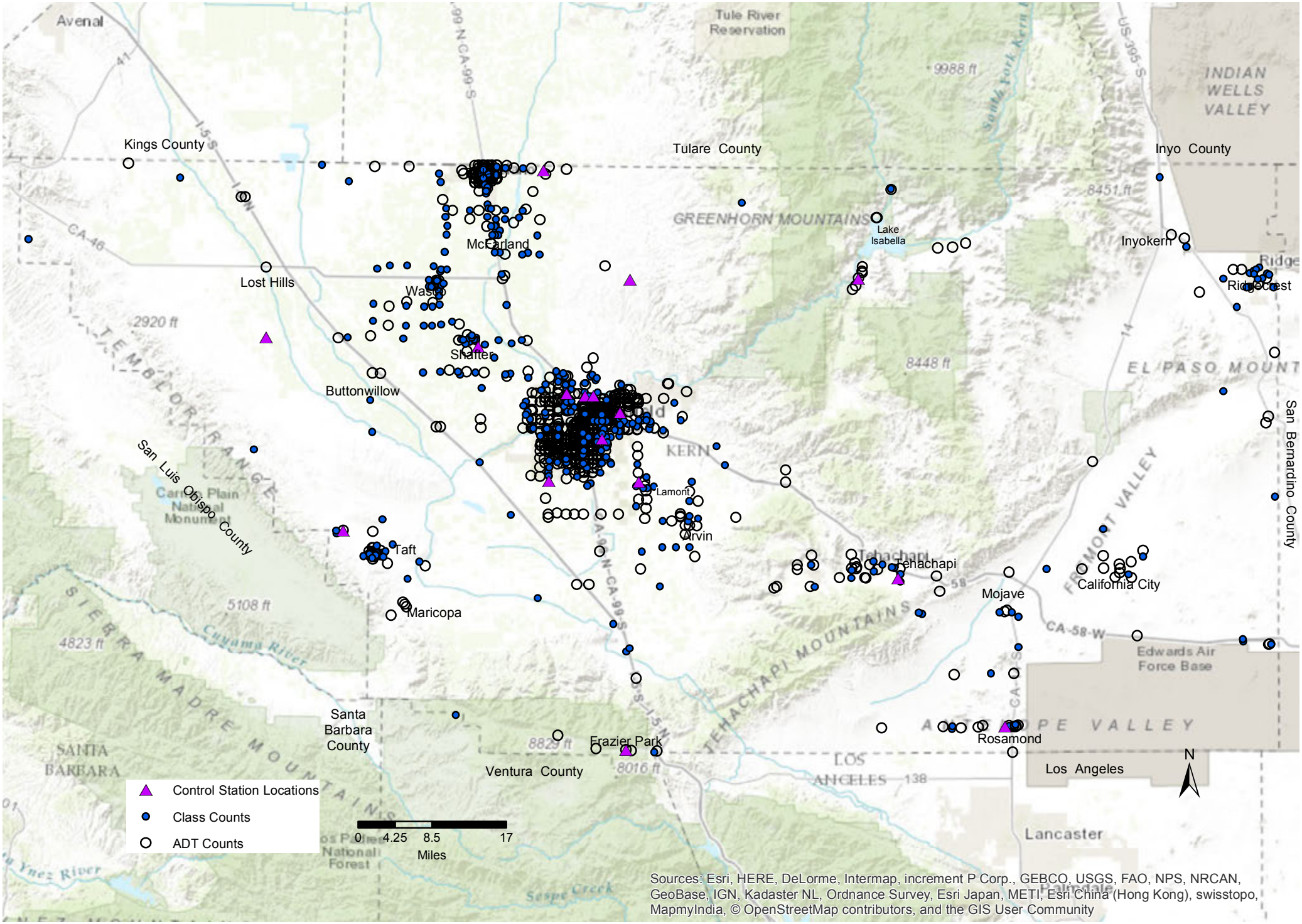
For the next year while maintaining the 24 Hour counts at the 40 station locations, 167 of the remaining 333 uncounted highest rated locations can have a 12 Hour count, while the remaining 166 uncounted locations can have a 12 Hour count the following year.

This program is for regular periodic counts 1-3 years apart to provide an important indicator on the success and need of regional bike and ped related infrastructure and programs. This program is not to be used for, one time count locations.

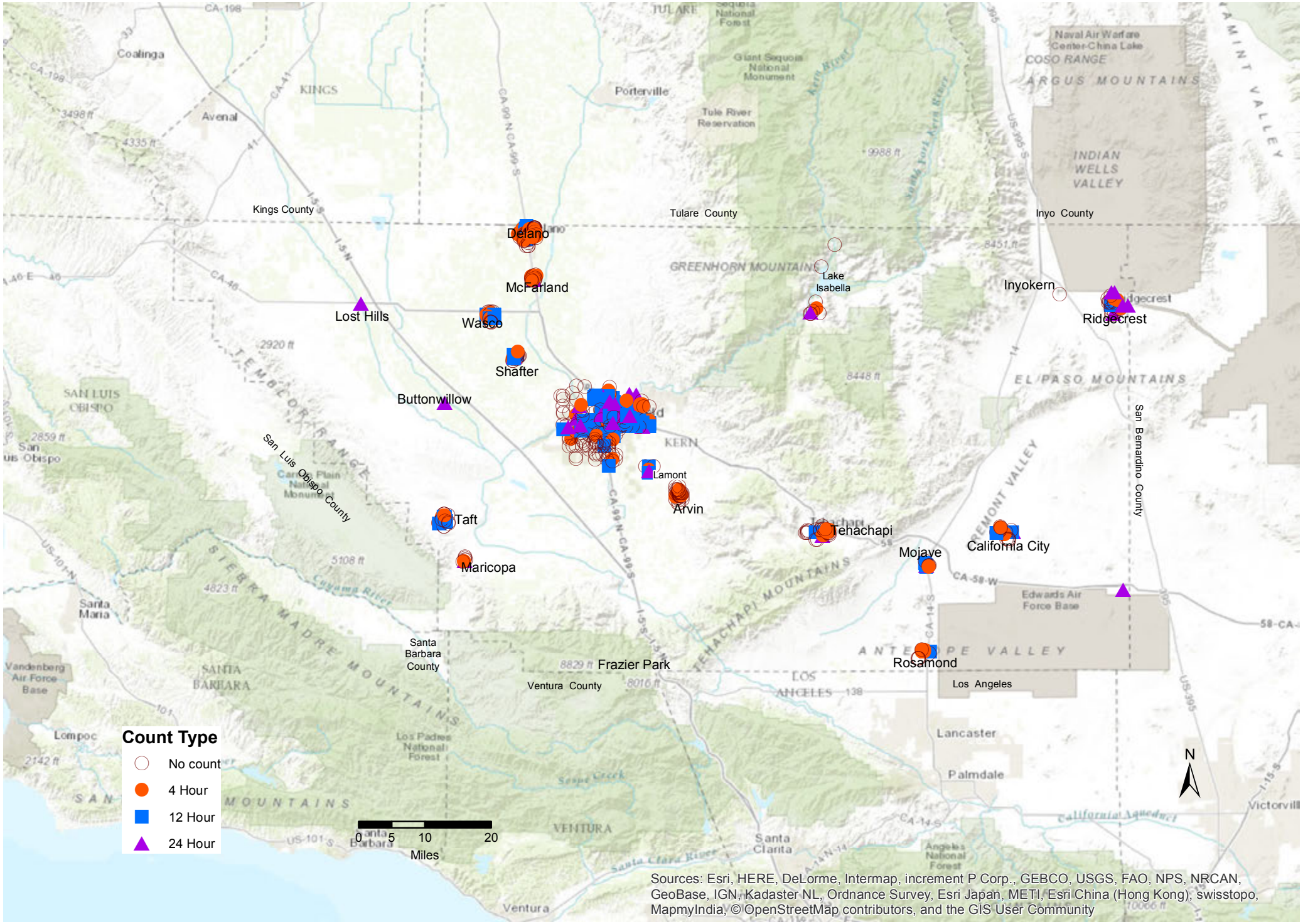
Attachments – Maps are provided identifying during the potential first year 24 Hour, 12 Hour, and 4 Hour locations.

ACTION: Comments on the count program and maps are due to staff by May 18.

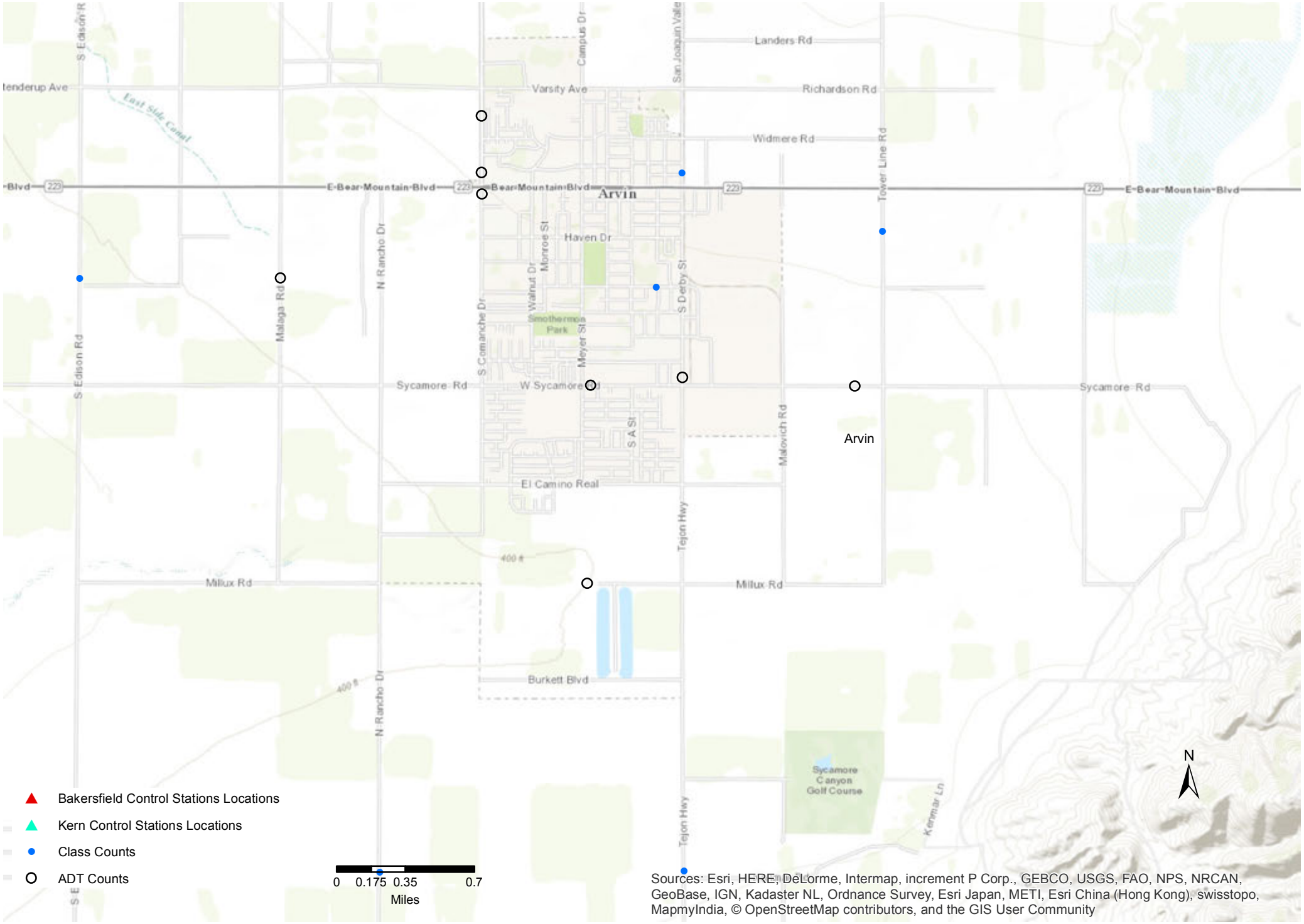
Locations of Auto Traffic Counts



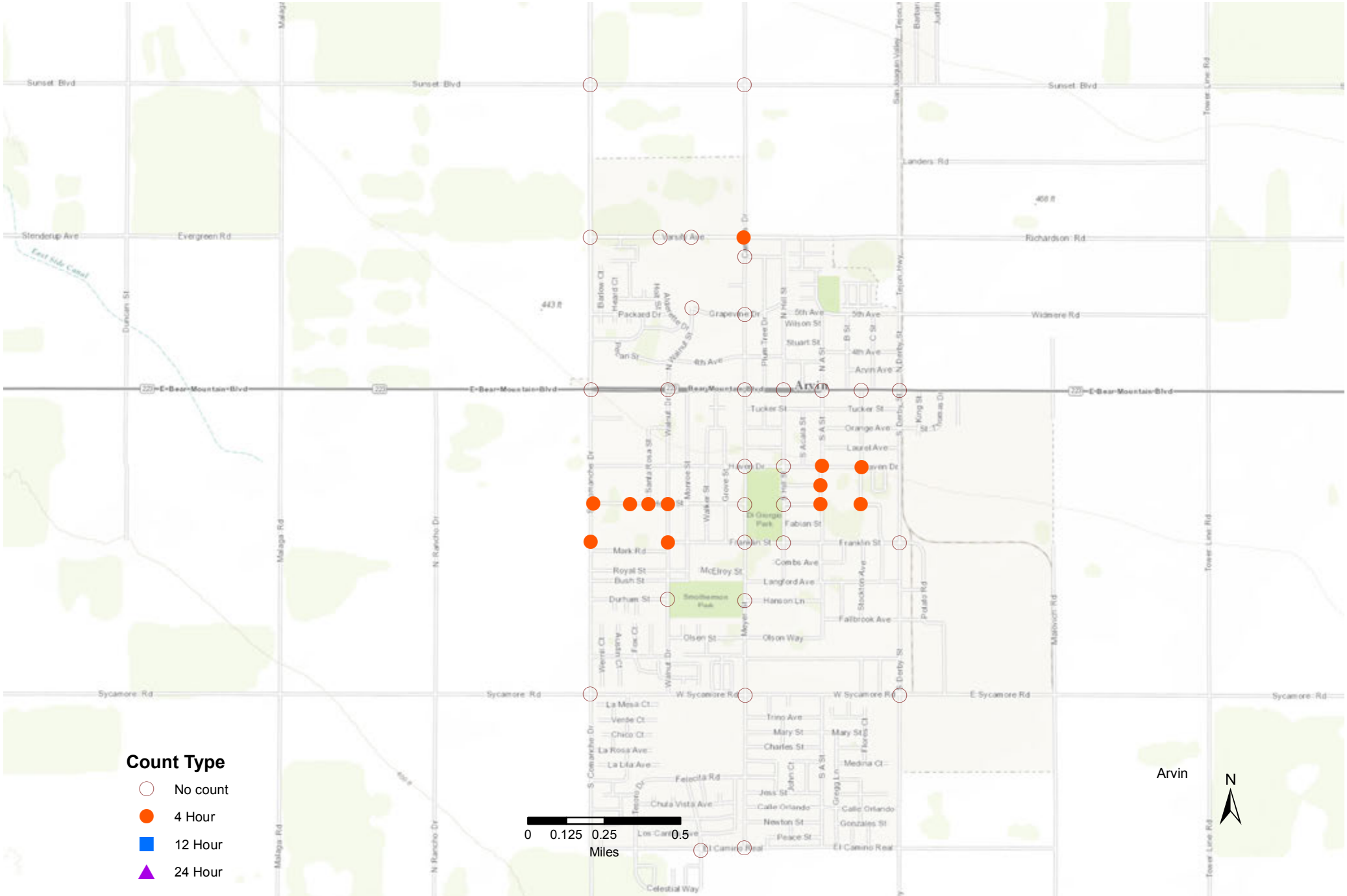
Draft Locations of Bike and Ped Counts



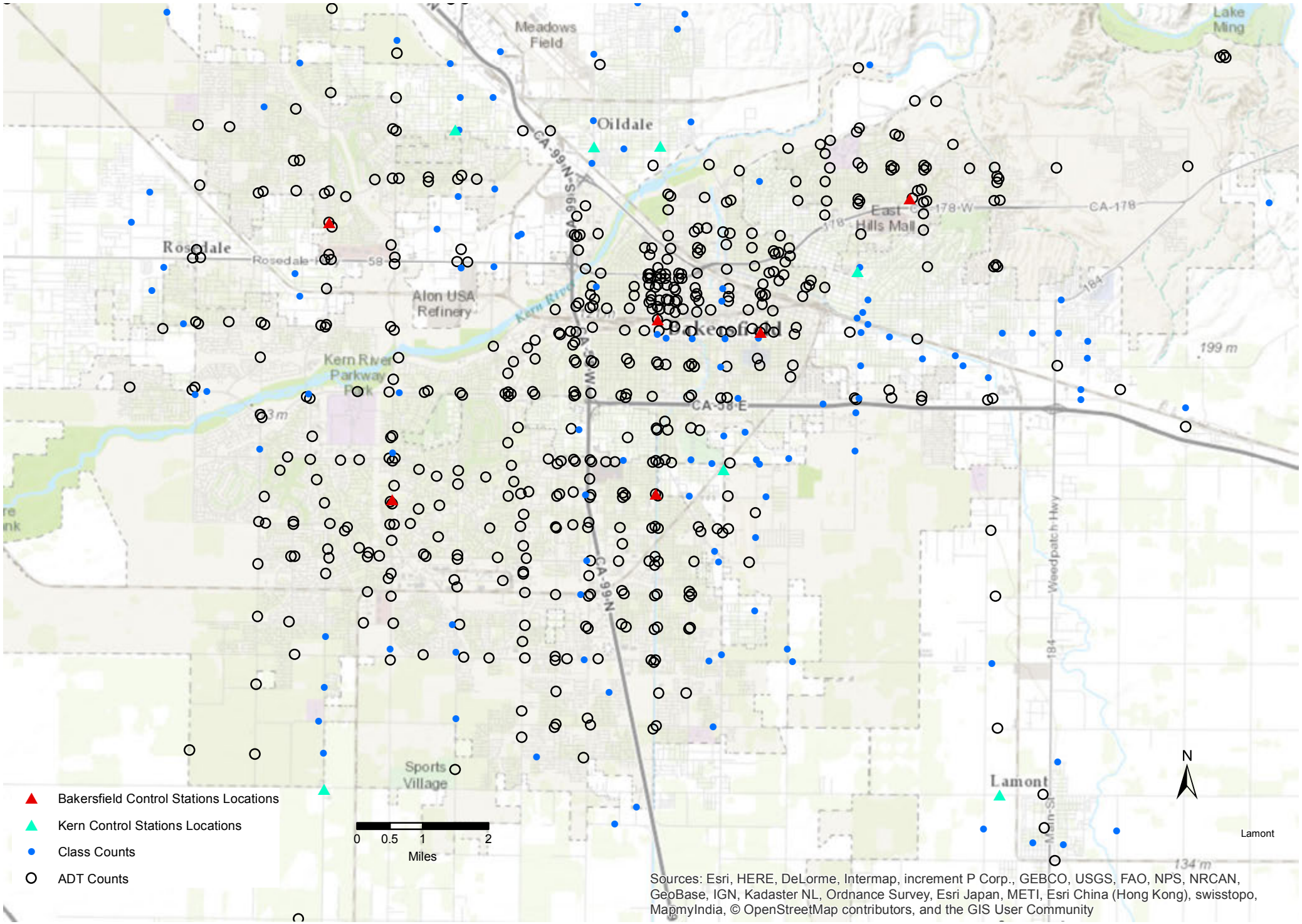
Locations of Auto Traffic Counts



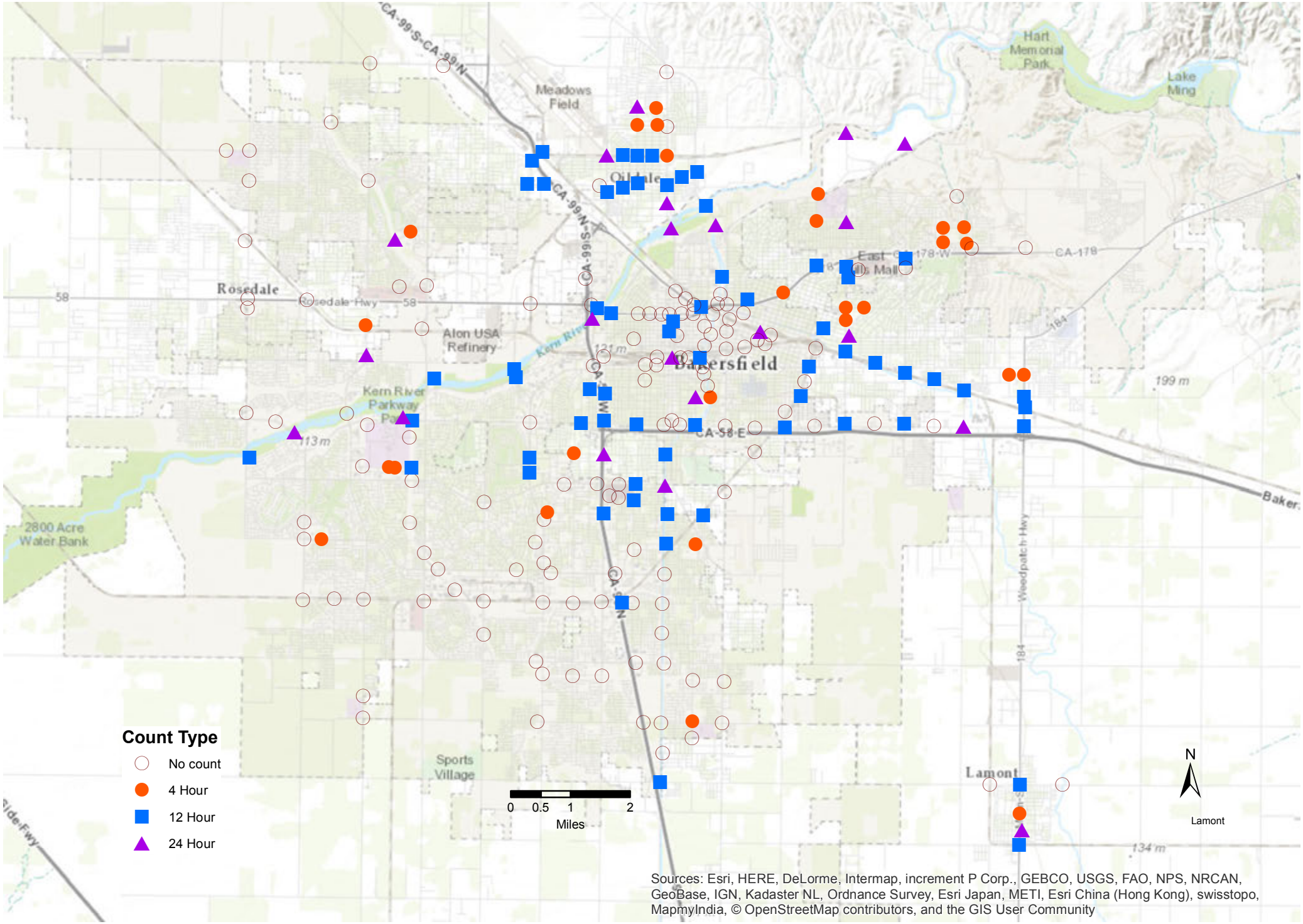
Draft Locations of Bike and Ped Counts



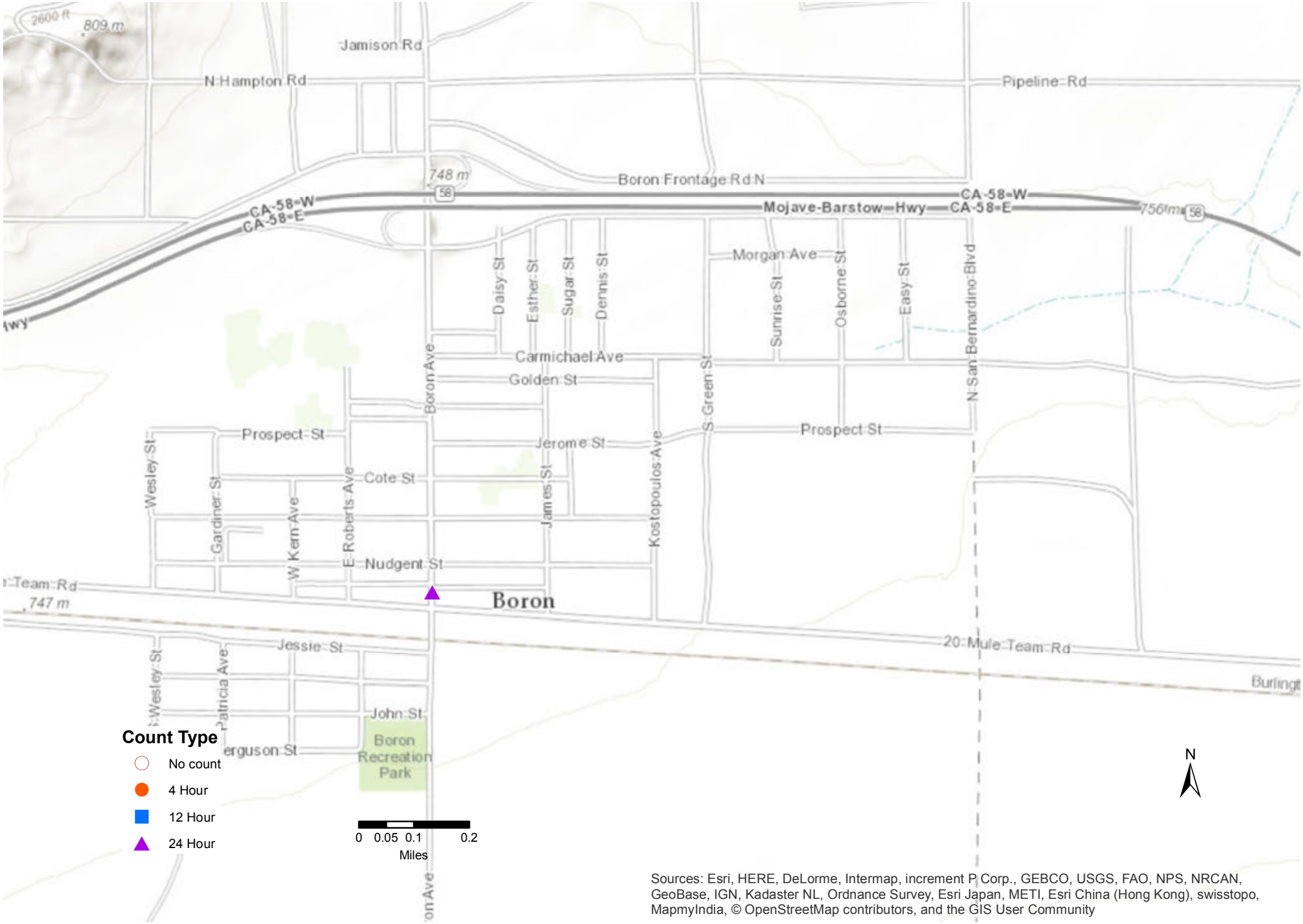
Locations of Auto Traffic Counts



Draft Locations of Bike and Ped Counts



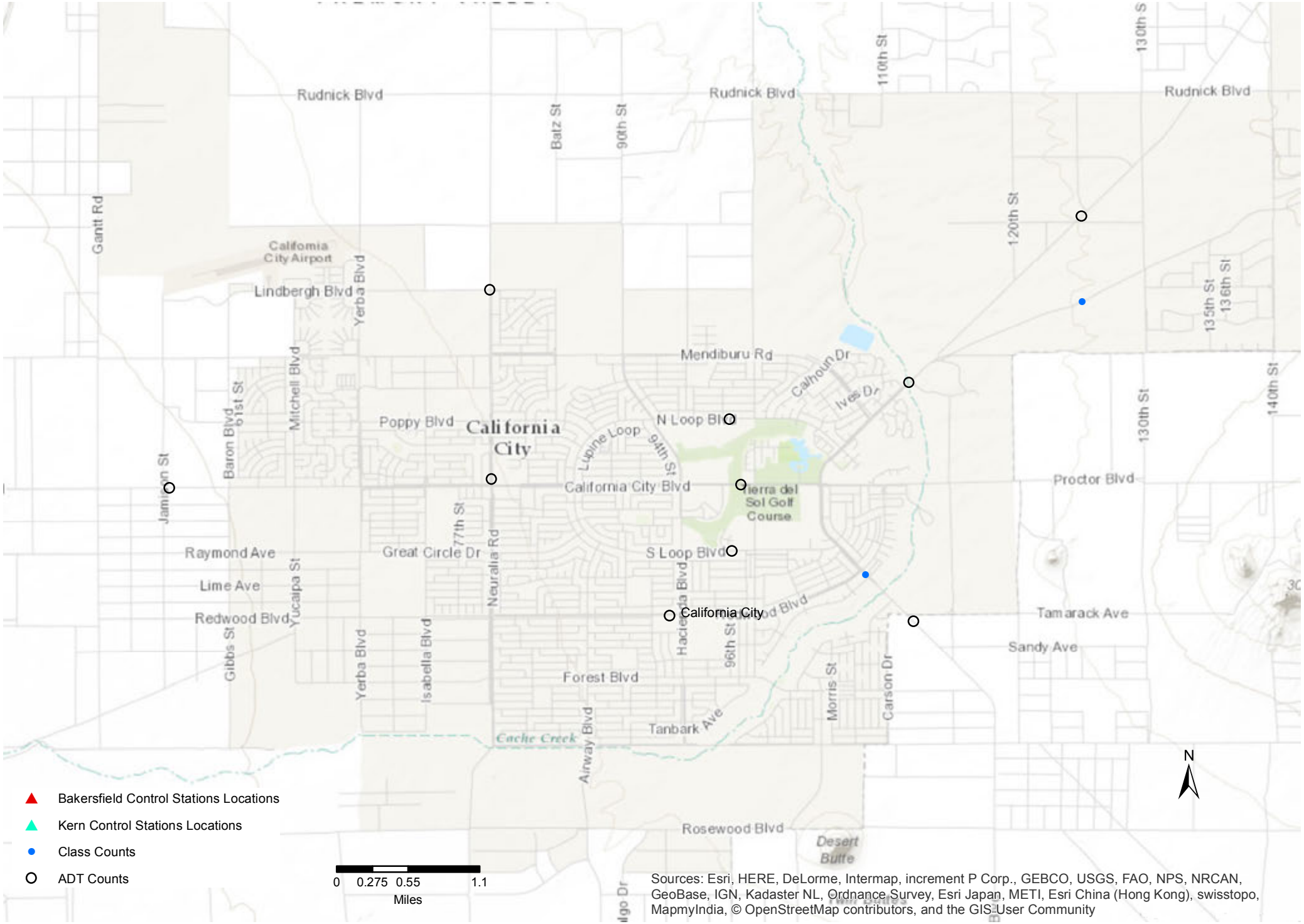
Draft Locations of Bike and Ped Counts



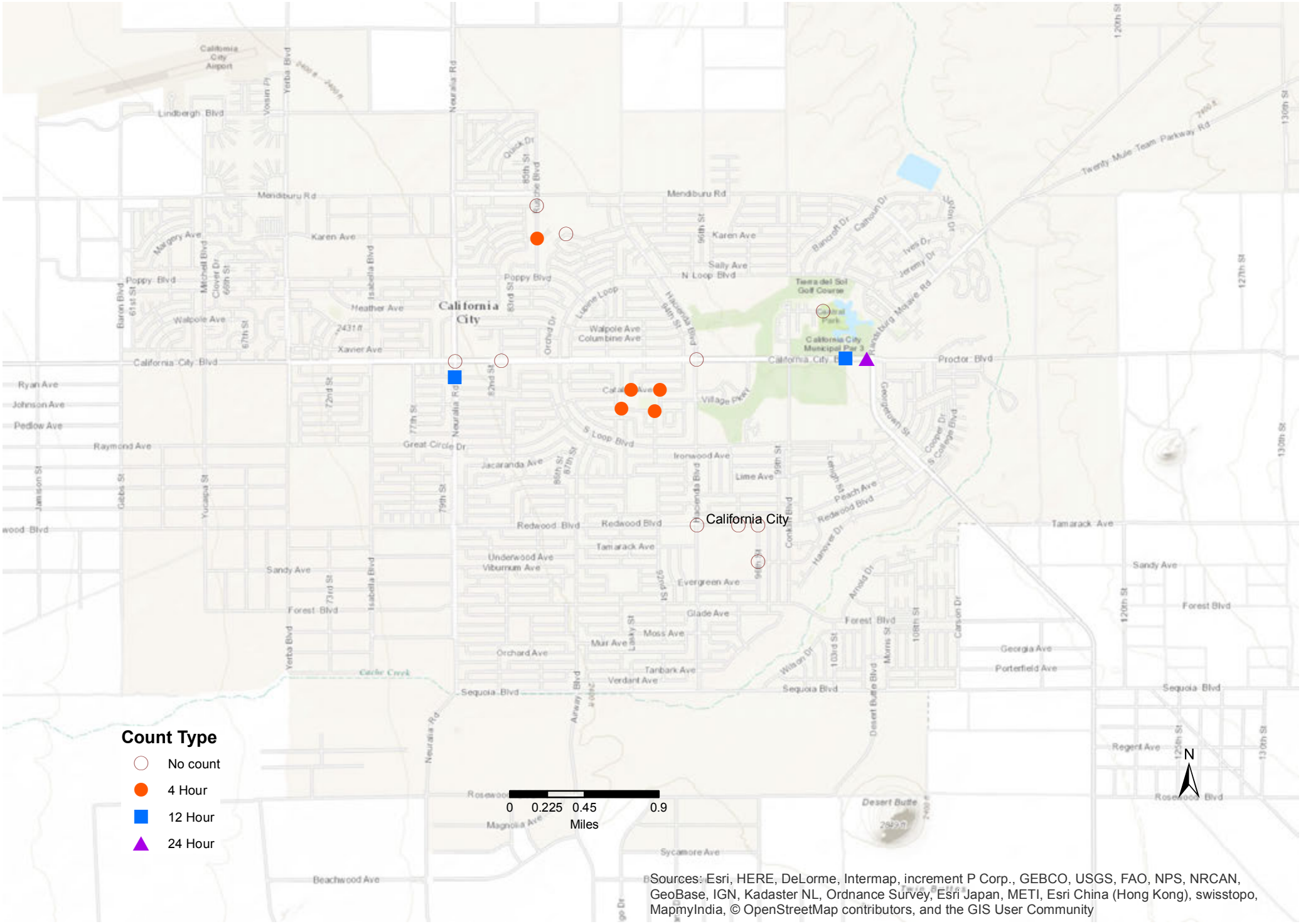
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Draft Locations of Bike and Ped Counts

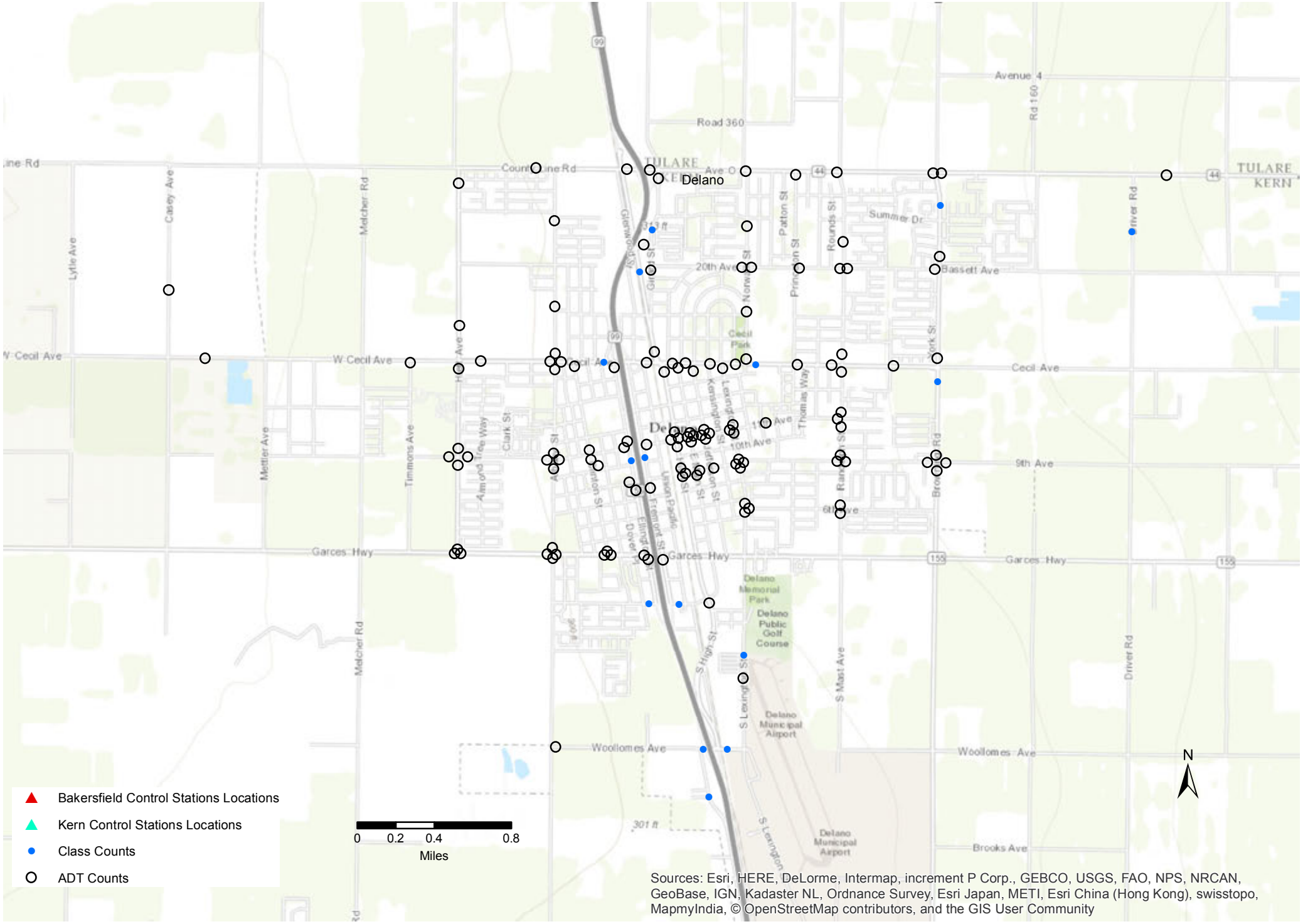
Locations of Auto Traffic Counts



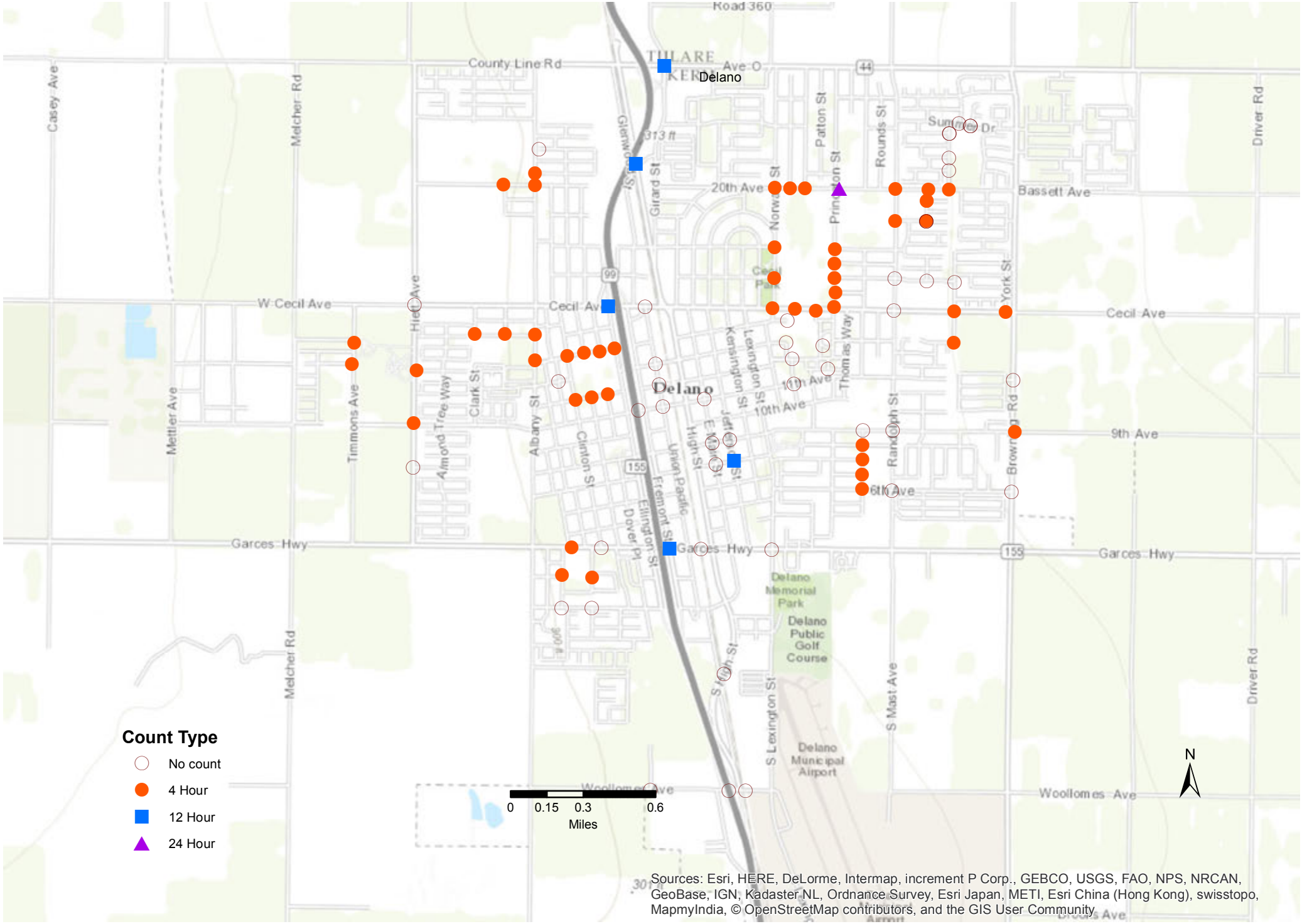
Draft Locations of Bike and Ped Counts



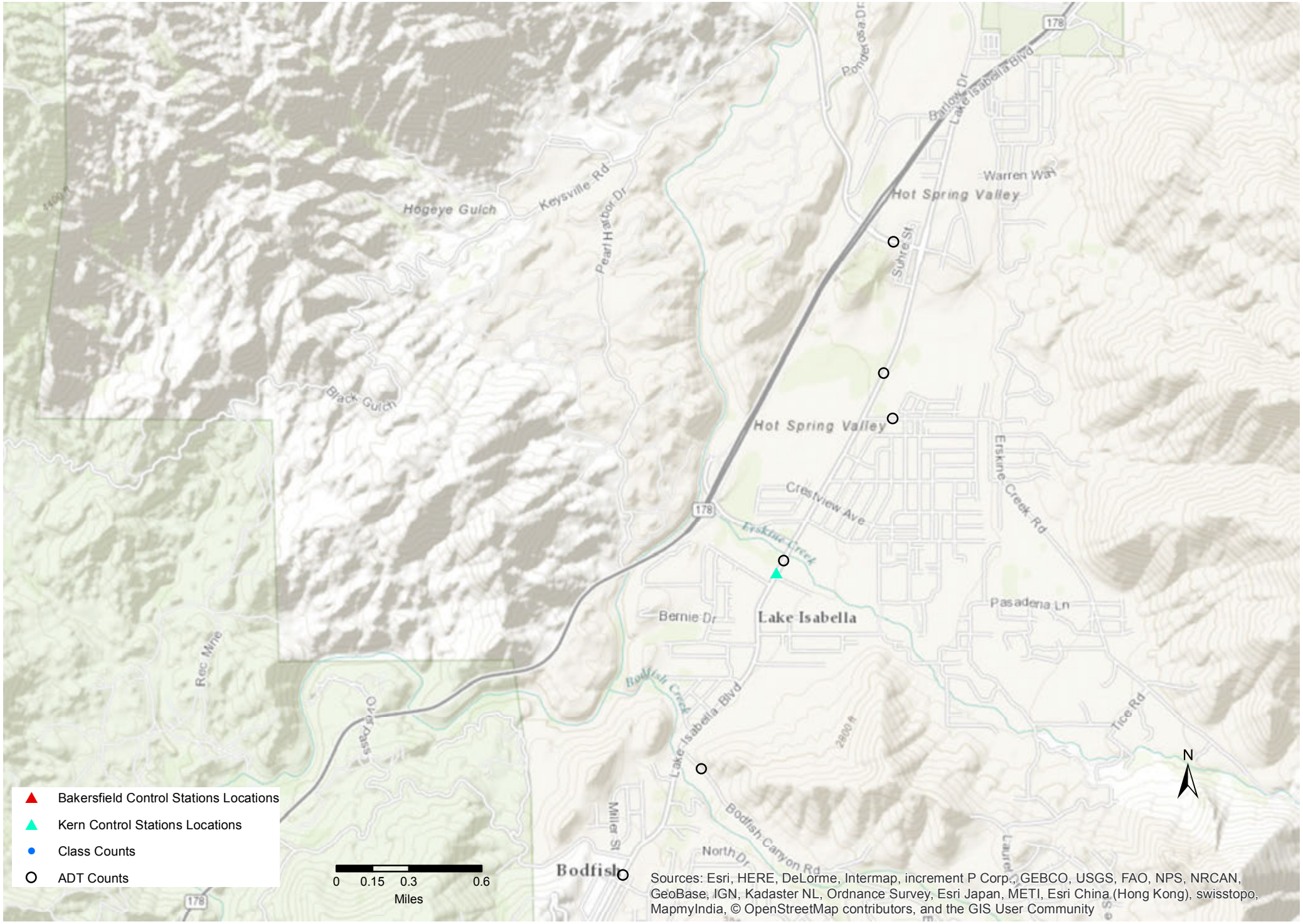
Locations of Auto Traffic Counts



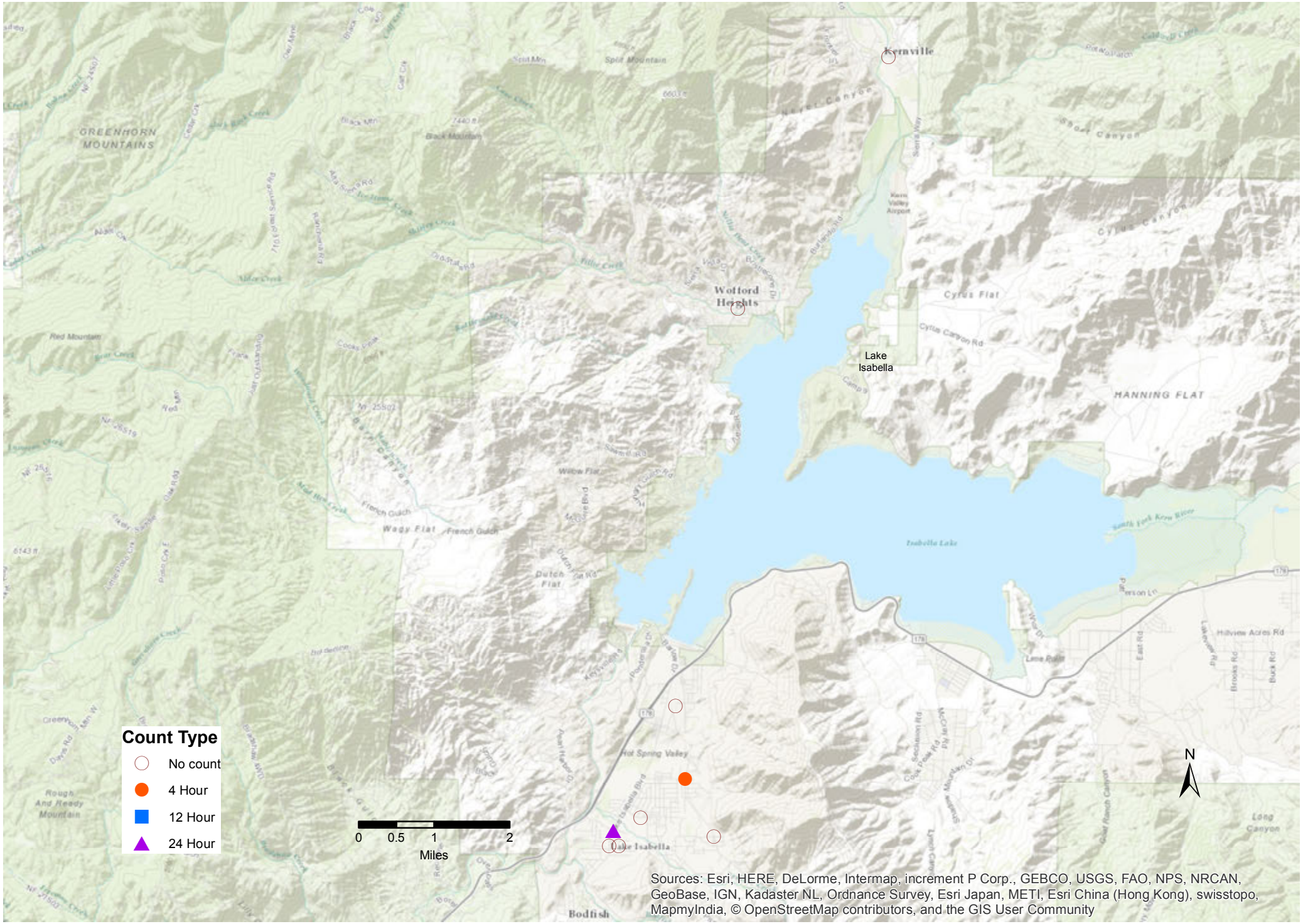
Draft Locations of Bike and Ped Counts



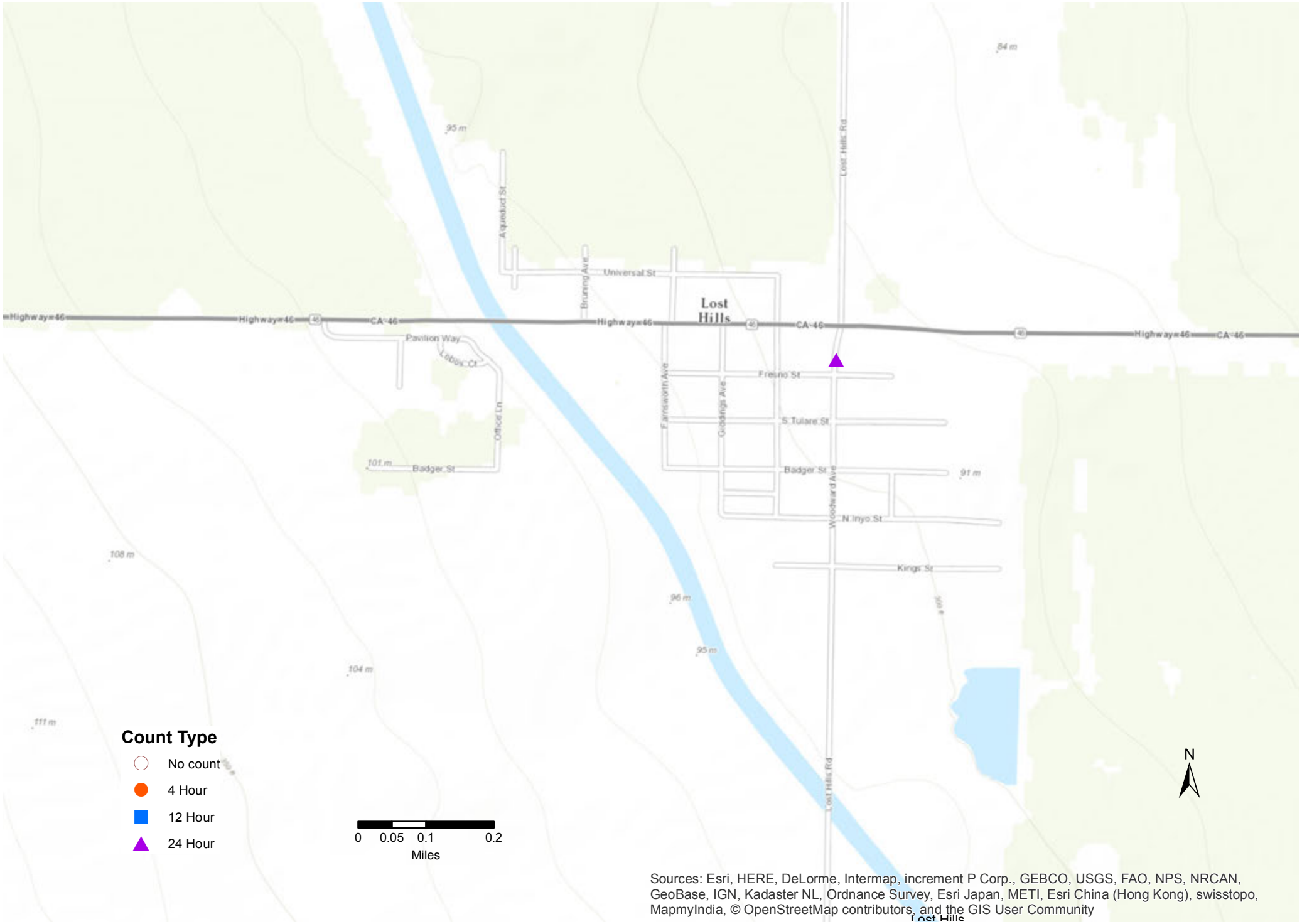
Locations of Auto Traffic Counts



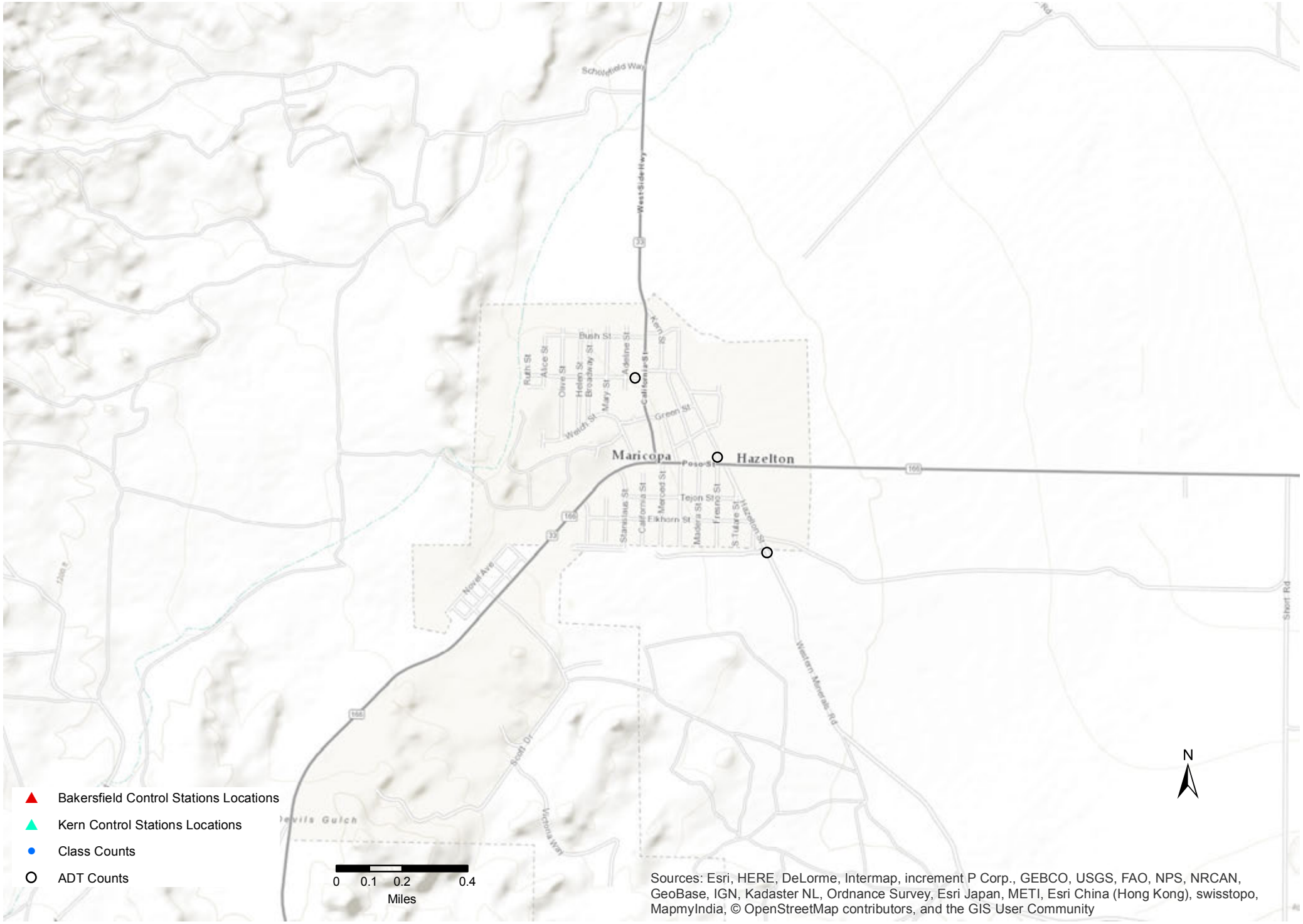
Draft Locations of Bike and Ped Counts



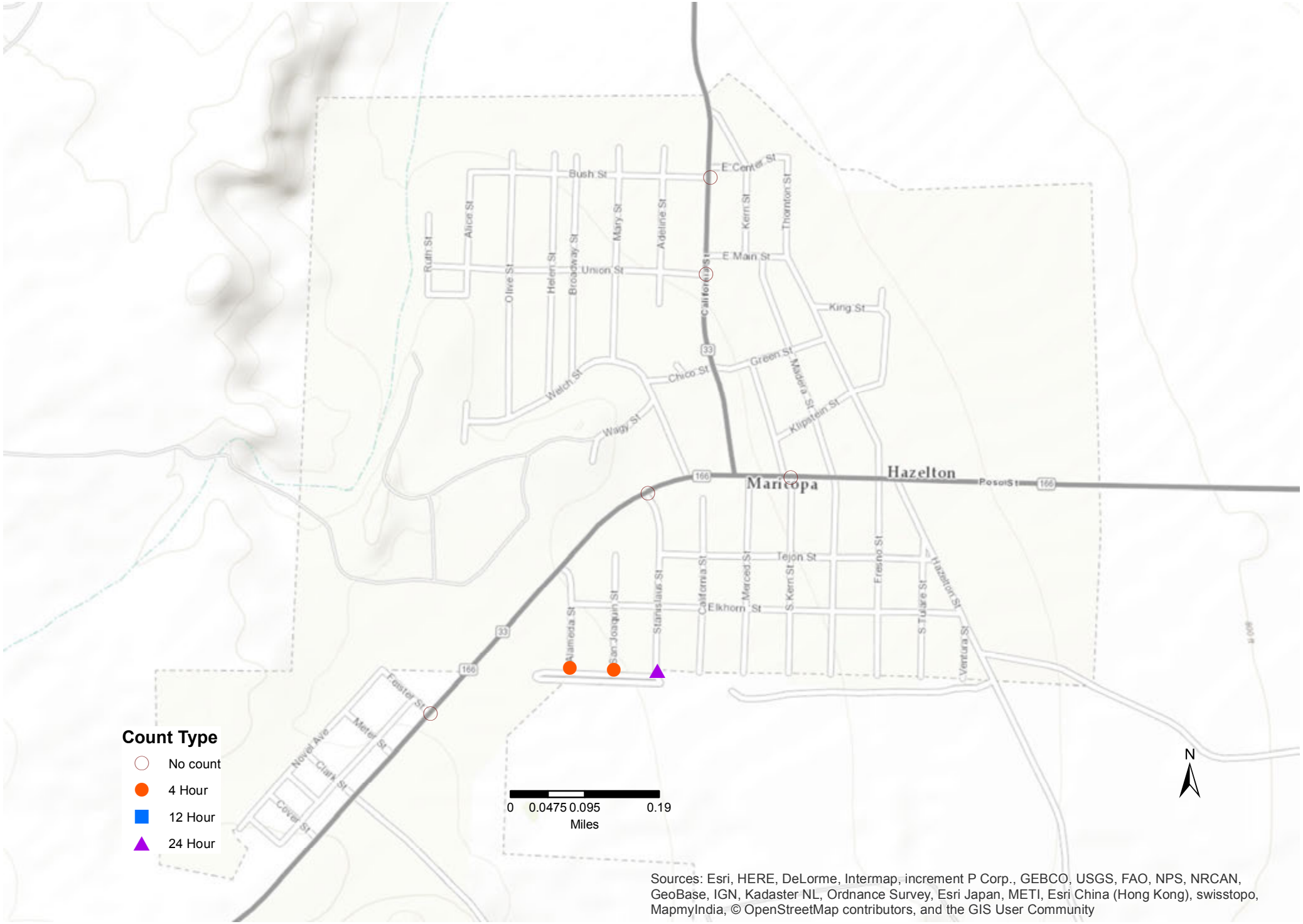
Draft Locations of Bike and Ped Counts



Locations of Auto Traffic Counts

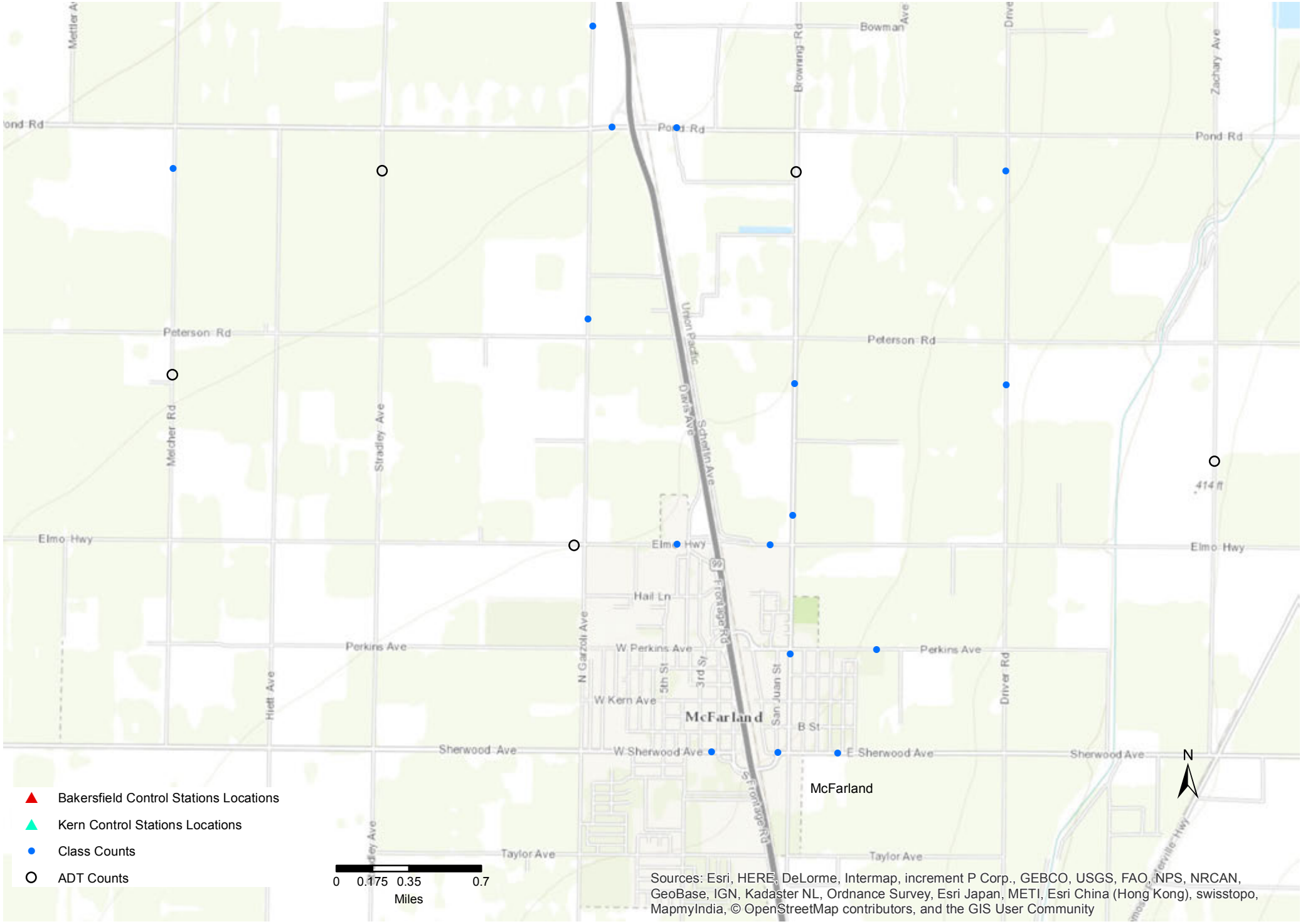


Draft Locations of Bike and Ped Counts

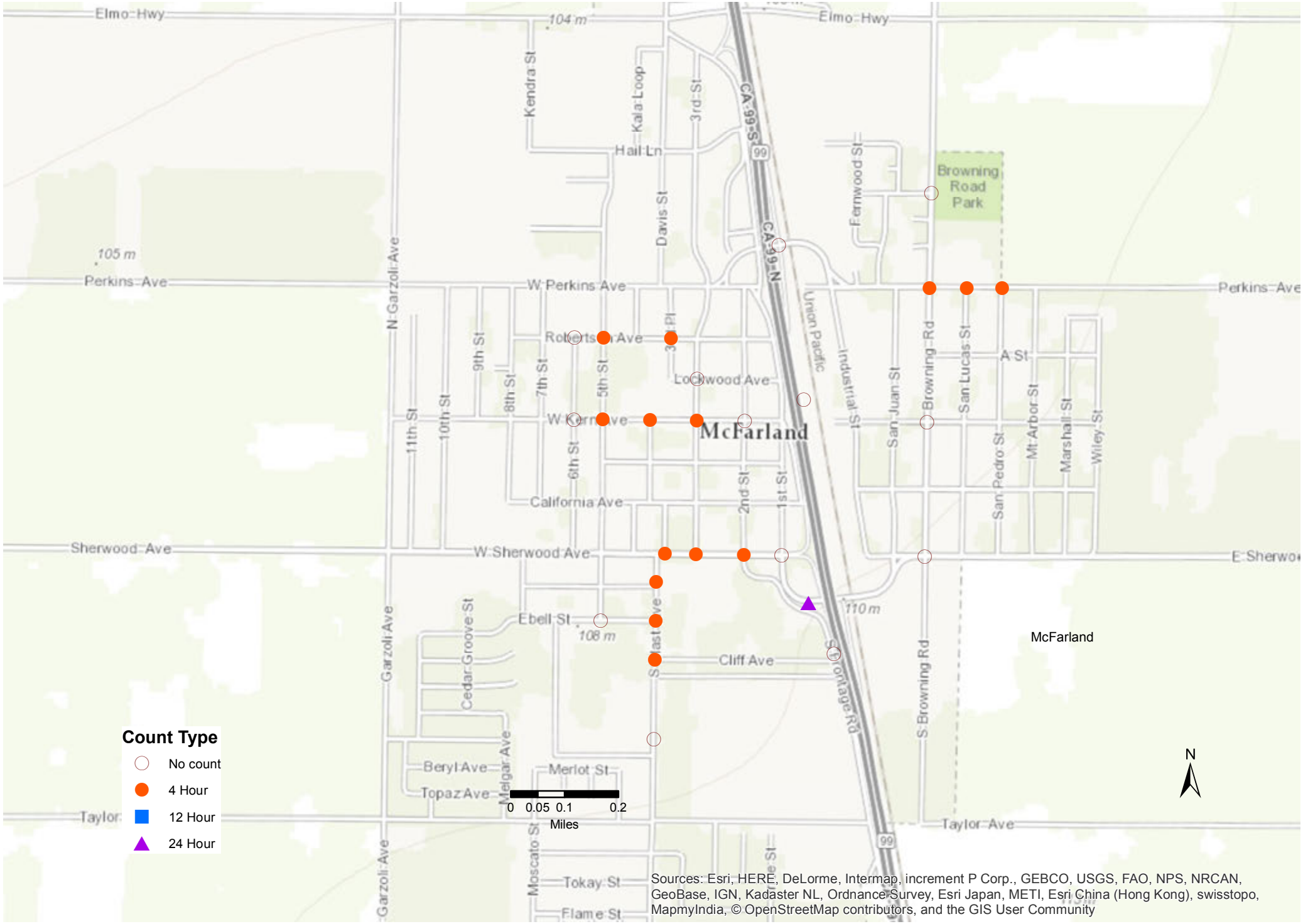


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Locations of Auto Traffic Counts

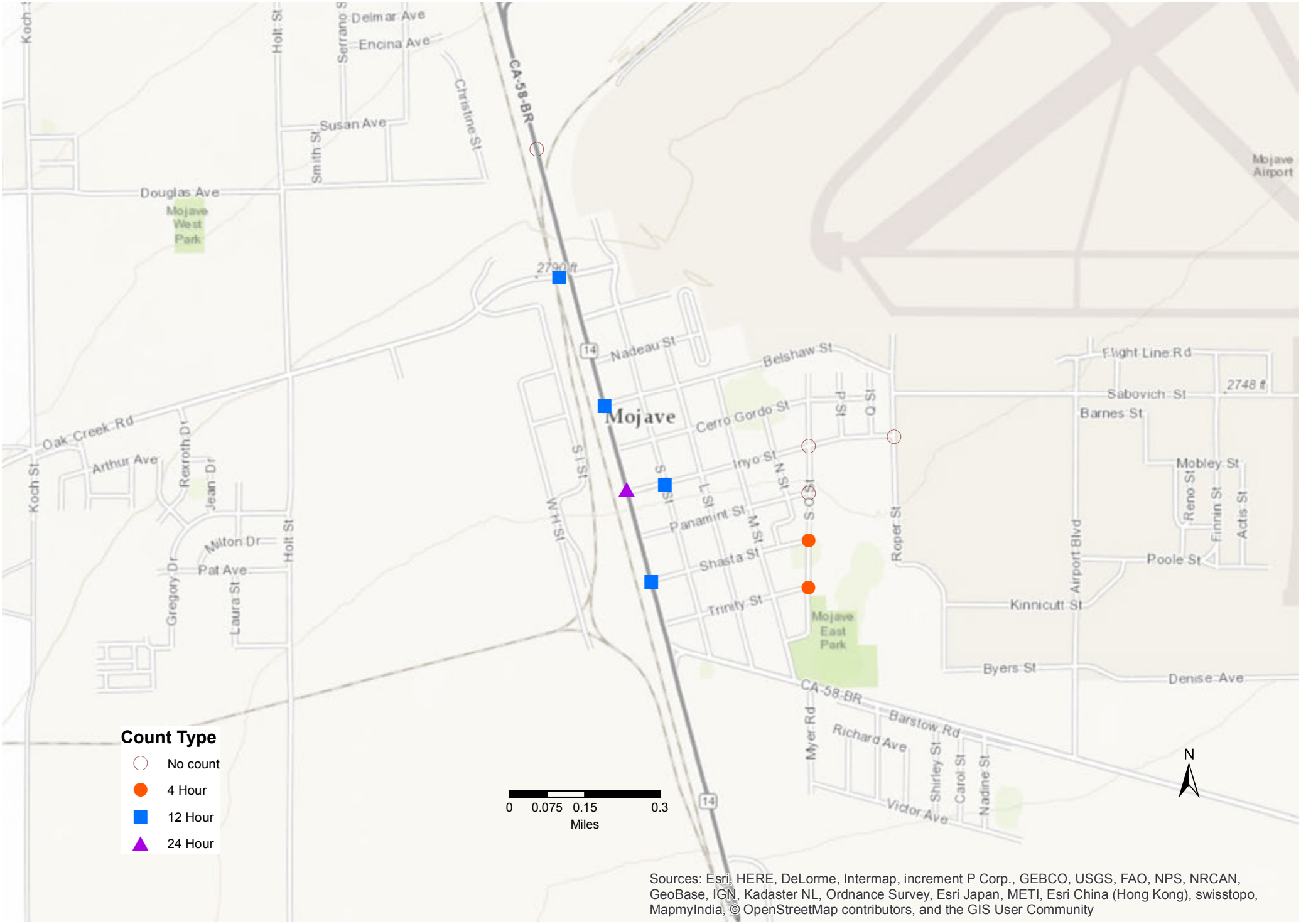


Draft Locations of Bike and Ped Counts



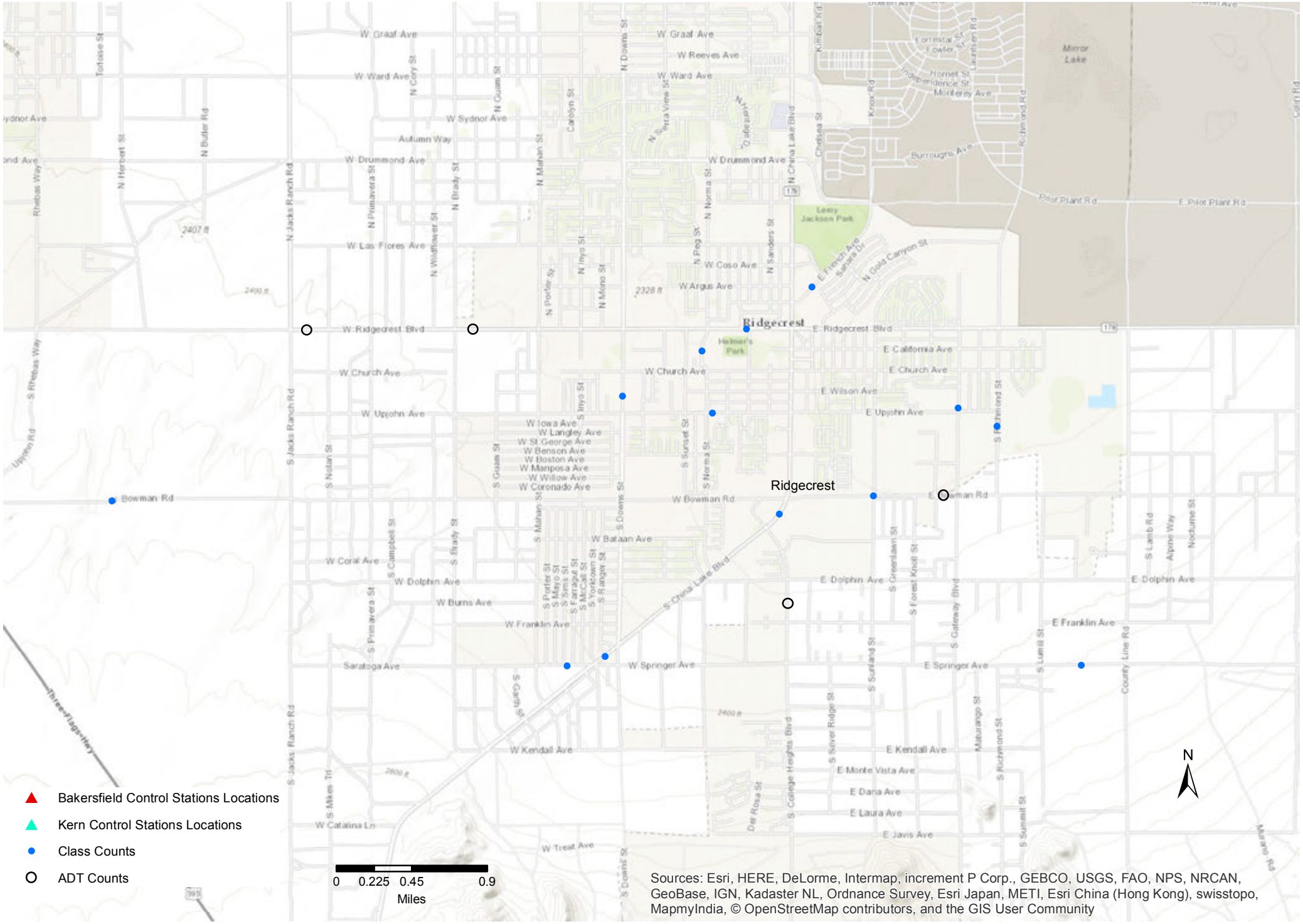
Locations of Auto Traffic Counts

Draft Locations of Bike and Ped Counts

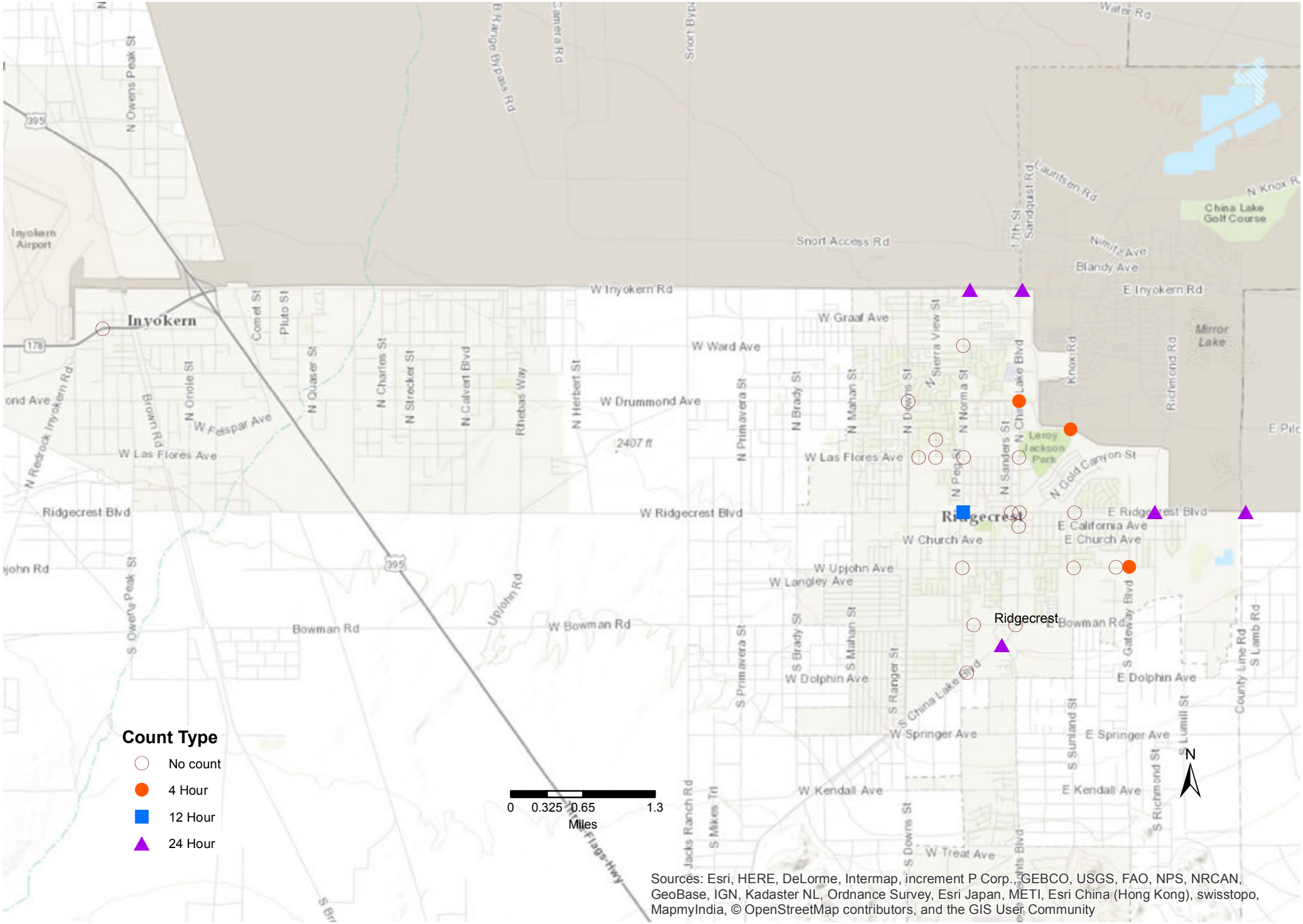


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Locations of Auto Traffic Counts

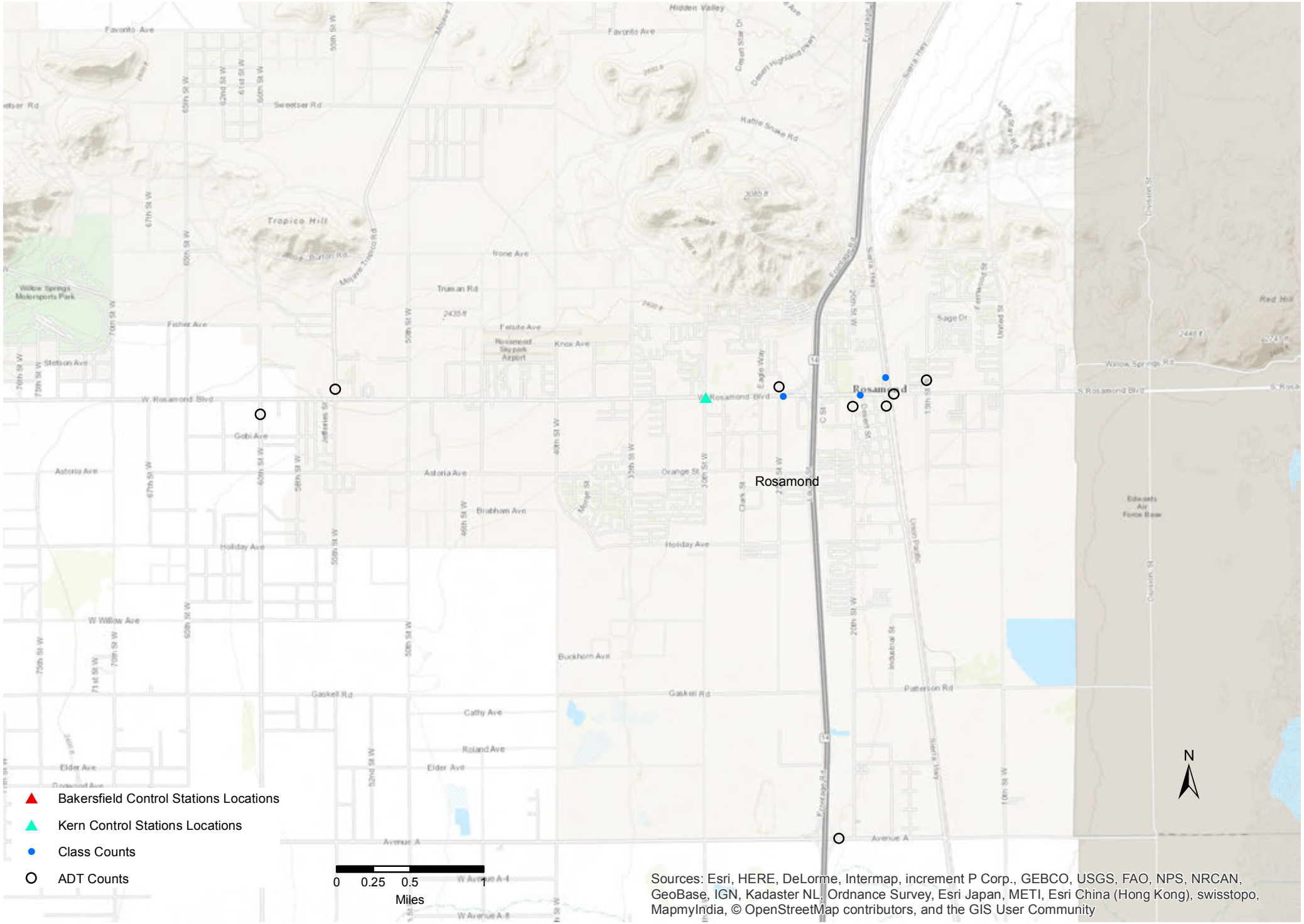


Draft Locations of Bike and Ped Counts

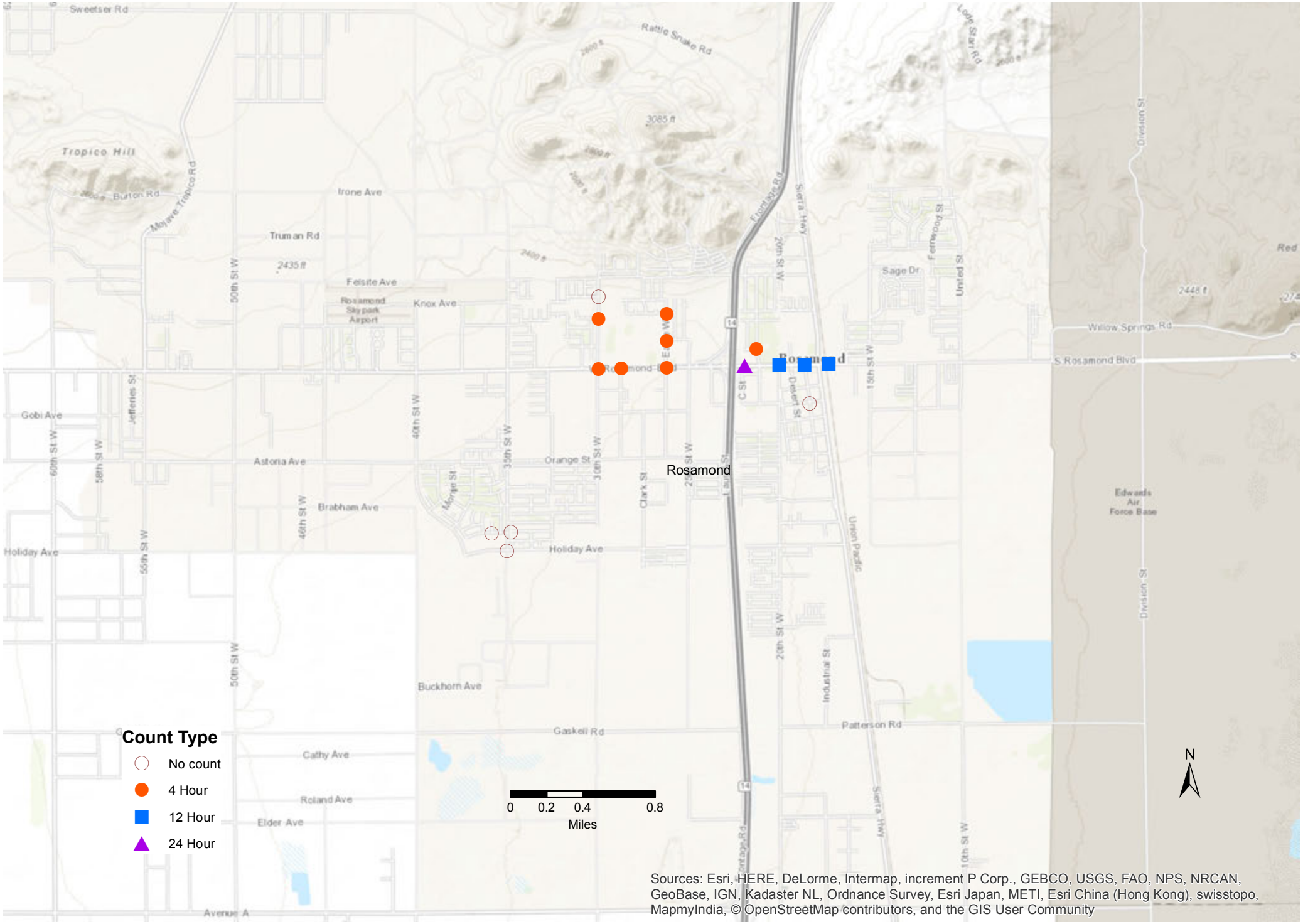


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

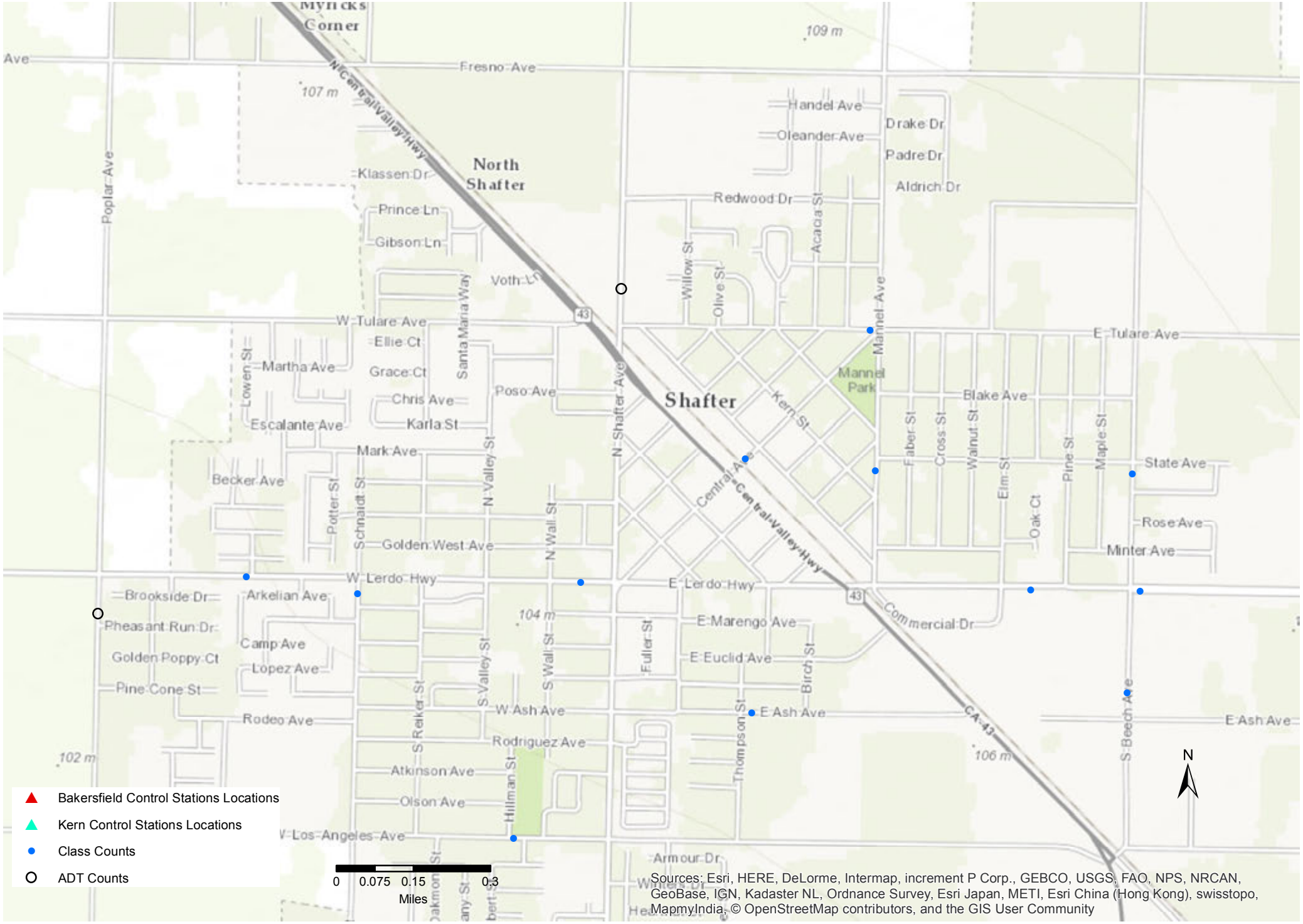
Locations of Auto Traffic Counts



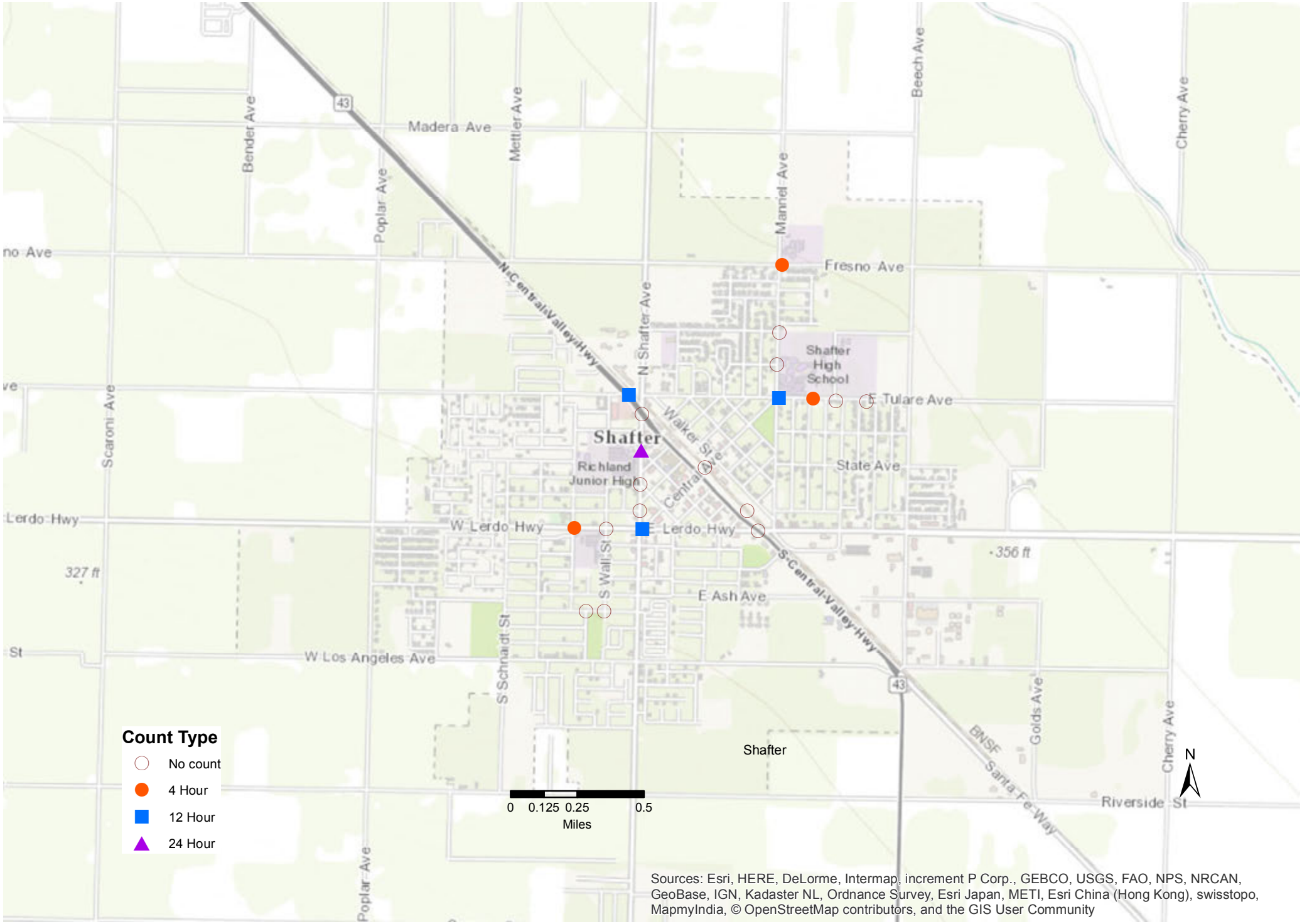
Draft Locations of Bike and Ped Counts



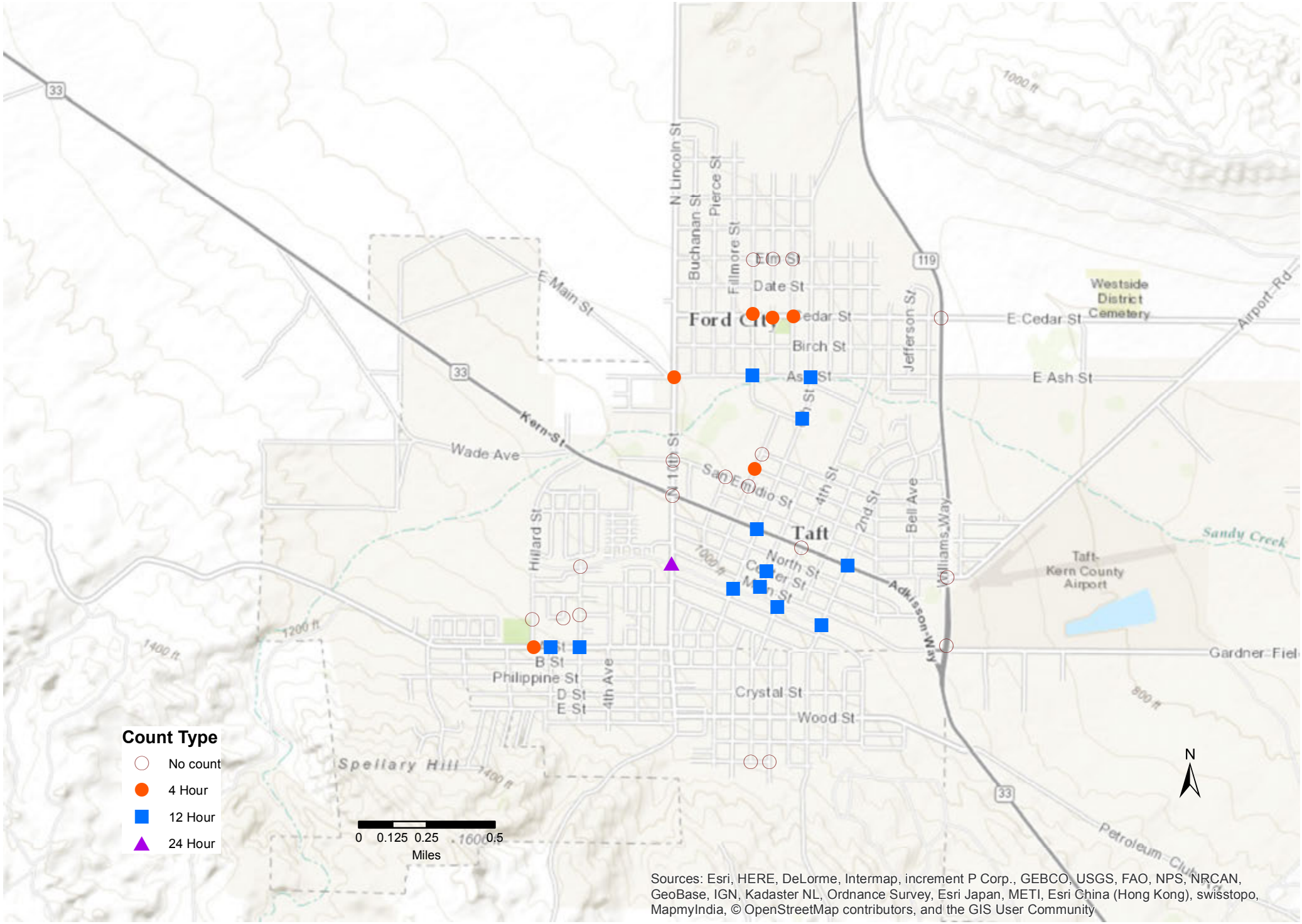
Locations of Auto Traffic Counts



Draft Locations of Bike and Ped Counts

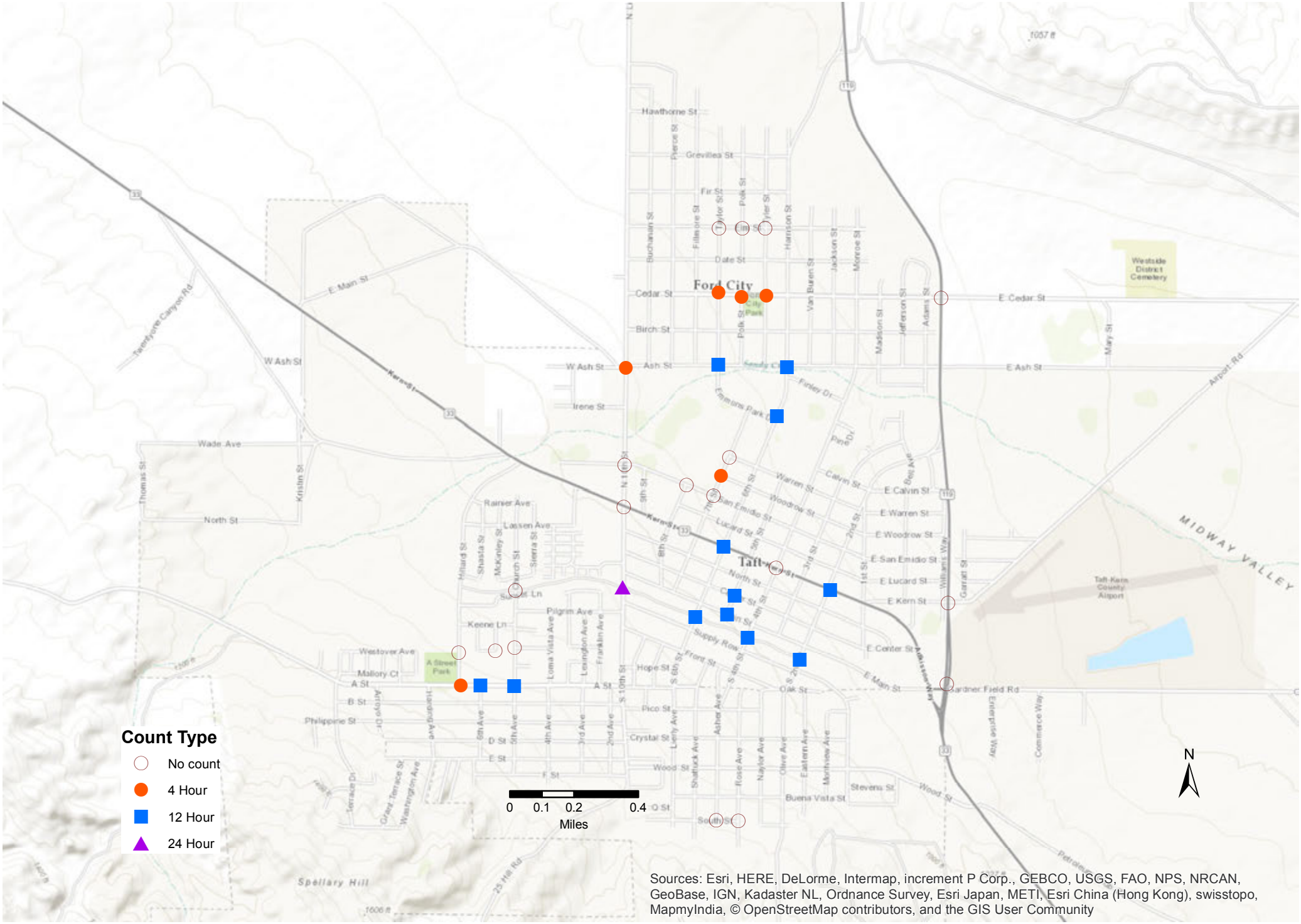


Draft Locations of Bike and Ped Counts

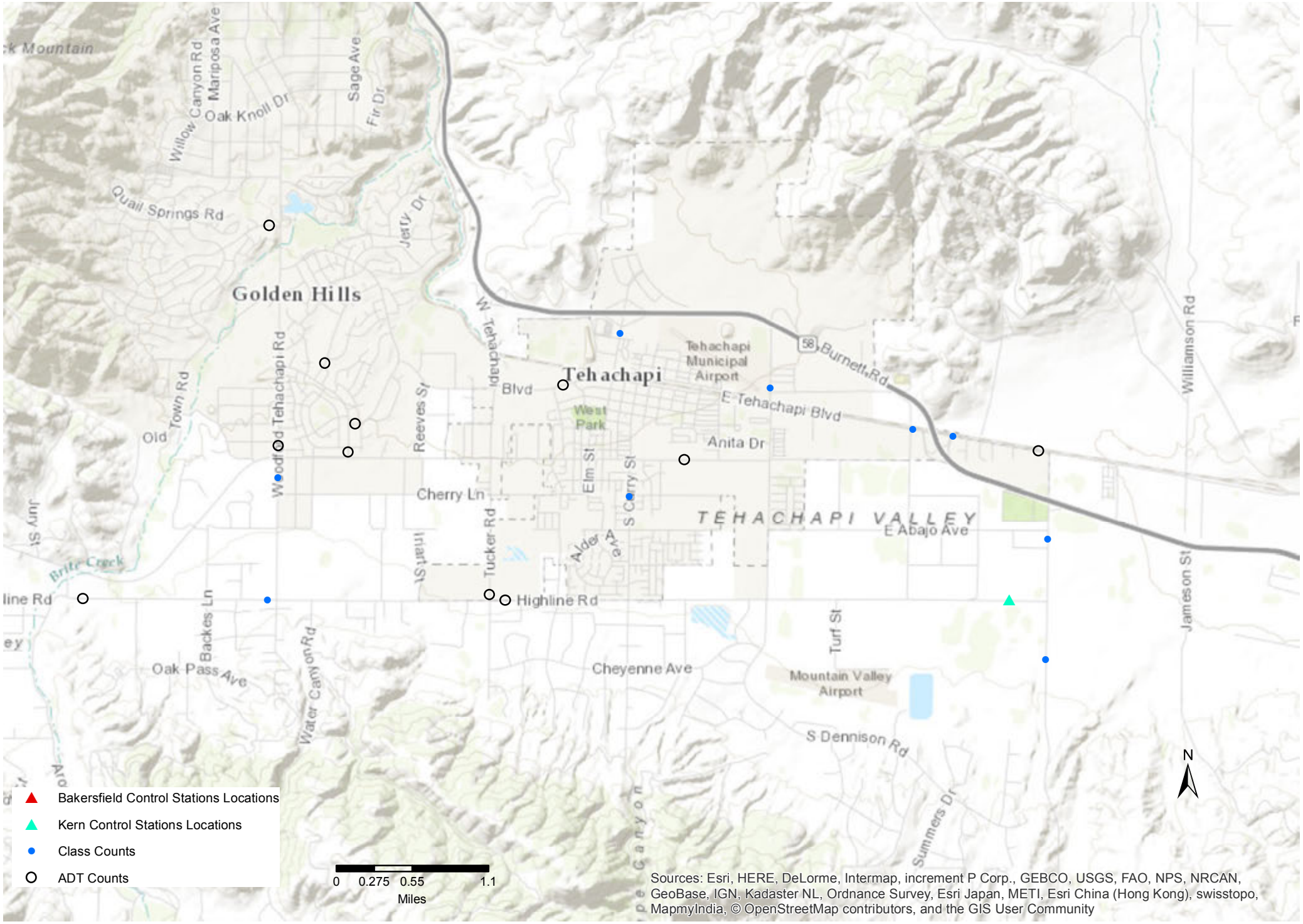


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

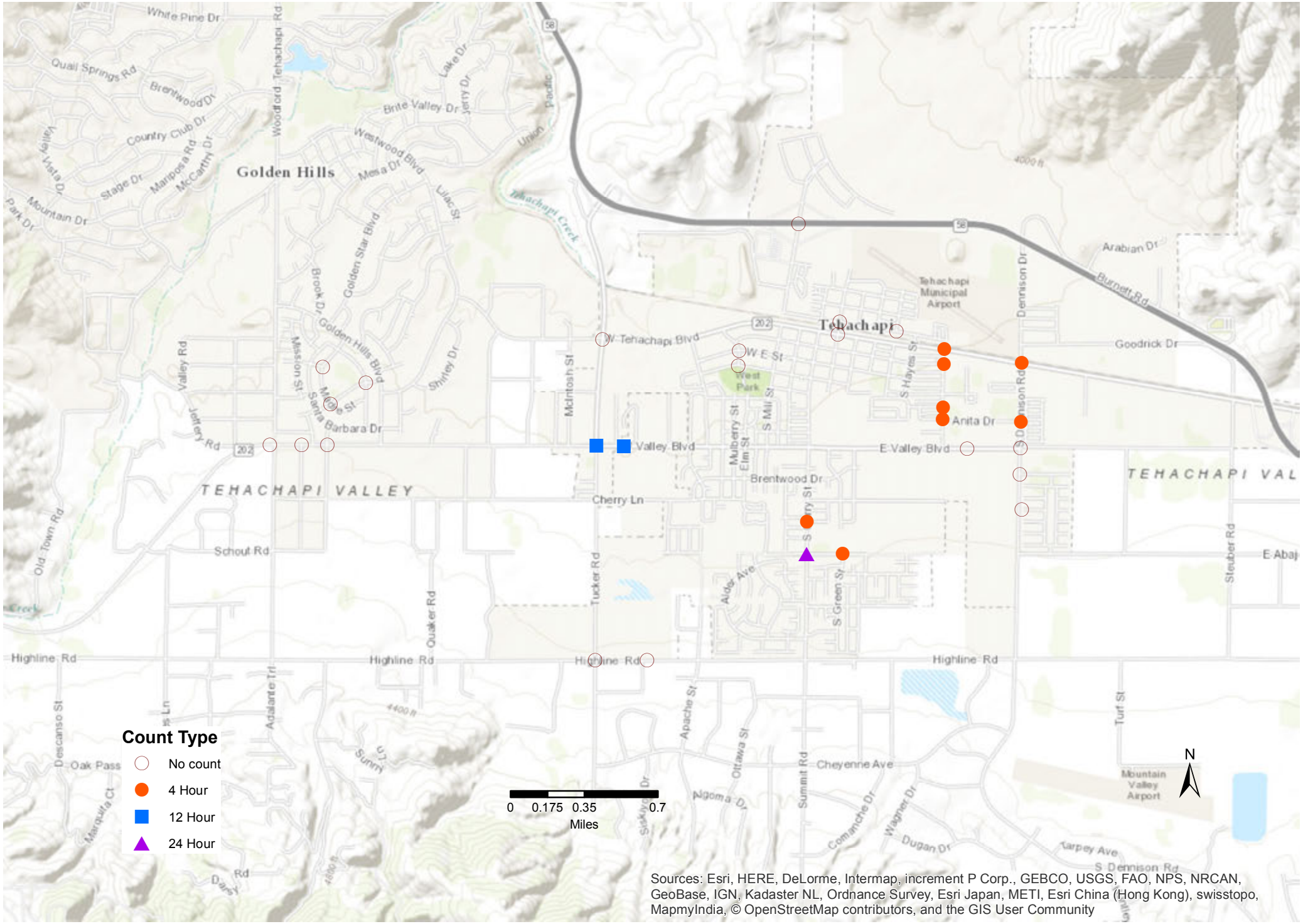
Draft Locations of Bike and Ped Counts



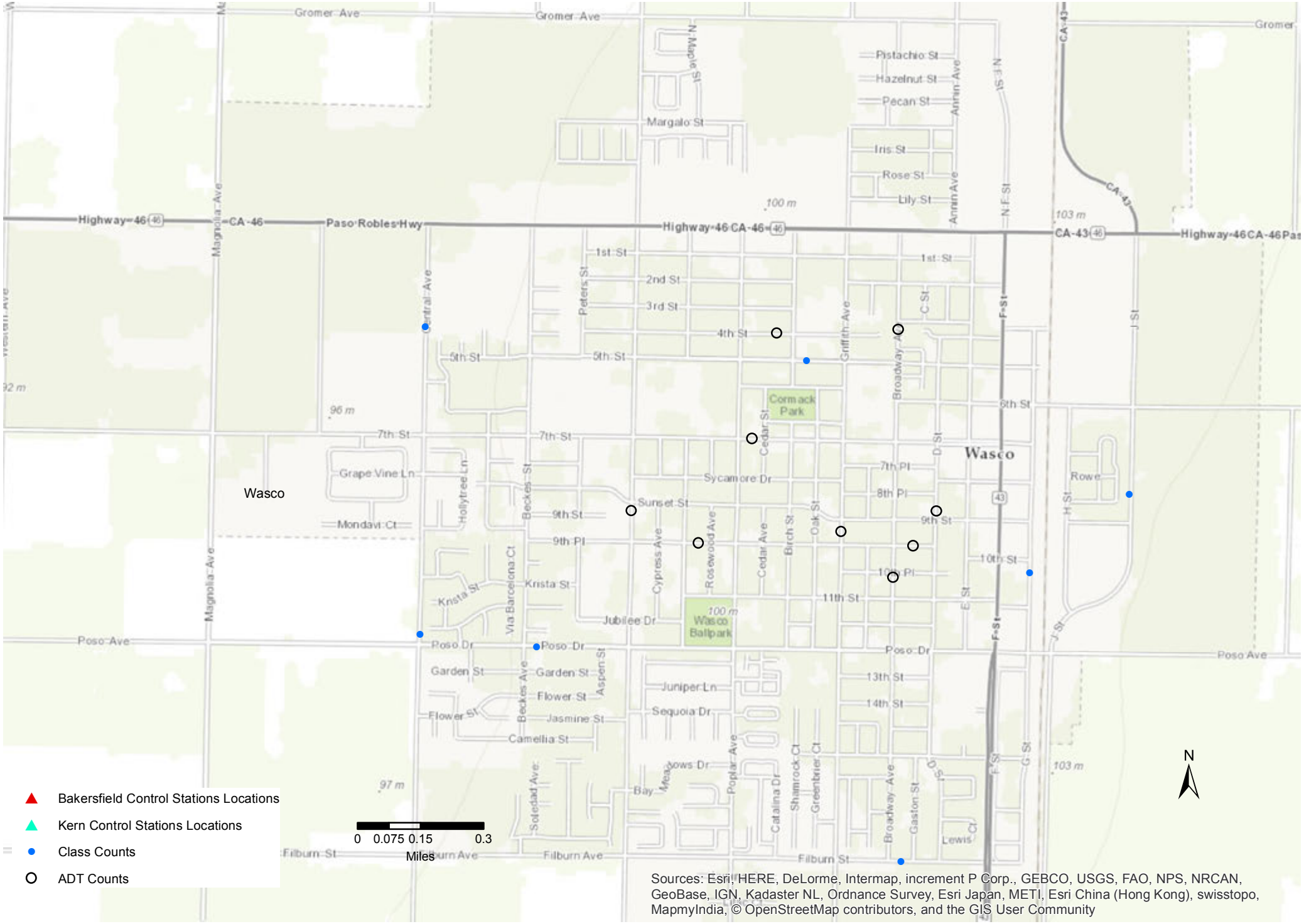
Locations of Auto Traffic Counts



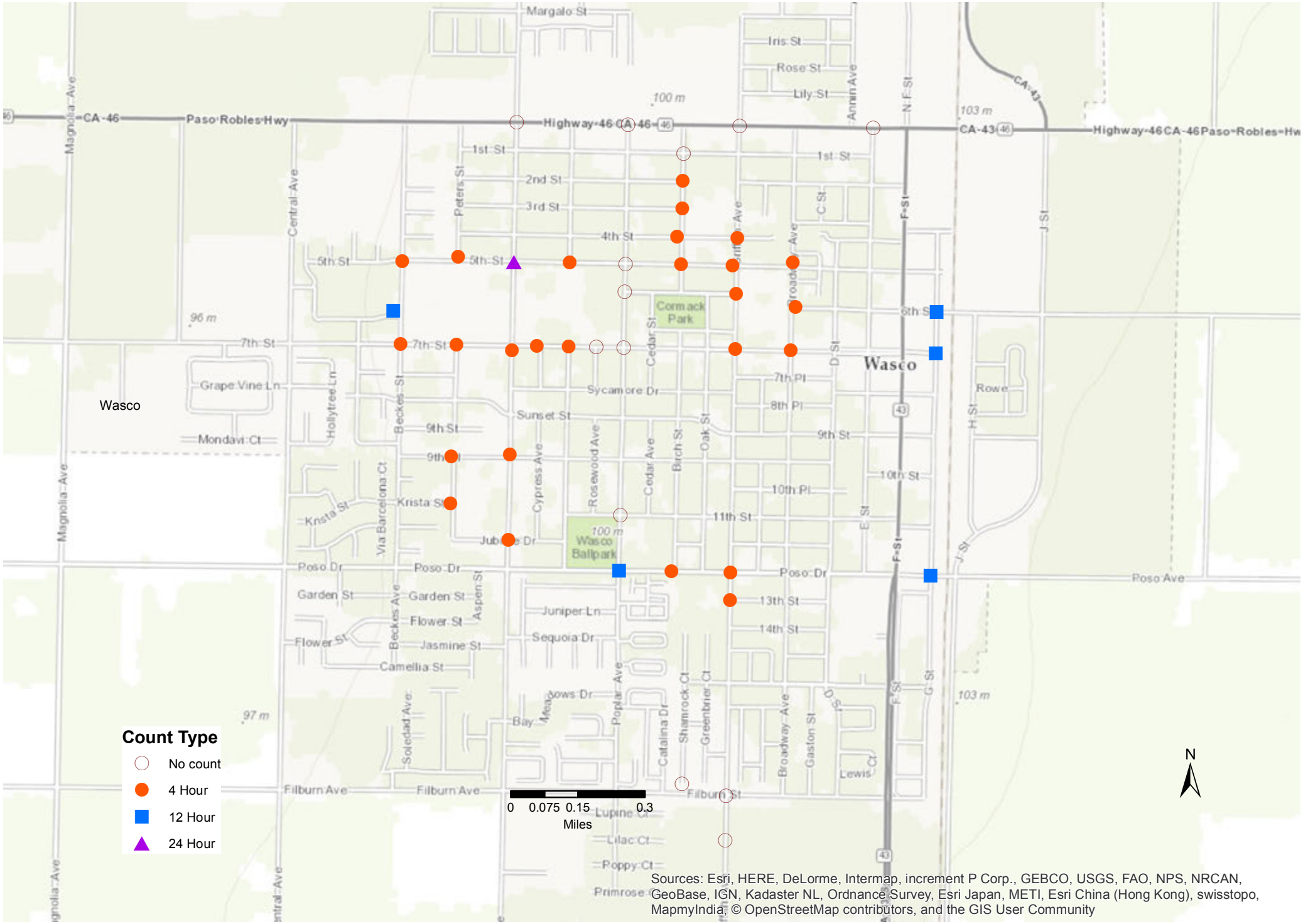
Draft Locations of Bike and Ped Counts



Locations of Auto Traffic Counts



Draft Locations of Bike and Ped Counts



Kern Council of Governments

VII.
RPAC

May 4, 2016

TO: Regional Planning Advisory Committee

FROM: Ahron Hakami,
Executive Director

By: Rob Ball,
Director of Planning

SUBJECT: RPAC AGENDA ITEM: VII
SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE

DESCRIPTION:

Draft revised targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel are scheduled for California Air Resources Board (ARB) approval by late 2016.

DISCUSSION:

Background – In June 2014, Kern COG adopted the regular 4-year update to the long-range Regional Transportation Plan (RTP). This was the first plan with the Sustainable Community Strategy (SCS) element as required by Senate Bill (SB) 375. The law requires California Air Resources Board (ARB) to set GHG emission reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in the state, including Kern COG. SB 375 focuses on reducing greenhouse gas emissions (GHG) from passenger vehicle travel by better coordinating land use planning with transportation expenditures. On July 23, 2015 ARB unanimously approved acceptance of the Kern COG Sustainable Community Strategy (SCS) and found that the methodology adequately demonstrates that the plan, if implemented, would meet the state greenhouse gas emission reduction targets for passenger vehicle travel. A thorough technical evaluation was developed on the SCS by ARB staff and is available online along with the Kern COG SCS at http://www.arb.ca.gov/cc/sb375/sb375.htm .

The California Air Resources Board (ARB) has granted an extension to July 2016, for the 8 Valley MPOs to submit a draft revised targets to reduce greenhouse gas emissions (GHG) from passenger vehicle travel, with ARB action on the target scheduled for late 2016.

ARB Cycle Two GHG Target Setting Timeline as of September 16, 2015

1. Winter/Spring 2015: ARB-MPO meetings and collaboration.
2. Spring 2016 (July): MPOs provide their recommendations formally or informally so that ARB staff can review and evaluate the recommended targets before incorporating them into an ARB staff proposal.
3. Late Spring 2016 (May): ARB staff provides a progress report to their Board on MPO target recommendations.
4. Summer/Fall 2016: ARB staff holds public workshops, develops a staff proposal, and prepares and circulates a draft environmental document.
5. Fall 2016: ARB staff reviews and responds to public input on the staff proposal, and responds to comments on and finalizes the environmental document.
6. Late 2016: ARB Board considers approval of updated targets, which would become effective for RTP/SCSs that will be adopted by MPOs after January 1, 2018.

ACTION: Information