

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

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

**WEDNESDAY  
JUNE 1, 2016  
1:30 P.M.**

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

Dial +1 (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 May 4, 2016 and meeting of February 3, 2016

**IV. 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:** Accept the Bike/Ped count program and location maps subject to updates requested by member agencies and concurred with by staff.

**V. FEDERAL AIR QUALITY CONFORMITY AND CLIMATE CHANGE UPDATE (Ball)**

**Comment:** Ever more stringent standards and updated transportation modeling used to demonstrate conformity with the Federal Clean Air can triggered a conformity lapse that can halt transportation funding to the Kern region. In addition, the state Air Resources Board is considering an update to greenhouse gas emission targets as required by SB 375.

**Action:** Information.

**VI. KERN COG MODELING ACTIVITY**

**VII. INFORMATION ITEMS/ANNOUNCEMENTS**

**VIII. MEMBER ITEMS**

**IX. ADJOURNMENT**

The next scheduled meeting of the RPAC/TMC meeting will be July 6, 2016.

KERN COUNCIL OF GOVERNMENTS  
REGIONAL PLANNING ADVISORY COMMITTEE  
TRANSPORTATION MODELING COMMITTEE

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

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

Vice Chairman Poire called the meeting to order at 1:39 p.m.

**I. ROLL CALL**

**MEMBERS PRESENT:**

Dennis McNamara	City of McFarland
Suzanne Forrest	City of Shafter
Mark Staples	City of Taft
Keri Cobb	City of Wasco (phone)
Ricardo Perez	GET
Marta Fausto	Caltrans
Jason Cater	Community Member
Patty Poire	Community Member (phone)

**STAFF:**

Rob Ball	Kern COG
Ben Raymond	Kern COG
Becky Napier	Kern COG
Ed Flickinger	Kern COG
Rochelle Invina	Kern COG

**OTHERS:**

Ted James	Consultant
Dave Dmohowski	Consultant

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None.

**III. APPROVAL OF DISCUSSION SUMMARY:**

The Minutes of the February 3, 2016 meeting were not approved due to the lack of a quorum.

**IV. 2015 SOCIO-ECONOMIC DATA DISTRIBUTION (Raymond)**

Mr. Raymond informed the committee that over the past several months Kern COG 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.

Committee Member Poire questioned where the household and employment data came from. Mr. Raymond explained that the household data was developed based on countywide control totals from the Kern COG adopted growth forecast report along with parcel year built data. 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 from InfoUSA. Ms. Poire verified with staff that the Committee would be able to review this item at a future meeting. Chairman McNamara requested that TAZ data specifically for McFarland be provided.

This was an information item.

**V. ENVIRONMENTAL AND SOCIAL EQUITY ROUNDTABLE (Napier)**

Ms. Napier informed the Committee that the second Environmental and Social Equity Roundtable was held on March 10, 2016. The purpose of the meeting was to review EJ area maps using three methods: CALENVIROSCREEN, a method developed by UC Davis that was used for the 2014 Regional Transportation Plan, and EJSCREEN, which is the method recommended by the Federal Highway Administration (FHWA). Ms. Napier informed the Committee that after review, the participants agreed that the best method was the method recommended by FHWA – EJSCREEN.

This was an information item.

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

Mr. Flickinger informed the Committee that Kern COG is updating the Regional Traffic County Program to include bicycle and pedestrian count locations. Mr. Flickinger distributed maps for each agency and explained the information on the maps. Mr. Flickinger requested that each member agency review the maps and provide any comment to him by May 18, 2016.

This was an information item.

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

Mr. Ball reviewed with the Committee the revised timeline that the California Air Resources Board is following for setting new targets for the San Joaquin Valley region to reduce greenhouse gas emissions from passenger vehicle travel. Mr. Ball stated that it was his understanding that each of the eight valley Metropolitan Planning Organizations in the San Joaquin Valley would receive individual targets except for the northernmost counties who have a three county model. Mr. Ball answered questions from the Committee and agreed to bring this item back for Committee review at the June meeting.

**VIII. KERN COG MODELING ACTIVITY (Flickinger)**

Mr. Flickinger stated that Kern COG has been working on modeling for the City of Delano transit system and High Speed Rail traffic impacts. He stated that if anyone needs modeling for their entity to contact him or Mr. Ball.

**IX. INFORMATION ITEMS/ANNOUNCEMENTS**

None.

**X. MEMBER ITEMS**

Committee Member Staples informed the Committee that the Taft transit center and park and ride is moving forward. The project is funded through PTMISIA and CMAQ.

**XI. ADJOURNMENT**

With no further business the meeting was adjourned at 2:30 p.m.

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

KERN COUNCIL OF GOVERNMENTS  
REGIONAL PLANNING ADVISORY COMMITTEE  
TRANSPORTATION MODELING COMMITTEE

KERN COG CONFERENCE ROOM  
1401 19<sup>TH</sup> 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**

<b>MEMBERS PRESENT:</b>	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
<b>STAFF:</b>	Rob Ball	Kern COG
	Ben Raymond	Kern COG
	Becky Napier	Kern COG
	Ed Flickinger	Kern COG
<b>OTHERS:</b>	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

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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 ensued 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 19<sup>th</sup> 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 ASSUMPTIONS: 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](mailto:mheimer@kerncog.org) by March 2, 2016.

This was an 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.

June 1, 2016

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi  
Executive Director

By: Ed Flickinger, Regional Planner

SUBJECT: RPAC AGENDA ITEM IV.  
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.

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](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 Update** – On April 21, 2016 the Kern COG board awarded the new traffic count contract, which is rebid every 5 years, to Atlantic & Pacific Data Corporation, the current traffic count contractor.

**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**

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
<b>24 Hour</b> (same locations every year)	214.80	40	8592.00	40	8592.00	40	8592.00	40
<b>12 Hour</b> (locations counted once every 3 years)	131.40	102	13402.80	167	21943.80	166	21812.40	435
<b>4 Hour</b> (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

Table 2 illustrates the budgeting and collecting bike/pedestrian counts on a 3-year rotation, and the committee agreed with this data collecting alternative in the May 4, 2016 RPAC meeting. 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.

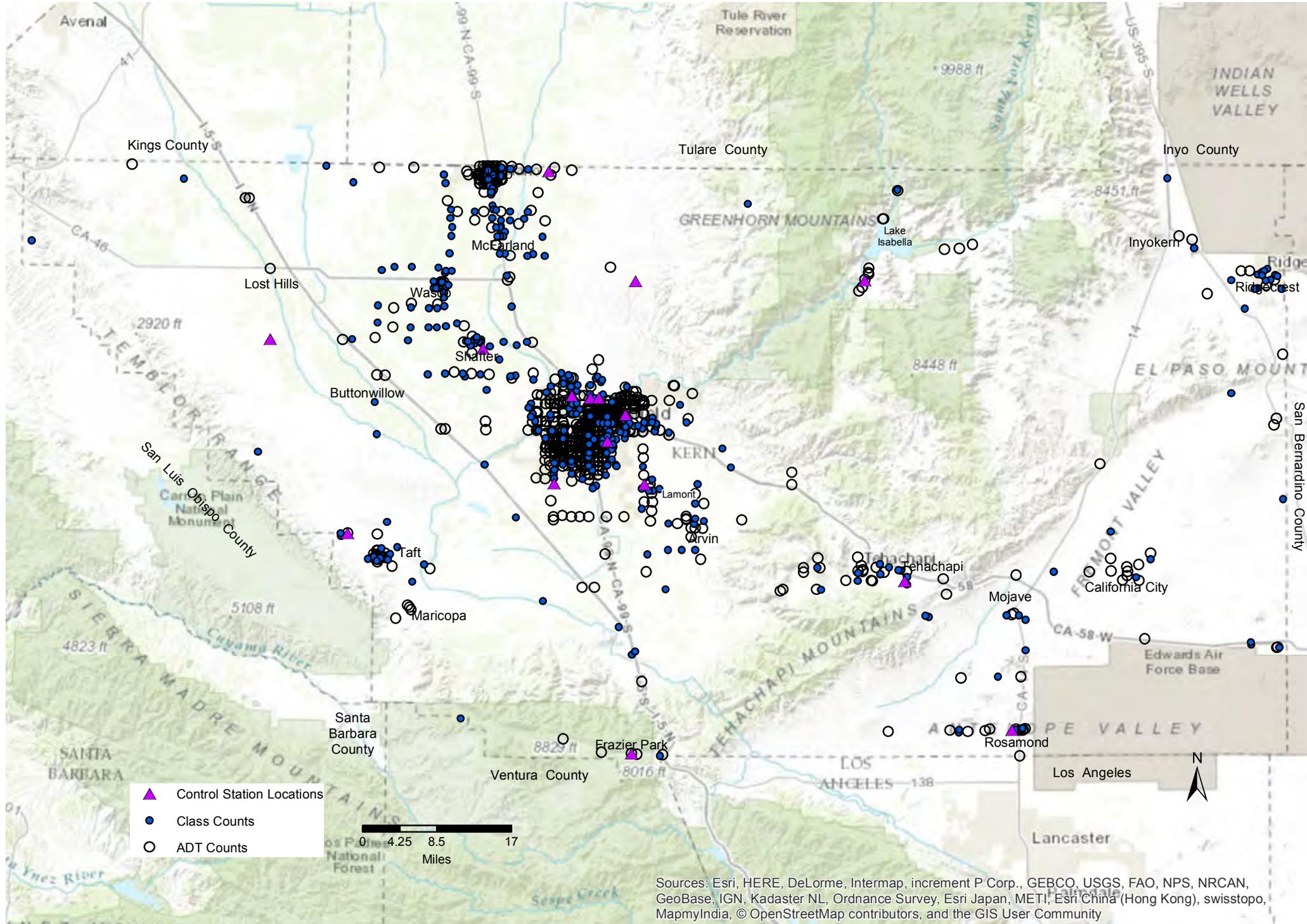
This program is for regular periodic counts 1-3 years apart to provide an important indicator on the success and need of regional bike and ped related infrastructure and programs. This program is not to be used for, one time count locations.

At the May 4, 2016 RPAC meeting, comments on the count program and maps were requested to be sent to Kern COG staff by May 18. Comments were received and incorporated from the Cities of Shafter and McFarland.

**Attachments** – Maps are provided identifying count locations during the first year 24 Hour, 12 Hour, and 4 Hour locations with small changes to Cities of Bakersfield, Shafter, and McFarland as identified.

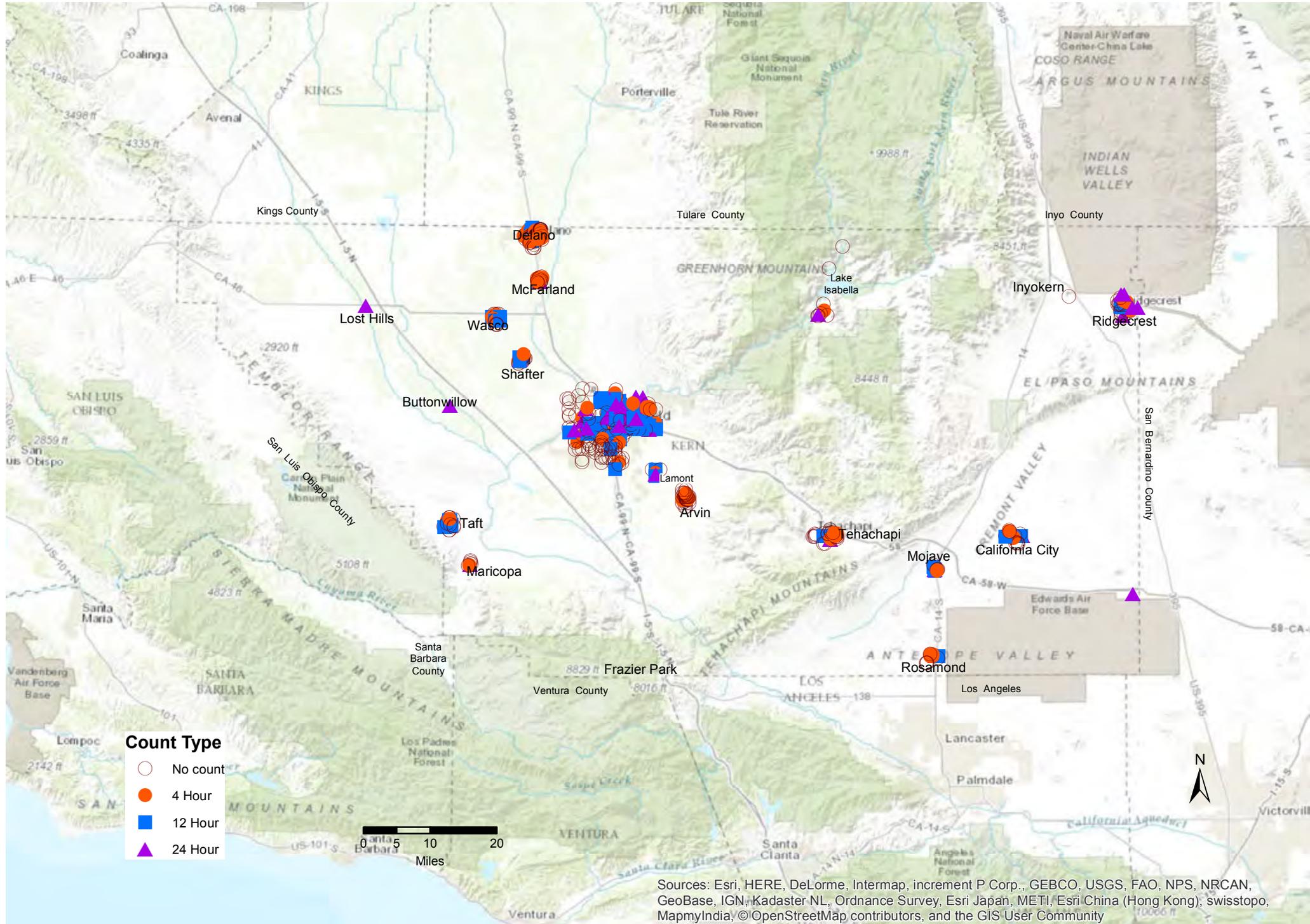
**ACTION:** Accept the Bike/Ped count program and location maps subject to updates requested by member agencies and concurred with by staff.

# Locations of Auto Traffic Counts

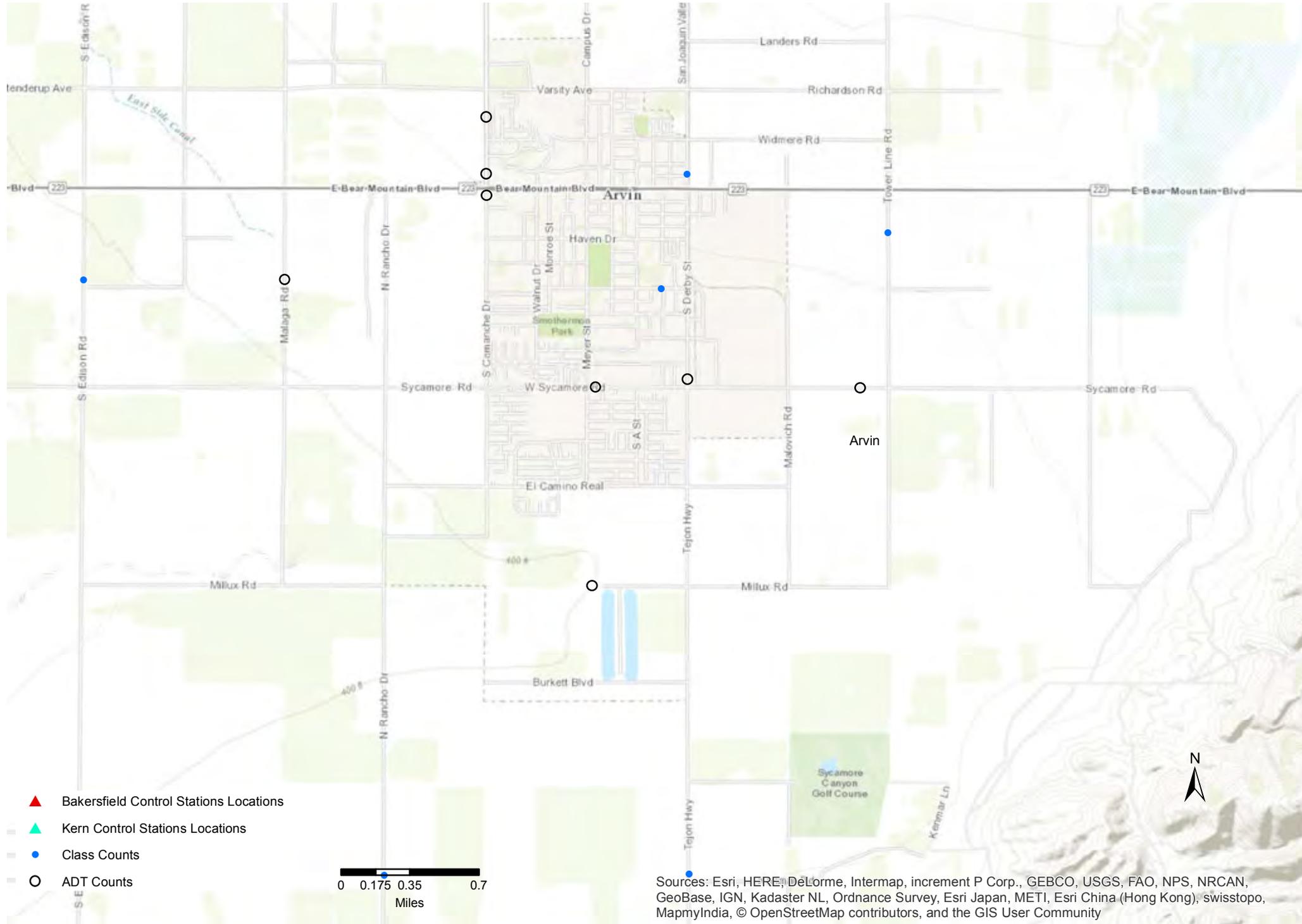


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

# Draft Locations of Bike and Ped Counts



# Locations of Auto Traffic Counts

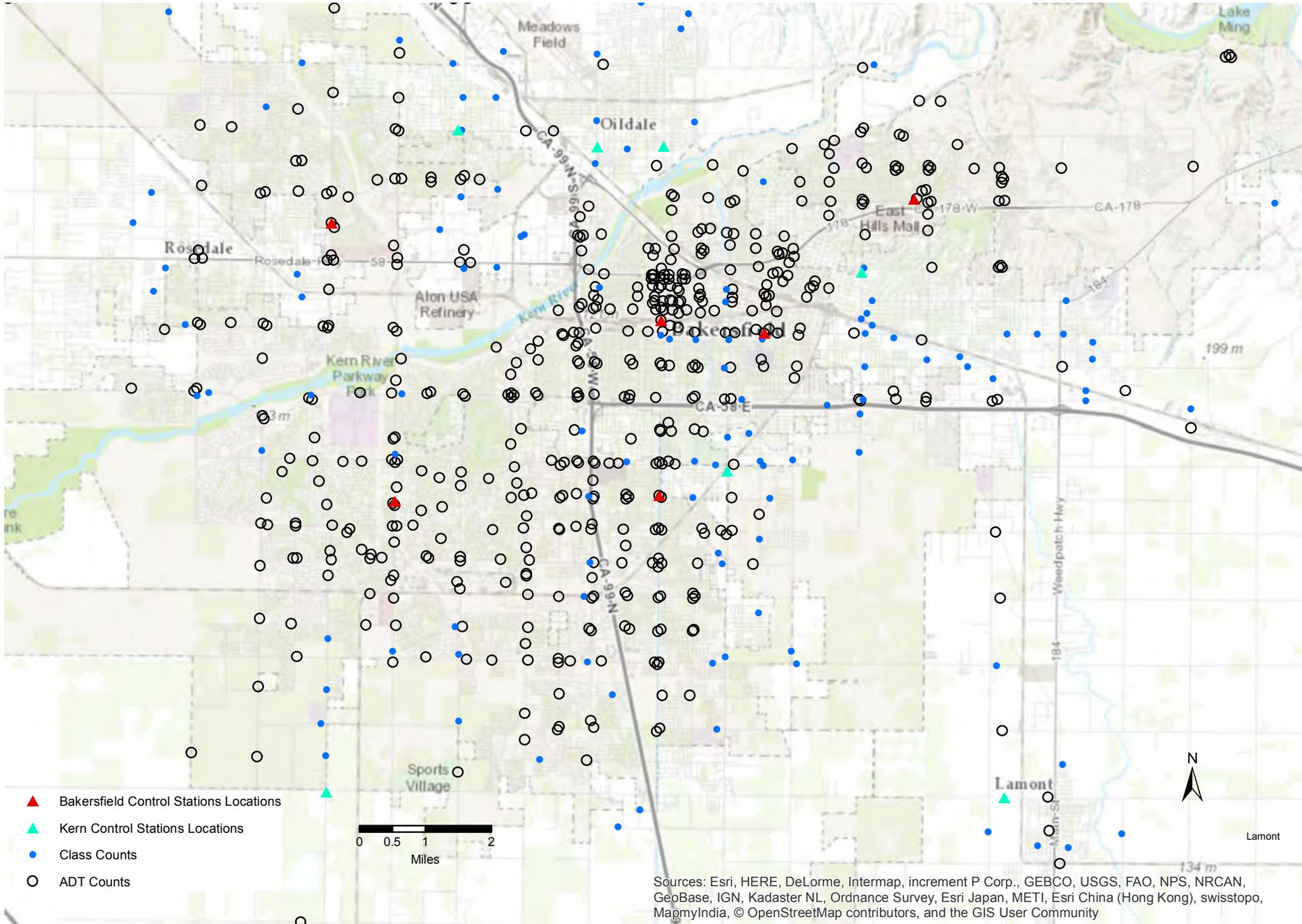


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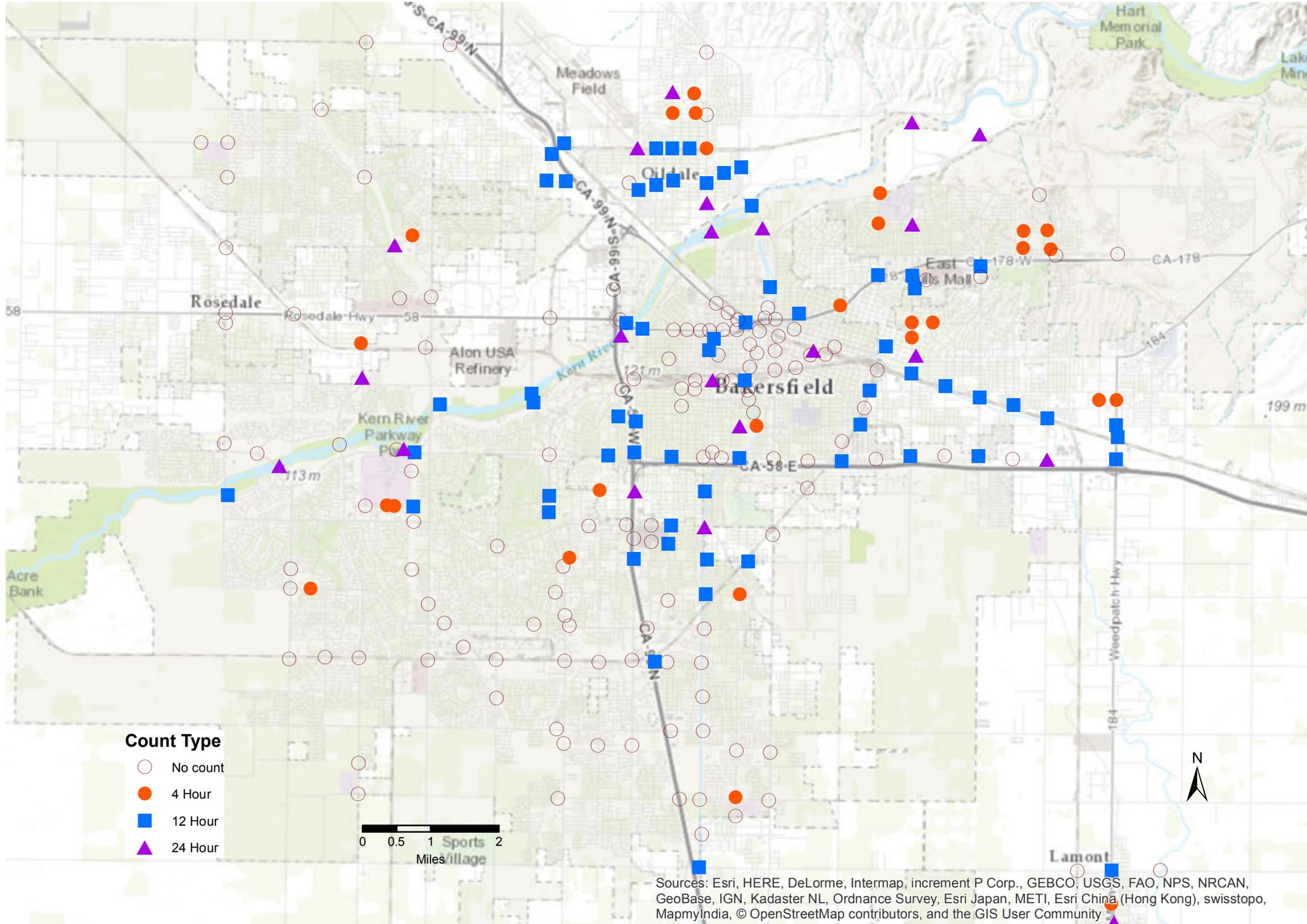
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# Locations of Auto Traffic Counts



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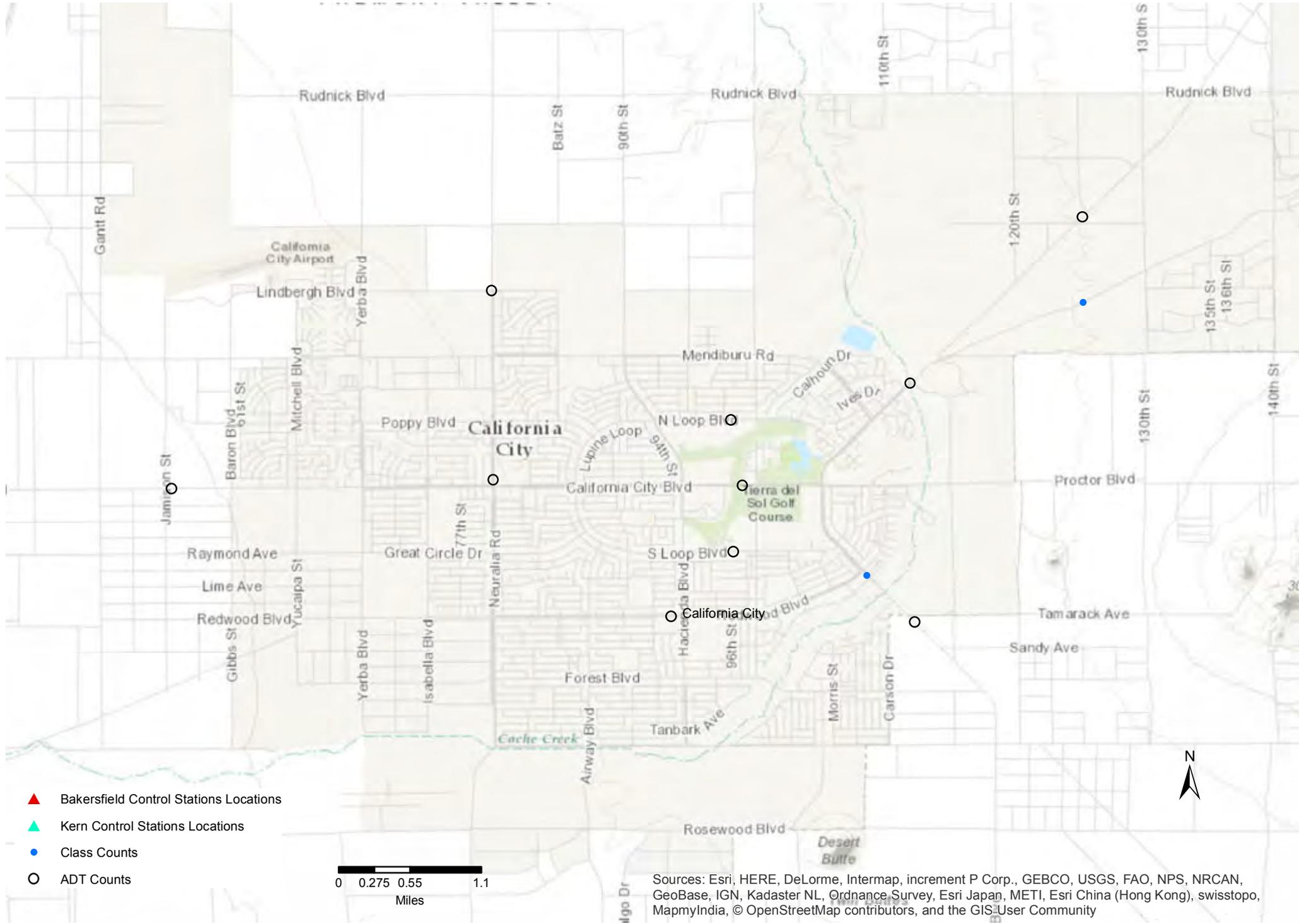


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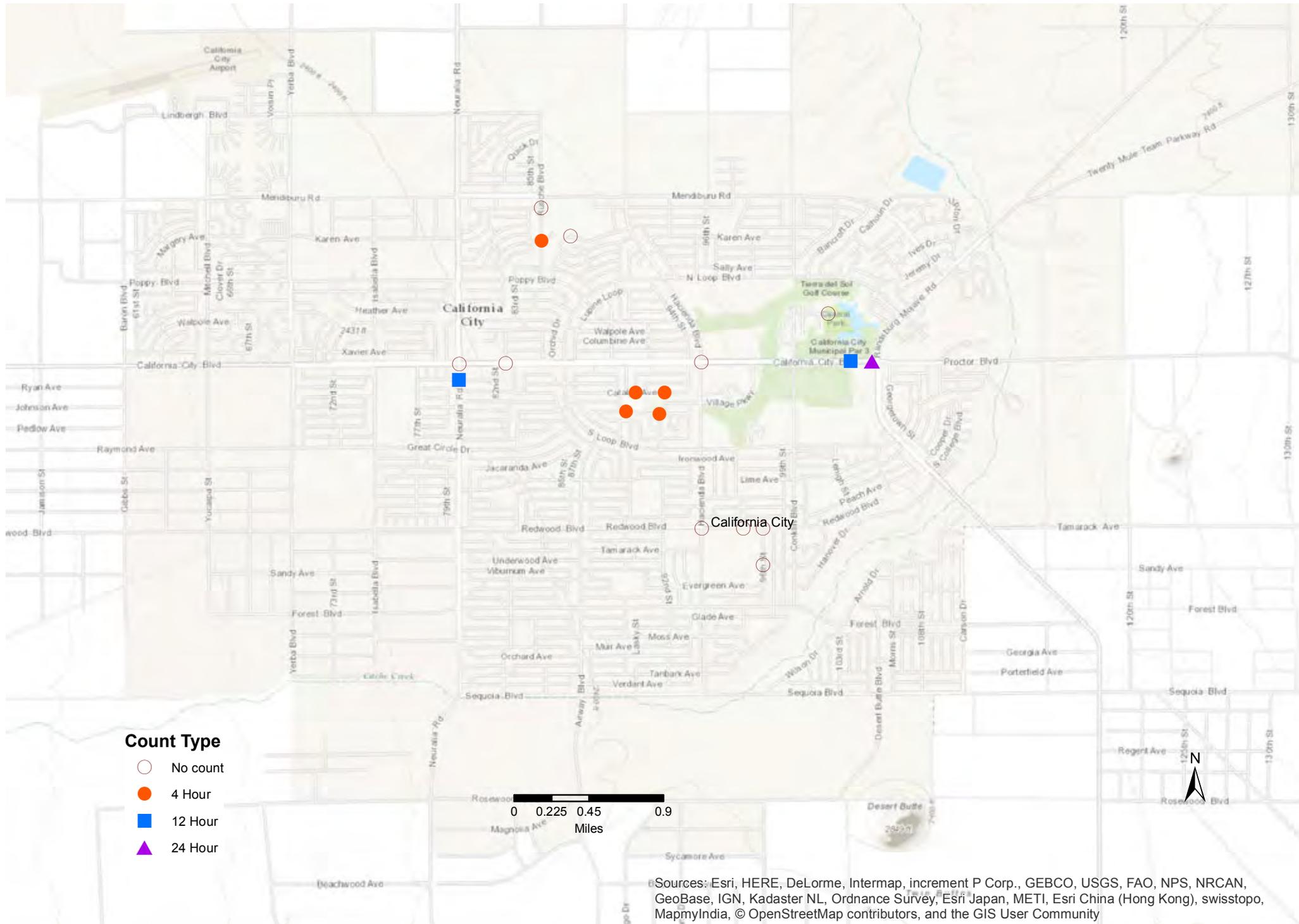


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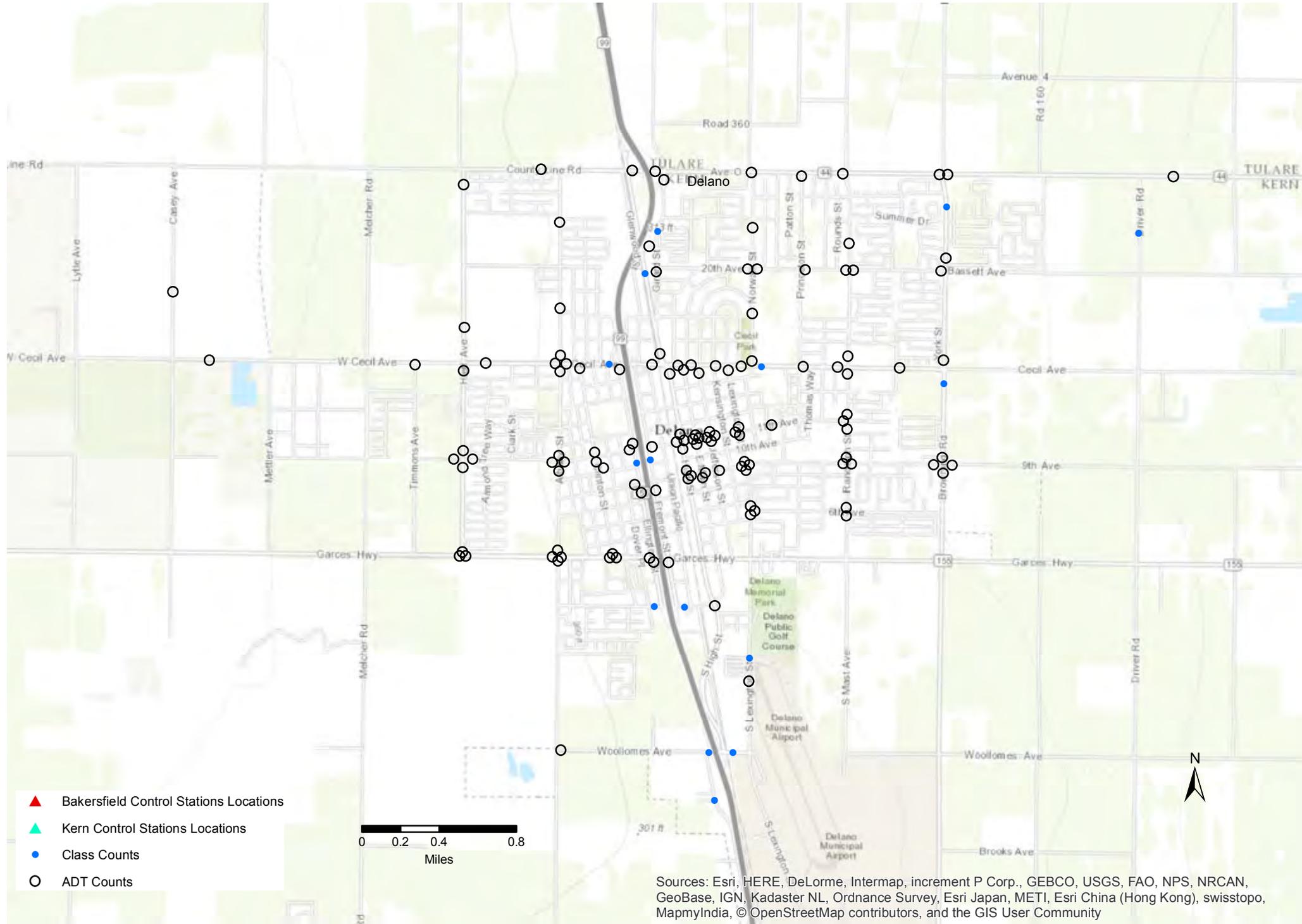
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# Draft Locations of Bike and Ped Counts



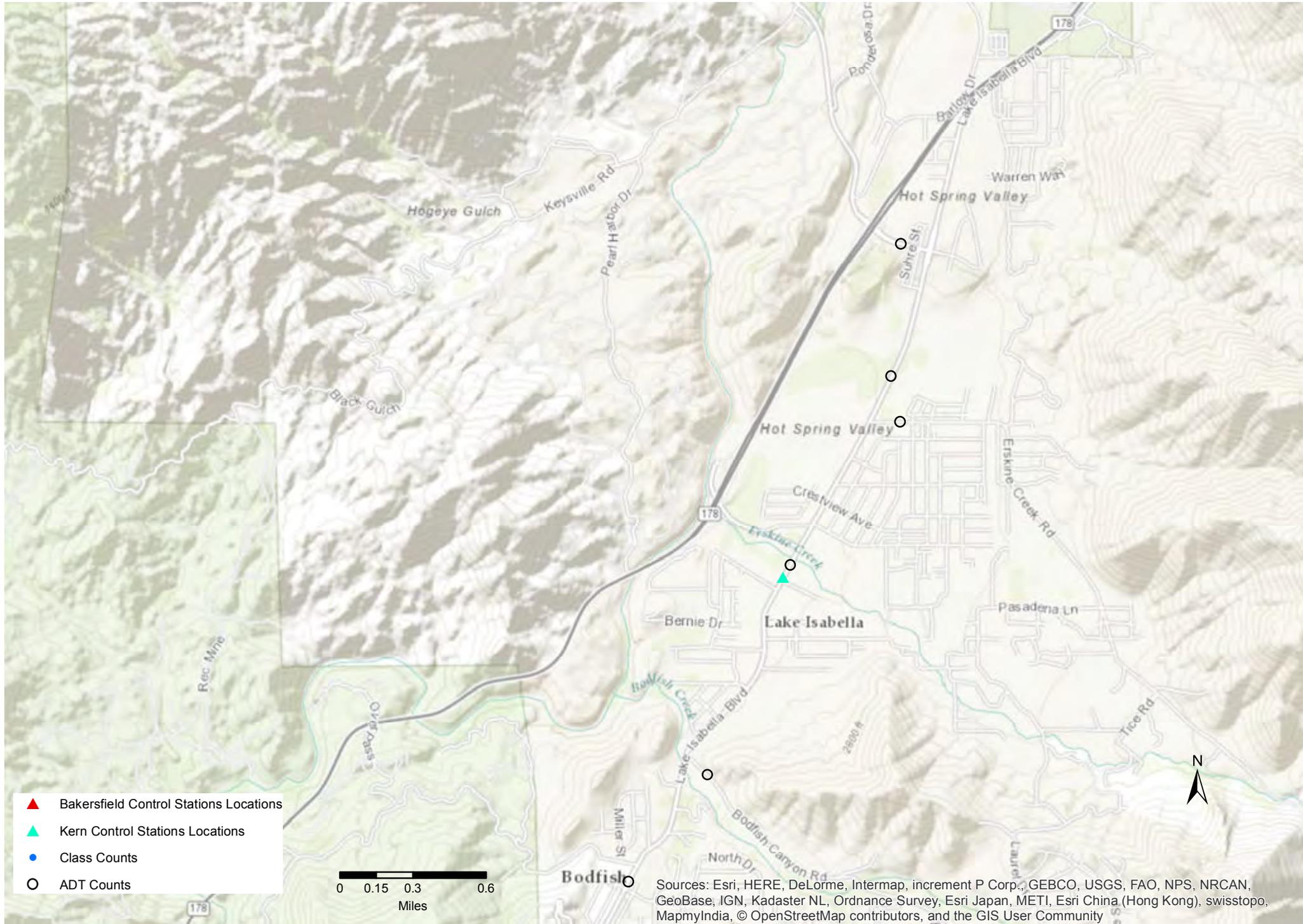
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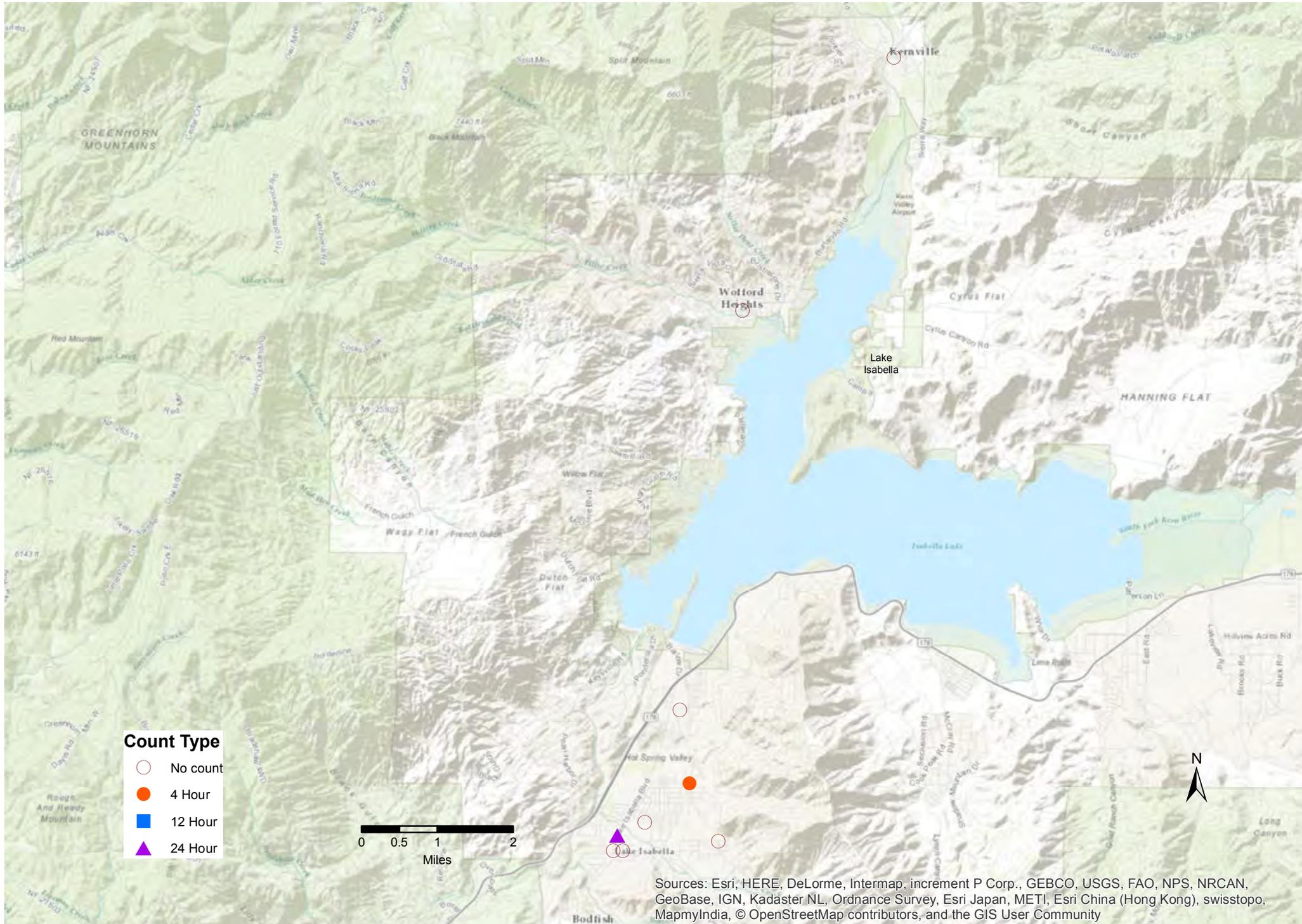
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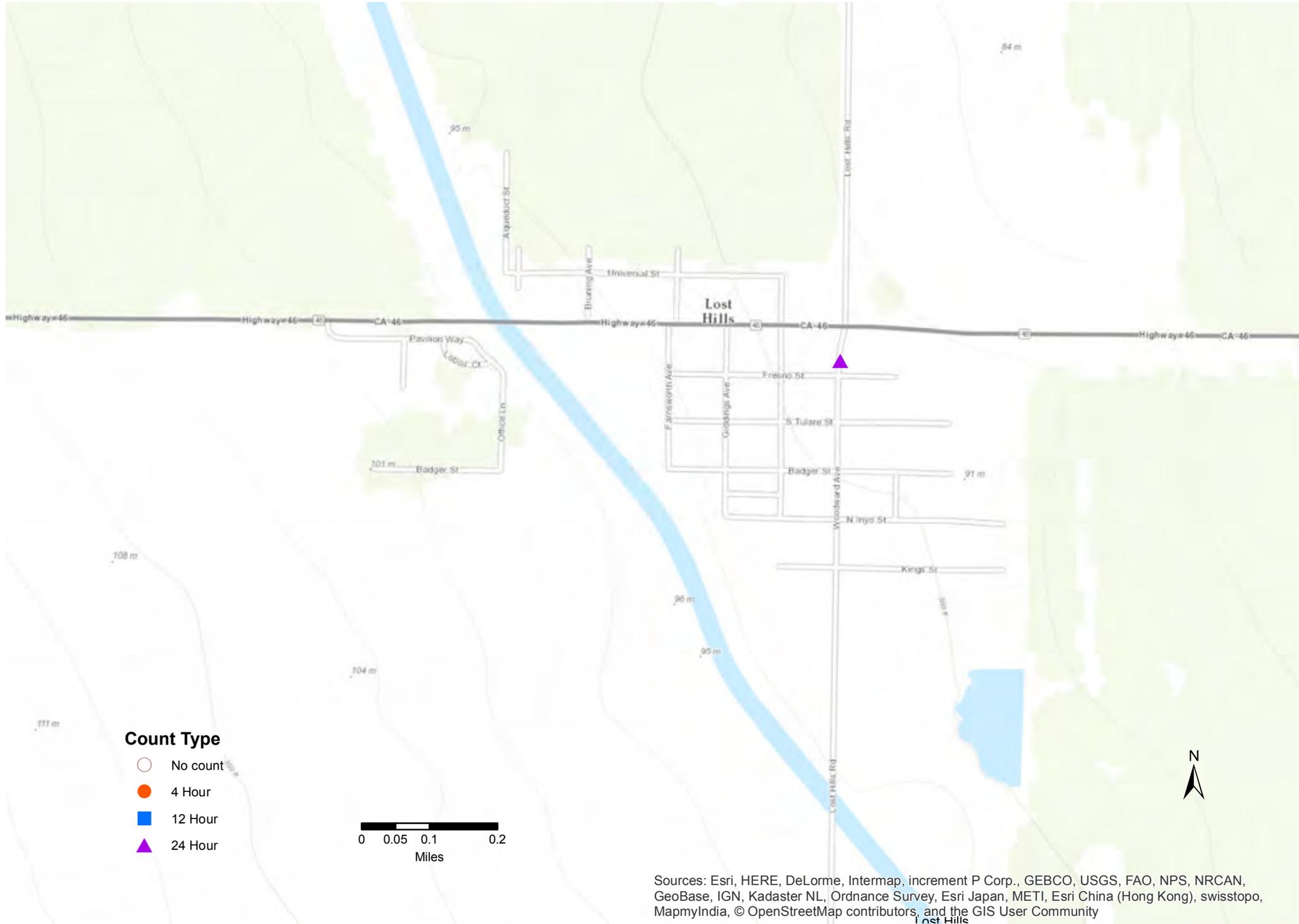
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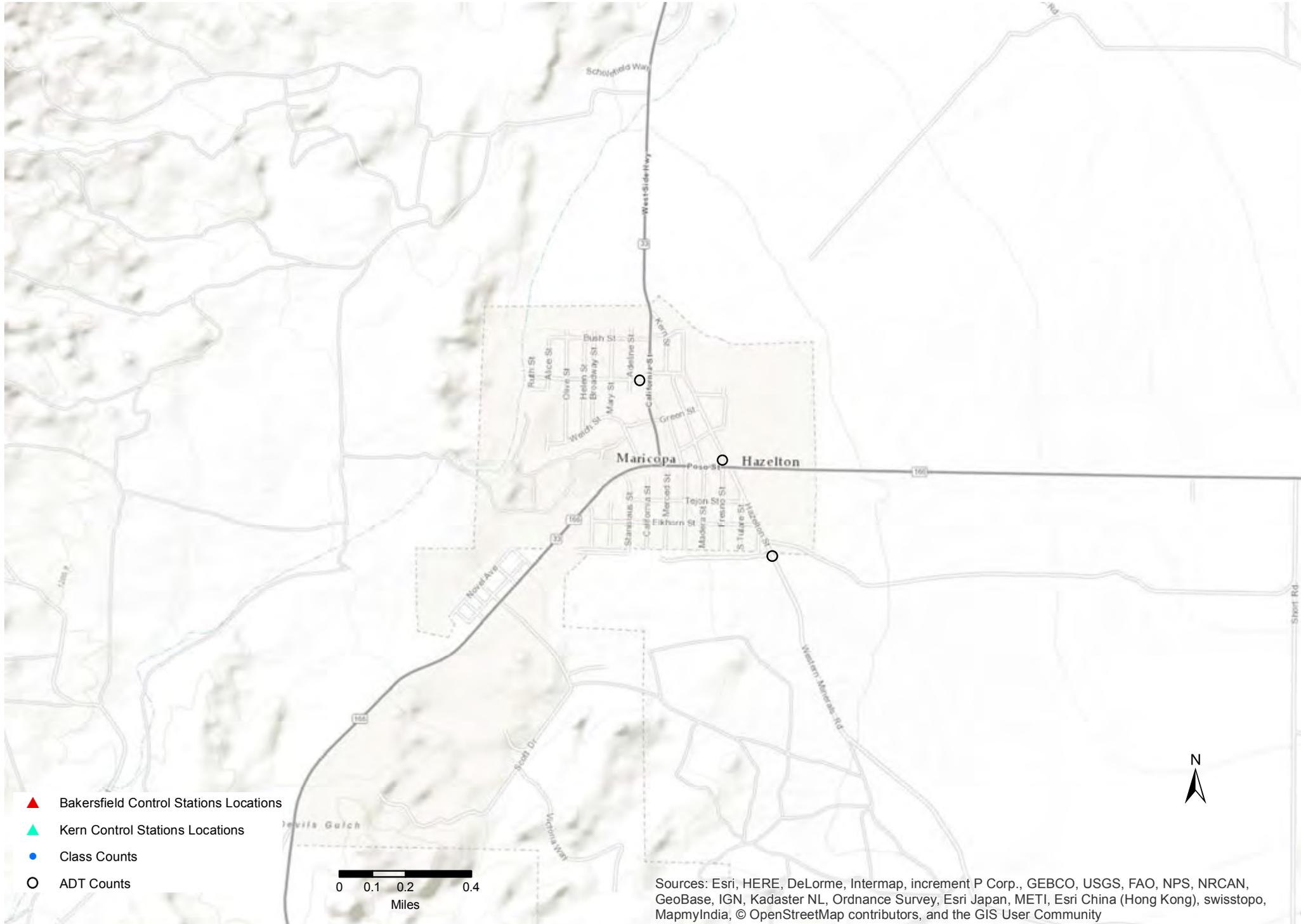
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# Locations of Auto Traffic Counts



# Draft Locations of Bike and Ped Counts



# Locations of Auto Traffic Counts



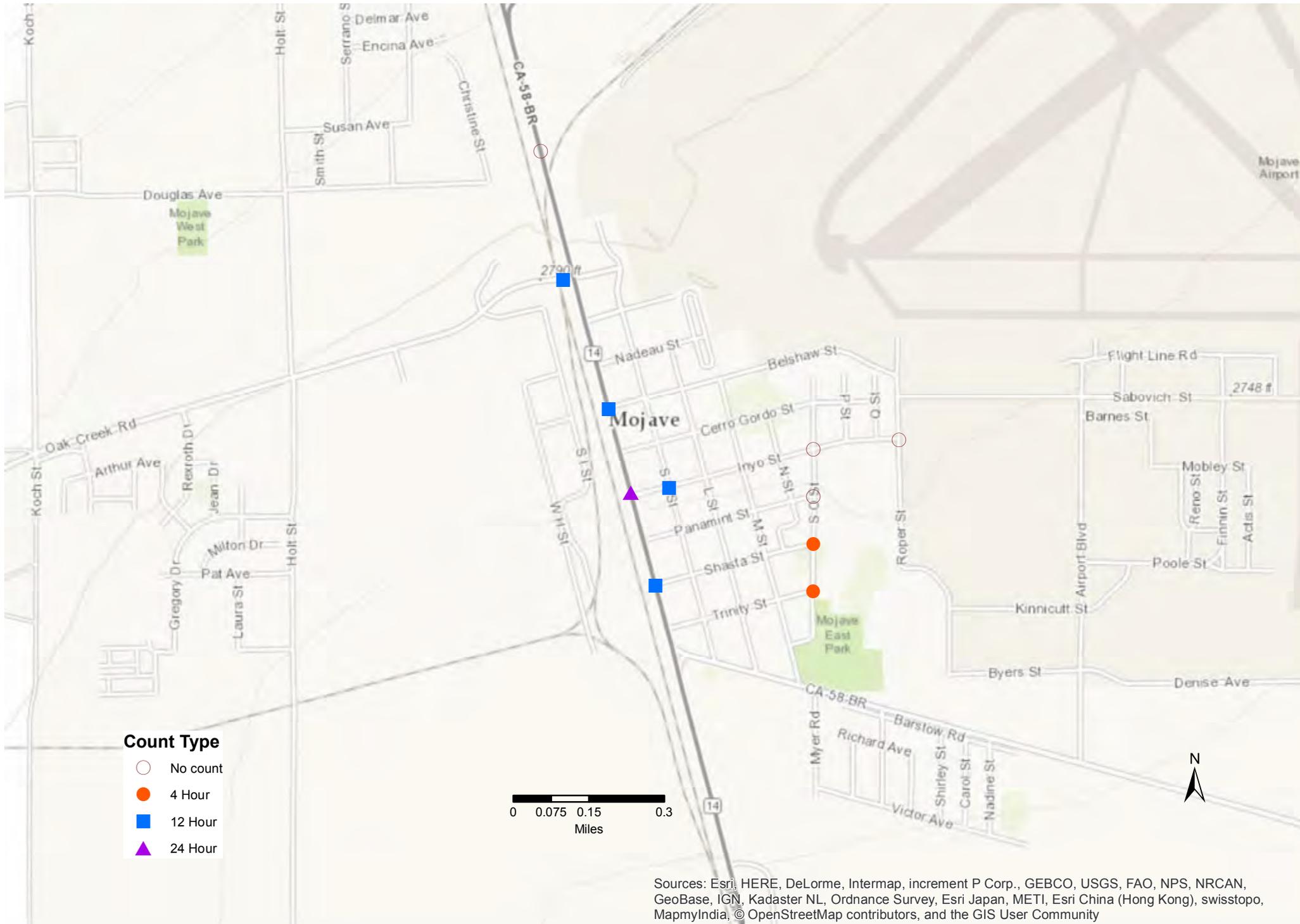
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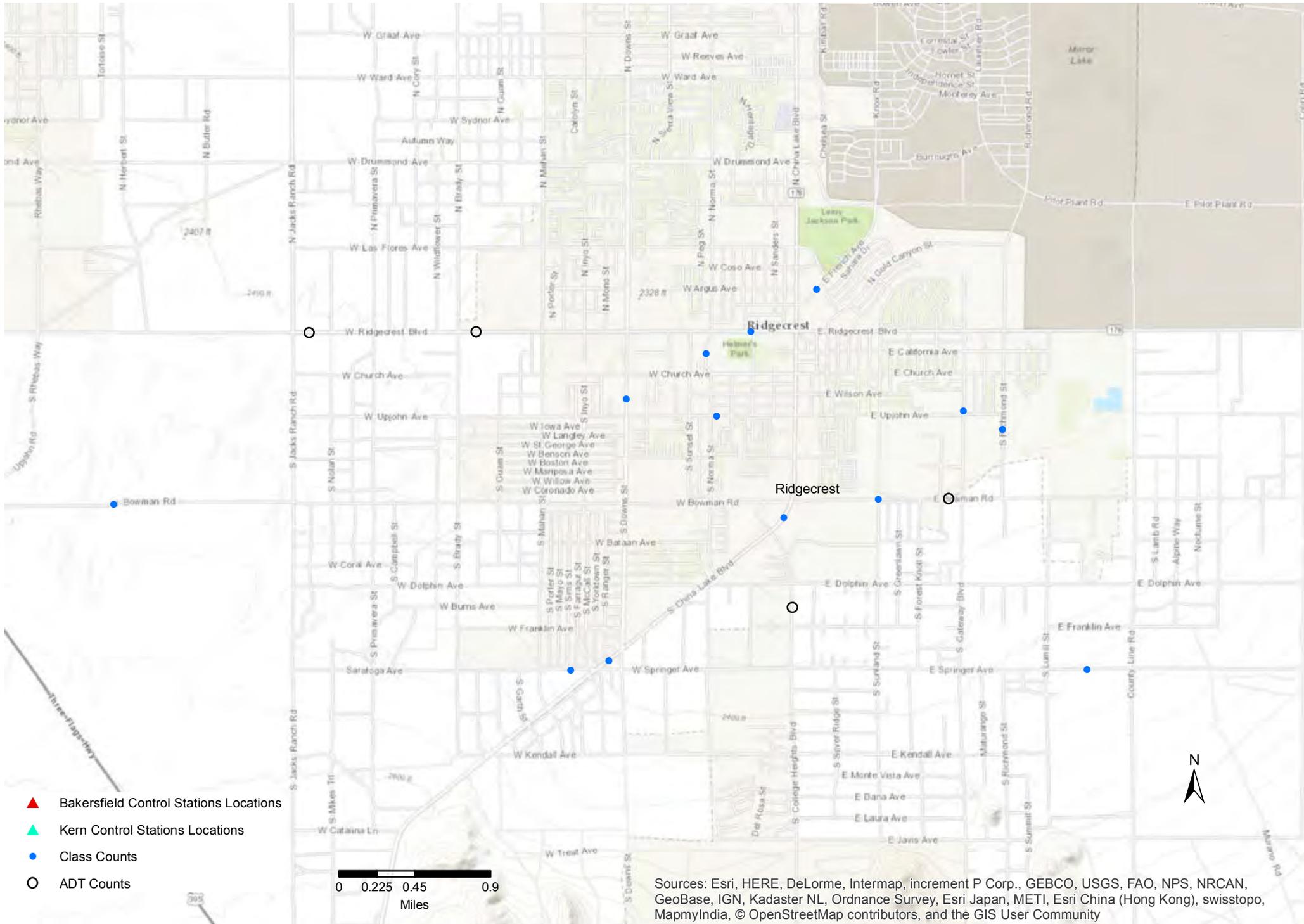
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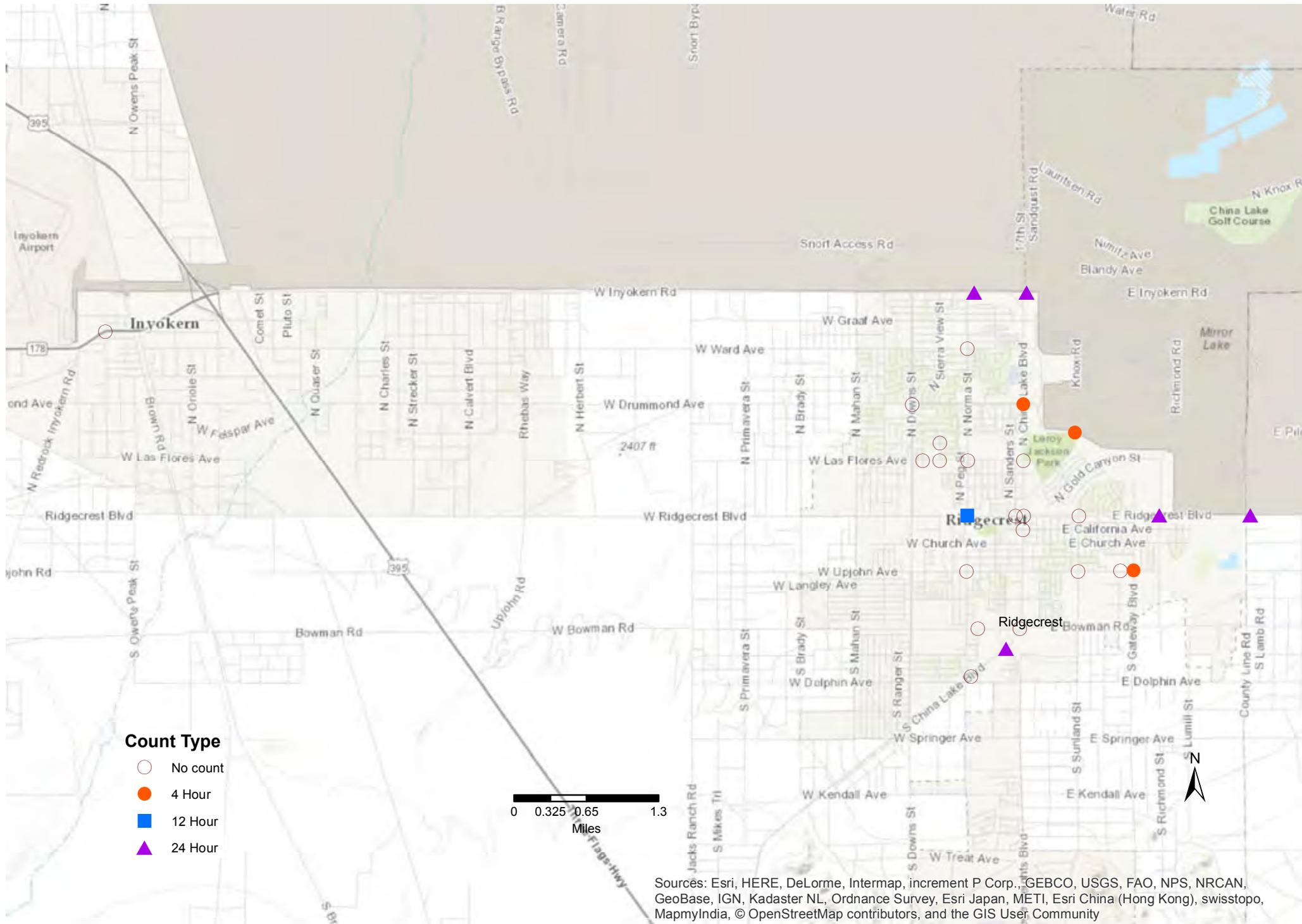
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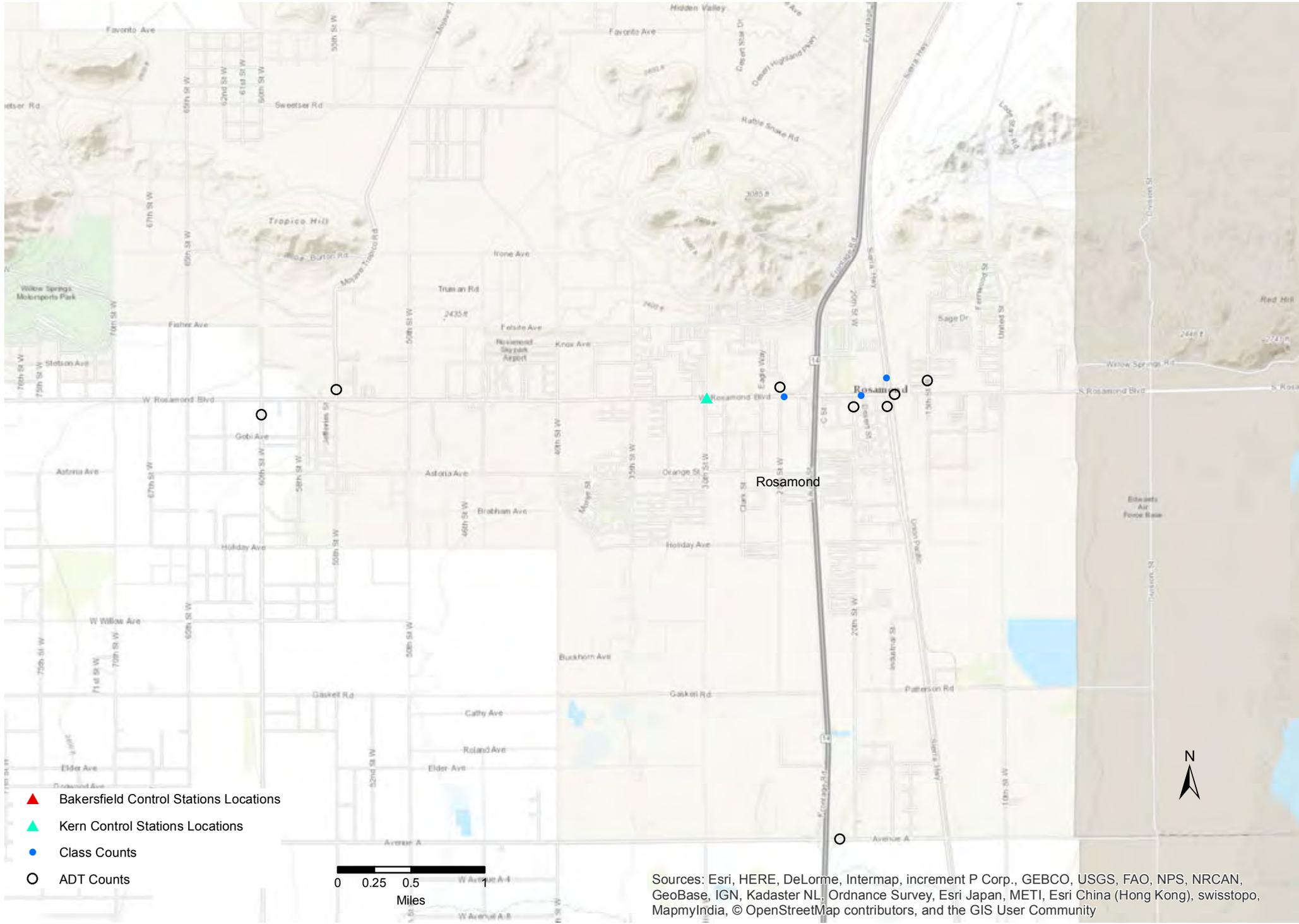
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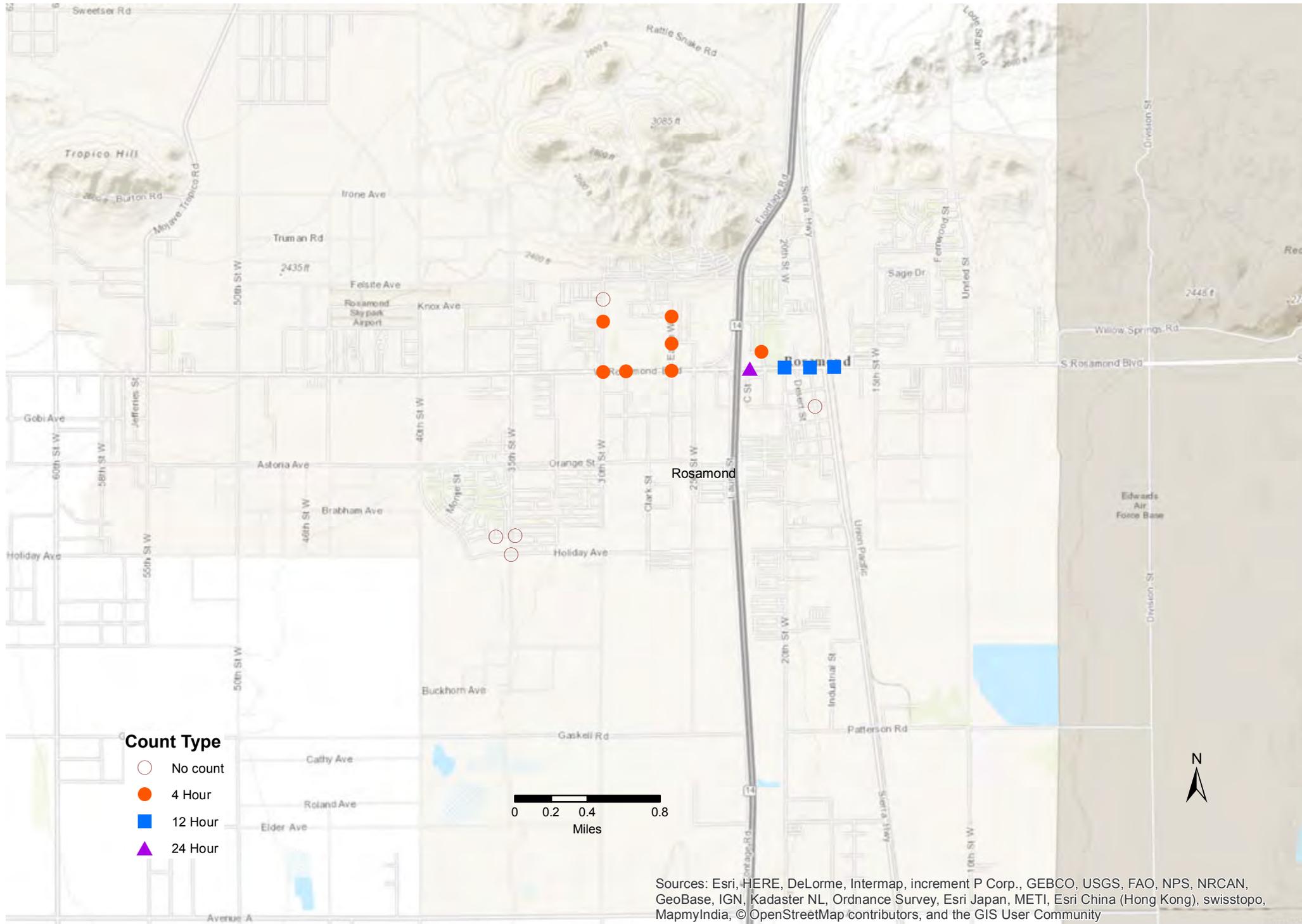
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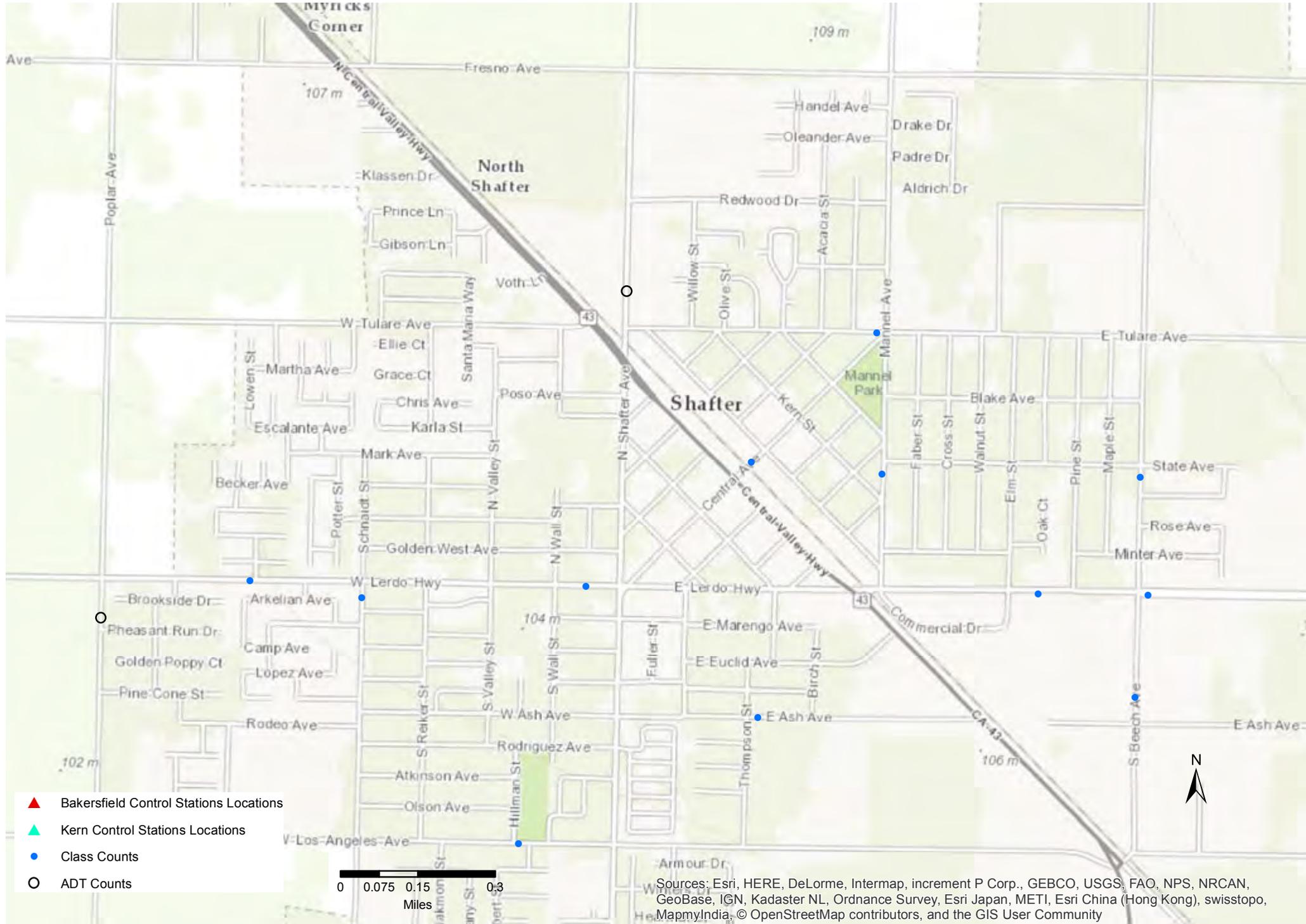
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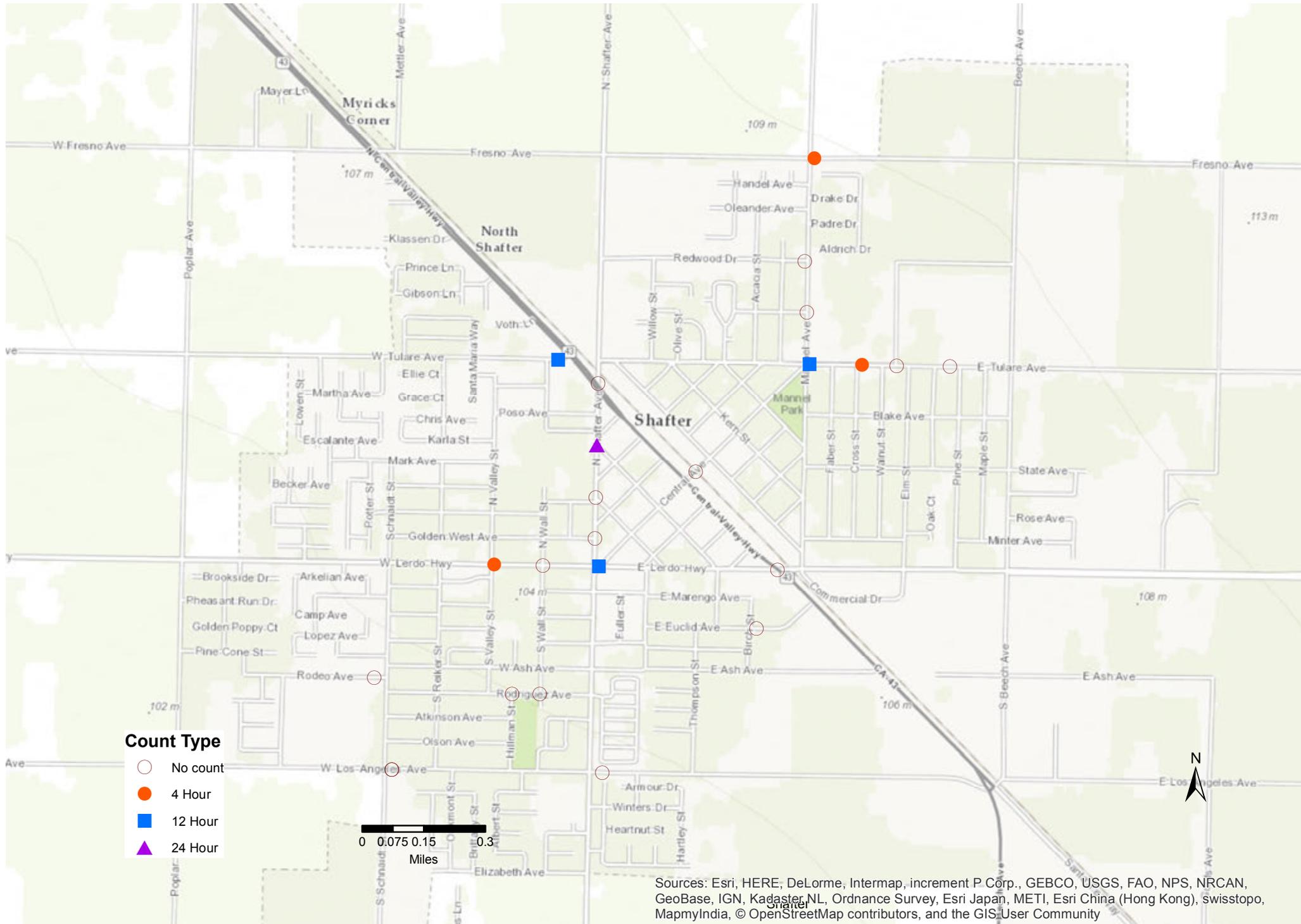
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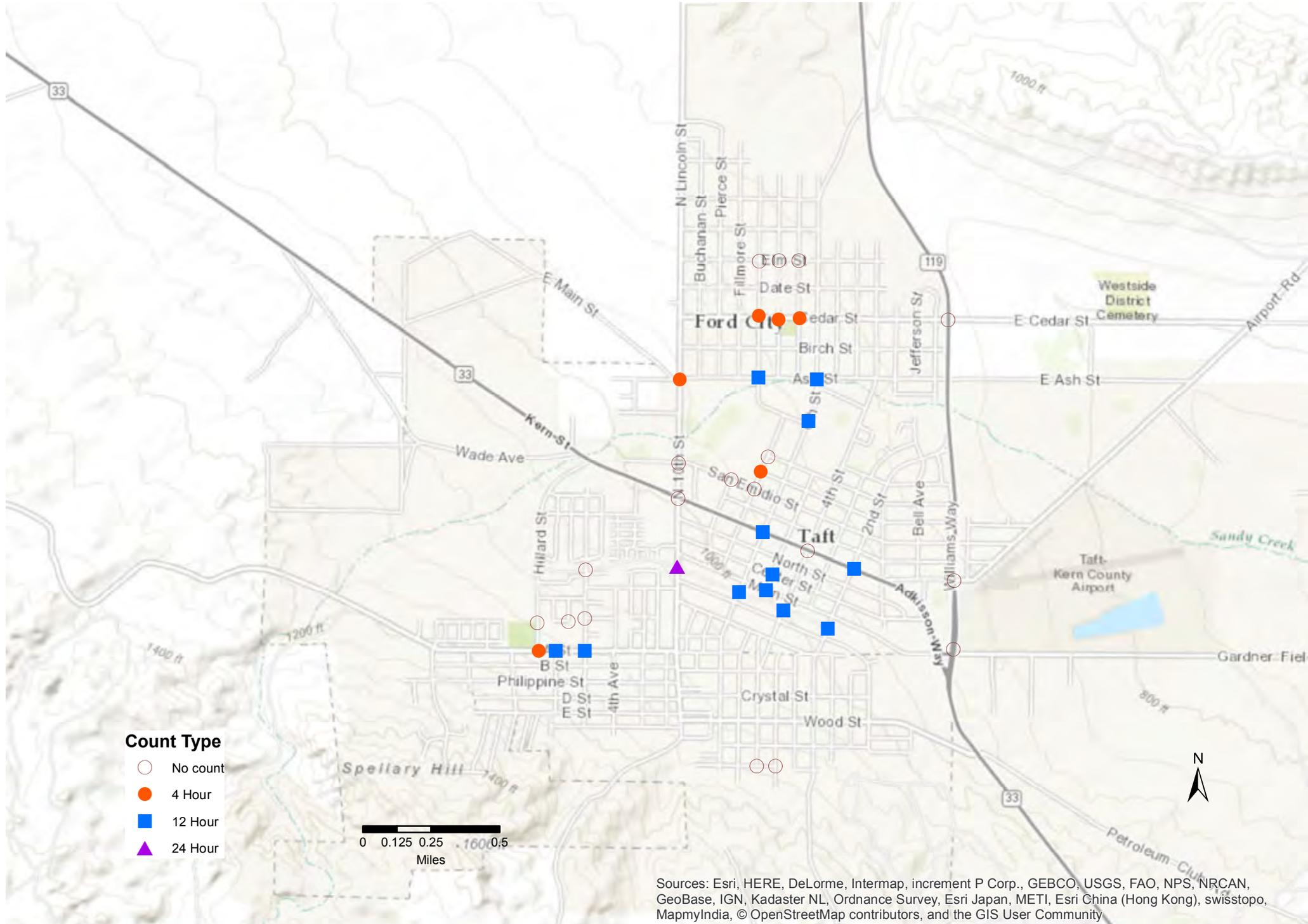
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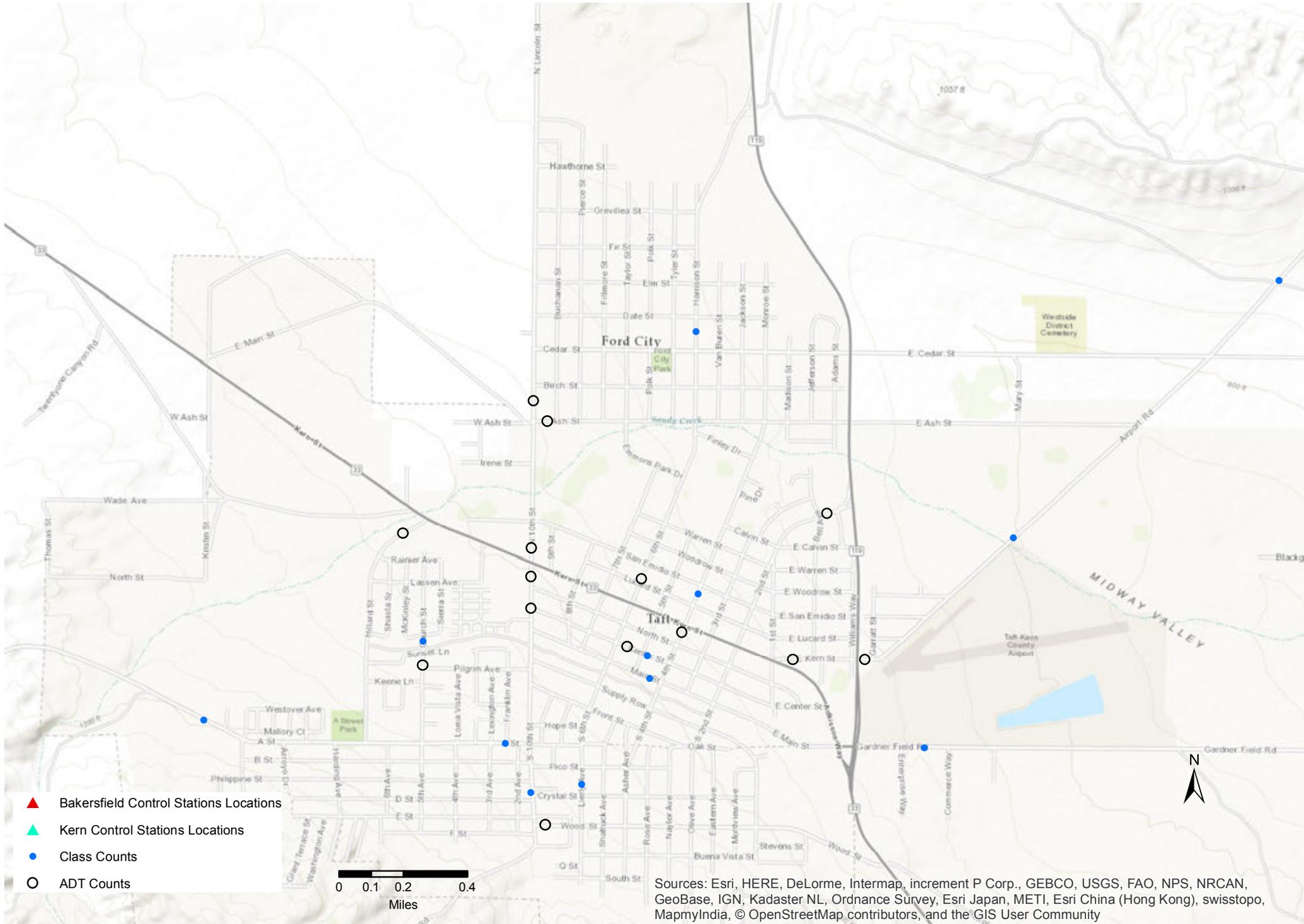
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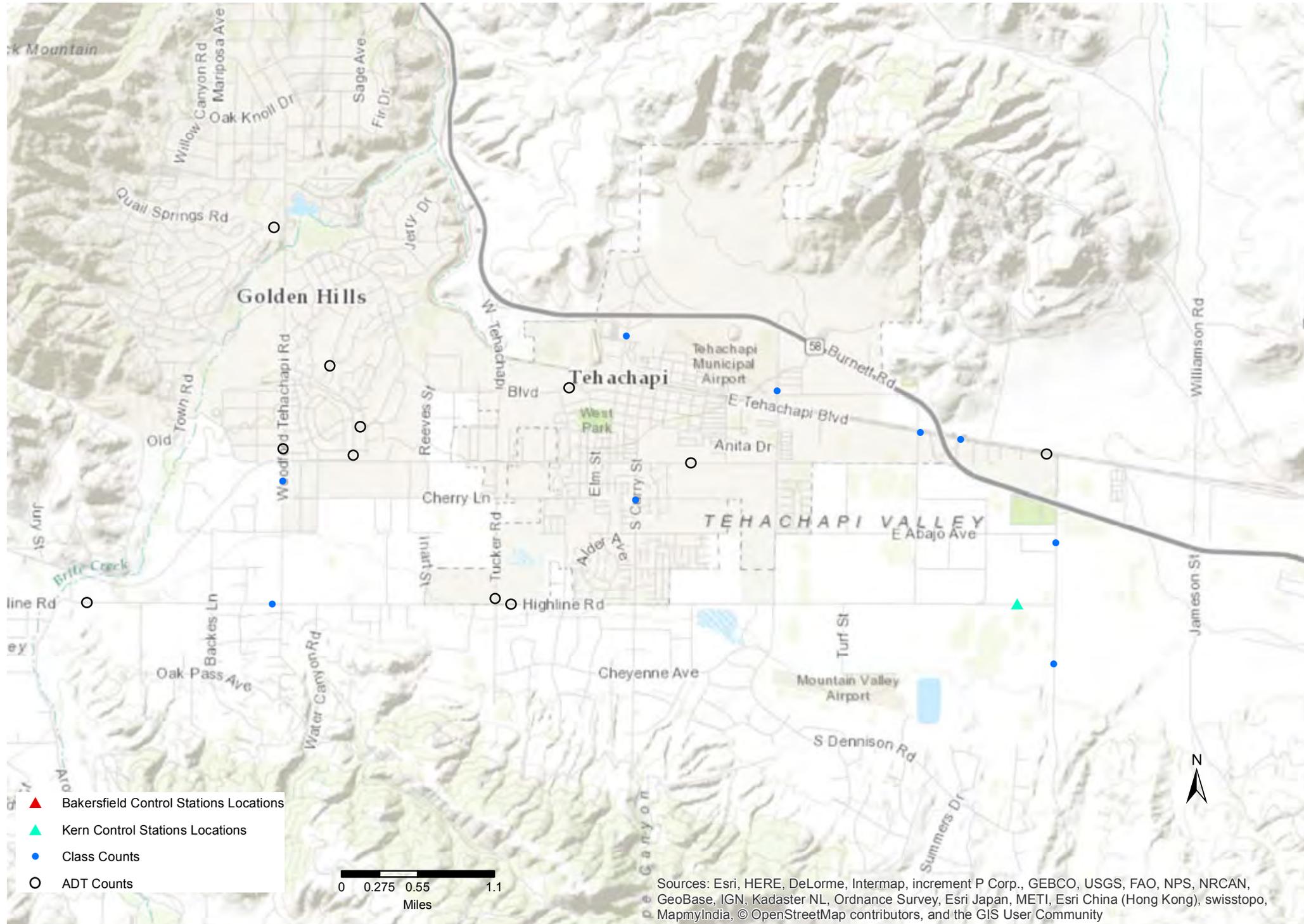
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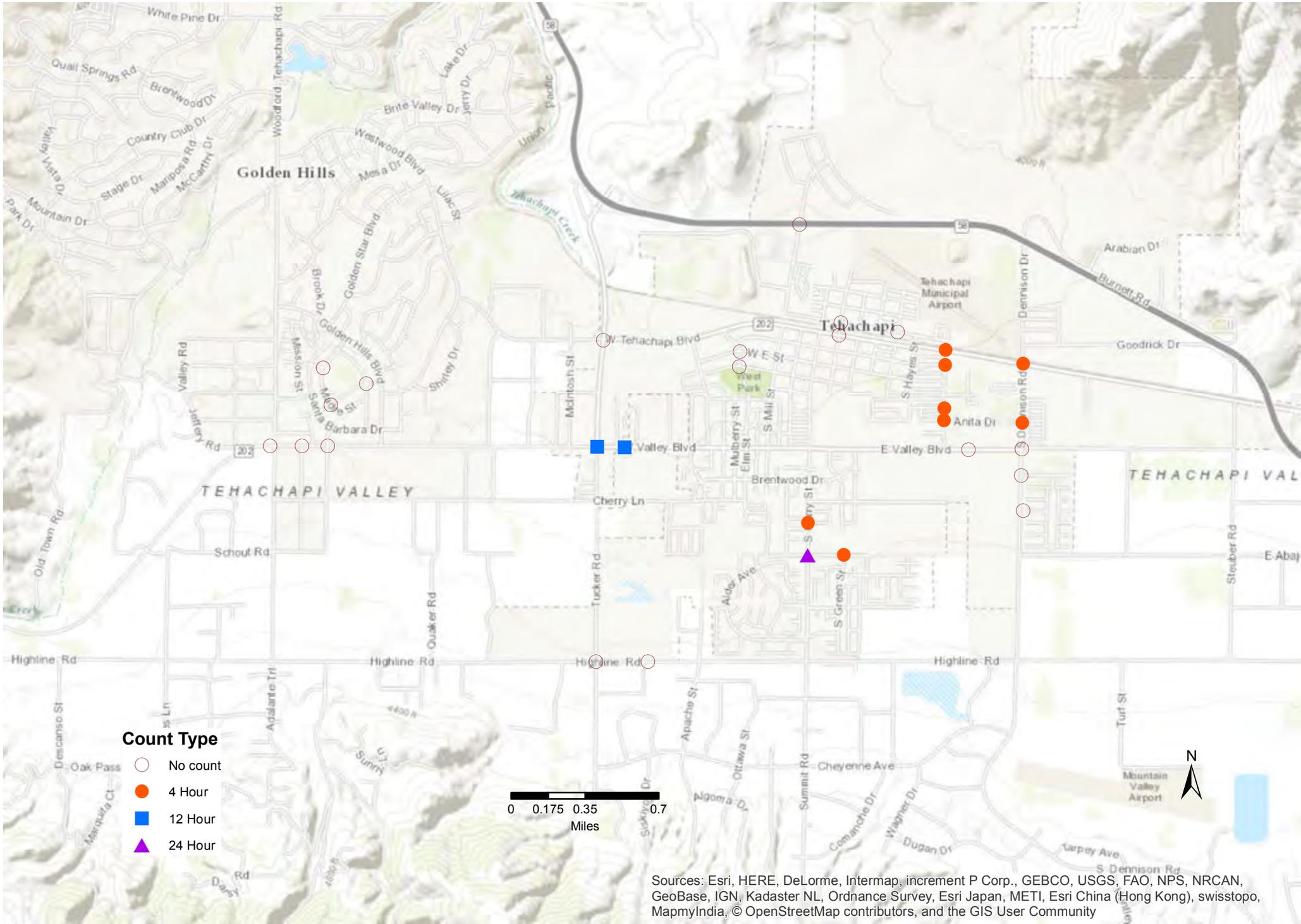


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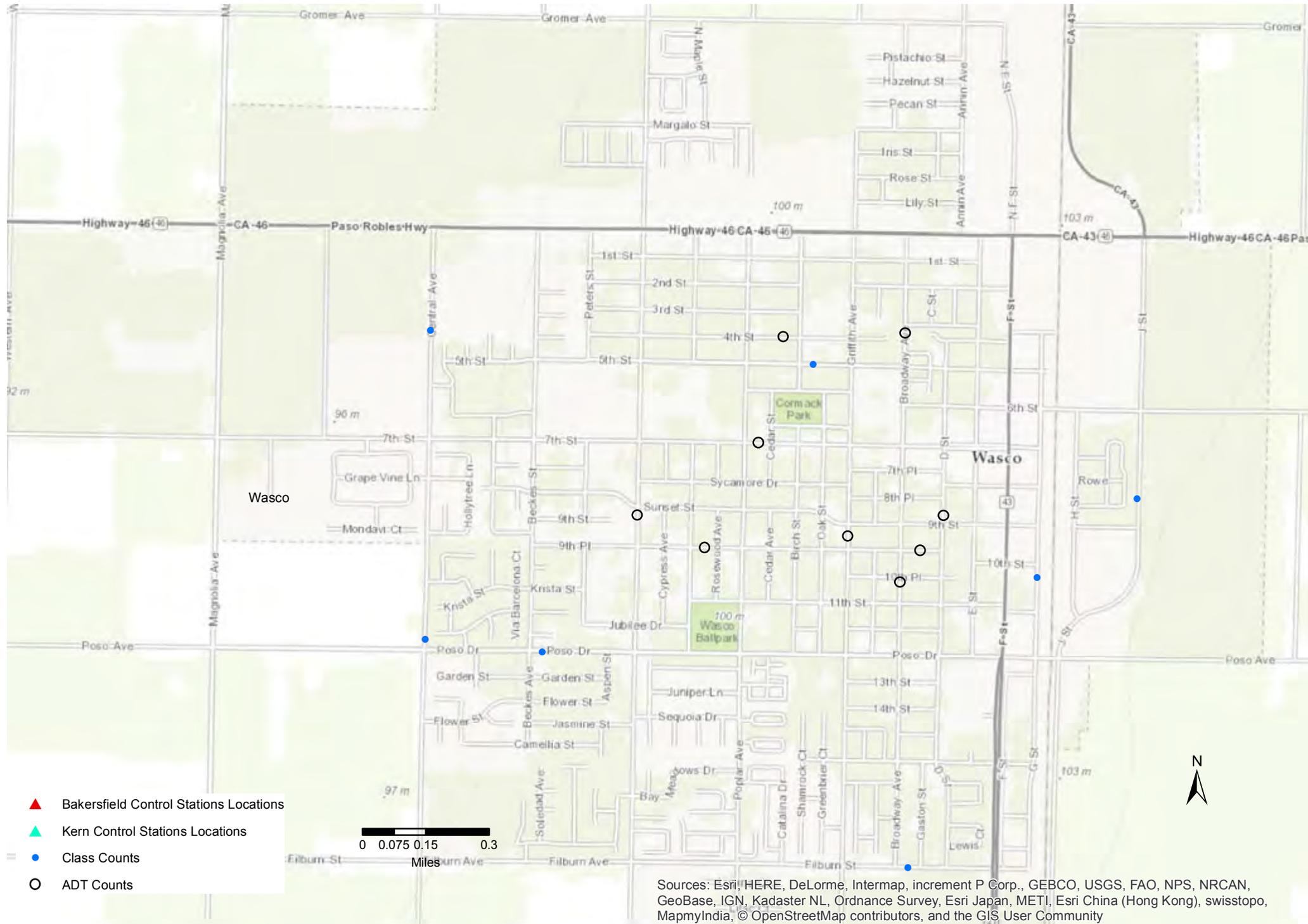


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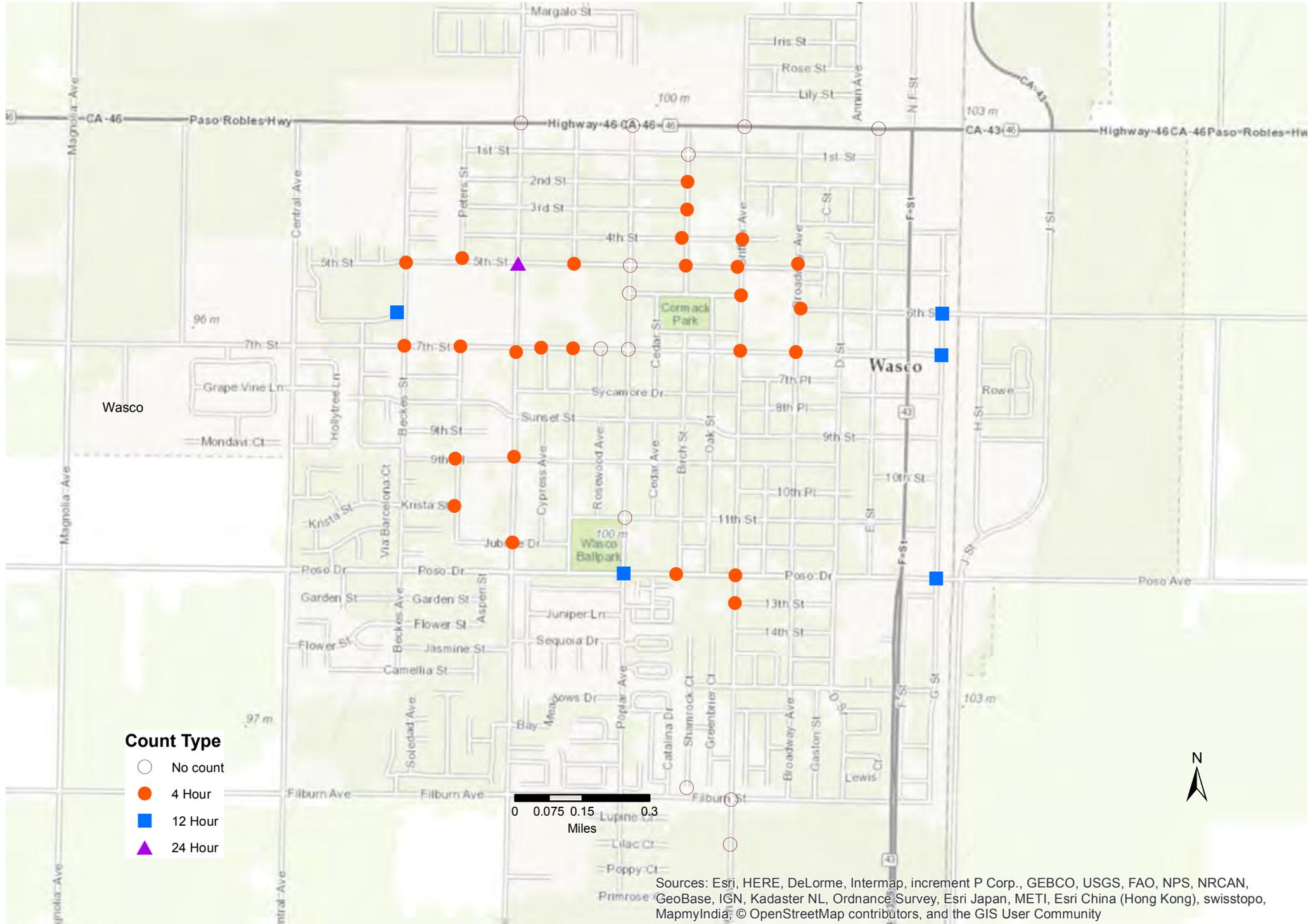
# Draft Locations of Bike and Ped Counts



# Locations of Auto Traffic Counts



# Draft Locations of Bike and Ped Counts



June 1, 2016

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR

BY: Rob Ball, Senior Planner

SUBJECT: RPAC AGENDA: NUMBER V.  
FEDERAL AIR QUALITY CONFORMITY AND CLIMATE CHANGE UPDATE

DESCRIPTION:

Ever more stringent standards and updated transportation modeling used to demonstrate conformity with the Federal Clean Air can triggered a conformity lapse that can halt transportation funding to the Kern region. In addition, the state Air Resources Board is considering an update to greenhouse gas emission targets as required by SB 375.

DISCUSSION:

To comply/conform with the Federal Clean Air Act amendments of 1990, staff performs an air quality conformity analysis for each transportation plan/program update and major amendment. New standards are on the horizon. More stringent standards on the horizon may result in a conformity lapse that could delay projects in the region until the standard is met.

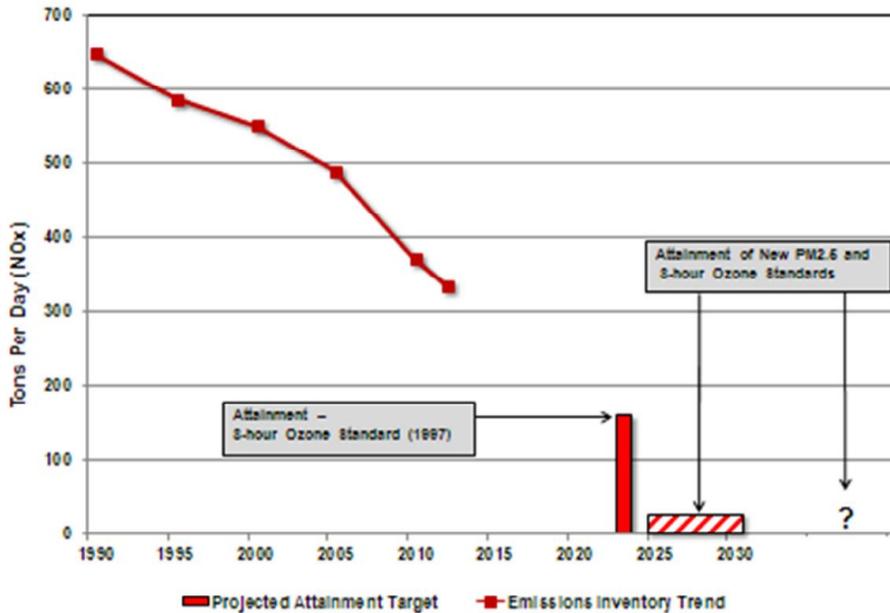
On April 14, 2016, Seyed Sadredin, Director of the San Joaquin Valley Air Pollution Control District, testified before the U.S. House of Representatives Committee on Energy and Commerce Subcommittee on Energy and Power on the H.R. 4775 Ozone Standards Implementation Act of 2016 proposing needed changes to the Federal Clean Air Act that was last amended over 25 years ago. Here is an excerpt from his testimony.

*“The reality that we face today sets up regions such as the San Joaquin Valley for failure leading to costly sanctions and severe economic hardship. We face these dire consequences despite having already done all of the following:*

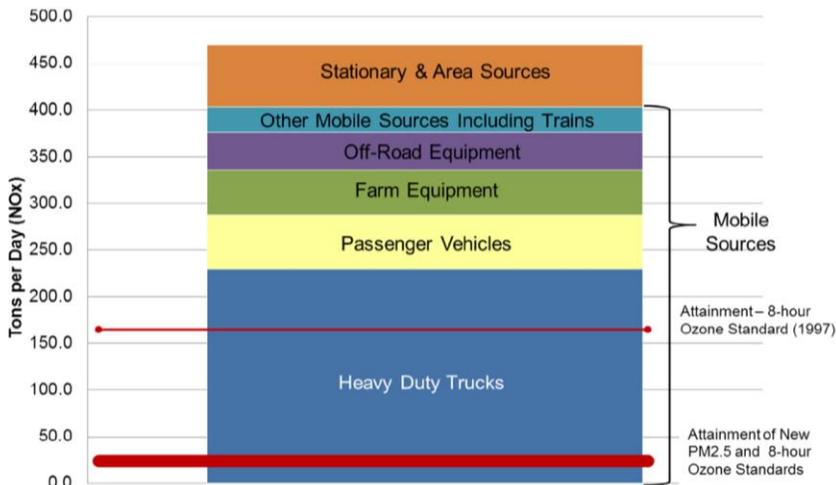
- *Toughest air regulations on stationary sources (600 rules since 1992)*
- *Toughest air regulations on farms and dairies*
- *Tough air regulations on what residents can do within the confines of their homes (residential water heaters, residential HVAC furnaces, charbroilers, ban on fireplace installation and use)*
- *\$40 billion spent by businesses on clean air*
- *Over \$1 billion dollars of public/private investment on incentive-based measures reducing over 100,000 tons of emissions*
- *Toughest regulations on cars and trucks*
- *Toughest regulations on consumer products*
- *Reduced emissions by 80% - but need another 90% reduction in emissions to meet the new standard*

*The background ozone concentration in the San Joaquin Valley is estimated to be greater than 50 ppb with some estimates as high as 60 ppb. The new ozone standard set at 70 ppb leaves little or no room for man-made local emissions. Additionally, the latest federal PM2.5 standards of 35 µg/m<sup>3</sup> (24-hour) and 12 µg/m<sup>3</sup> (annual) also approach natural background levels. **Meeting these new standards requires a virtual ban on fossil-fuel combustion or emissions (see Figures 1 and 2).”***

### San Joaquin Valley NOx Emissions Inventory and Targets for Attainment of Federal Air Quality Standards



### Meeting Federal Air Quality Standards



Mr. Sadredin's full testimony is available online at <http://www.valleyair.org/content/documents/Clean-Air-Act/TestimonyofSeyedSadredinHouseCommitteeonEnergyandComme.pdf> .

On May 18, 2016 the California Transportation Commission (CTC) received a report on the *California Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) Review* as preparation to an update to the CTC guidelines. Draft guidelines are anticipated near the end of 2016. The following table is a summary of the RTP Sustainable Community Strategy (SCS) Targets and performance from the report. The CTC document is available on line at [http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index\\_files/RTPReviewReportlastedit428.pdf](http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/RTPReviewReportlastedit428.pdf) .

**Table 4: Summary of SB 375 Targets, SCS Performance, and RTP-SCS Update Cycles**

MPO	Regional Targets <sup>1</sup>		SCS Performance <sup>2</sup>		1 <sup>st</sup> RTP/SCS Adoption	Expected 2 <sup>nd</sup> RTP/SCS Adoption
	2020	2035	2020	2035		
SANDAG*	-7 percent	-13 percent	-14 percent	-13 percent	October 2011	2015
SCAG*	-8 percent	-13 percent	-9 percent	-16 percent	April 2012	2016
SACOG*	-7 percent	-16 percent	-10 percent	-16 percent	April 2012	2016
MTC/ABAG*	-7 percent	-15 percent	-10 percent	-16 percent	July 2013	2017
Butte COG*	1 percent	1 percent	-2 percent	-2 percent	December 2012	2016
Tahoe MPO*	-7 percent	-5 percent	-12 percent	-7 percent	December 2012	2016
Santa Barbara*	0 percent	0 percent	-10 percent	-15 percent	August 2013	2017
Monterey Bay*	0 percent	-5 percent	-3.5 percent	-5.9 percent	June 2014	2018
San Luis Obispo*	-8 percent	-8 percent	9.4 percent	10.9 percent	April 2015	2019
Shasta*	0 percent	0 percent	-4.7 percent	-0.5 percent	June 2015	2019
Stanislaus COG*	-5 percent	-10 percent	-26.0 percent	-22 percent	June 2014	2018
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Fresno COG*	-5 percent	-10 percent	-8.5 percent	-10.5 percent	June 2014	2018
Tulare CAG*	-5 percent	-10 percent	-17.1 percent	-19.4 percent	June 2014	2018
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<sup>1</sup> Targets were adopted by ARB in 2010 and are expressed as a percent change in per capita greenhouse gas emissions relative to 2005.

<sup>2</sup> The term “performance” refers to the MPO’s estimate of per capita GHG reductions that would be achieved if the SCS were implemented.

\* indicates that ARB has completed a technical evaluation of the MPO’s GHG quantification and accepted the MPO’s determination that the SCS, if implemented, would achieve the regional targets.

Source: Air Resources Board

The California Air Resources Board has scheduled an update to the SCS Targets by December 2016 as well. Current input on those targets has been requested by July 29, 2013.

**ACTION:** Information.



## I. What is Air Quality Conformity and How is it Tied to Transportation Funding?



### Conformity Defined by the Federal Clean Air Act (CAA)

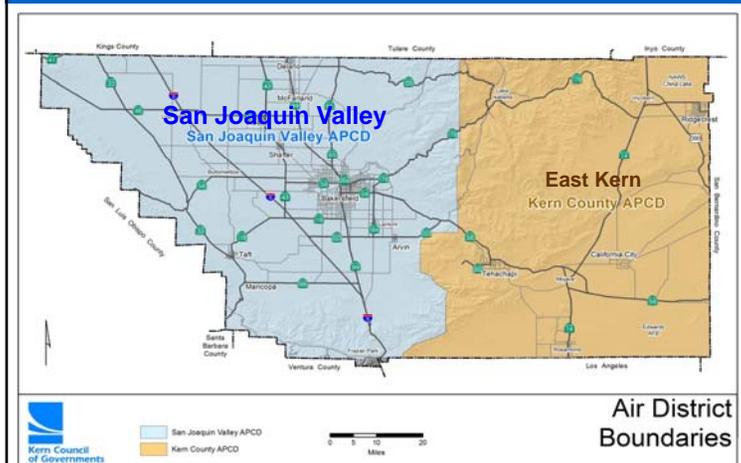
- Transportation Conformity is an analysis that demonstrates that the roads we build will not delay the regions efforts to improve the air.
- Failure to demonstrate conformity could result in delays and even federal intervention into how a region spends the gas tax dollars.

### Federal Clean Air Act Requires State Implementation Plans (SIP)

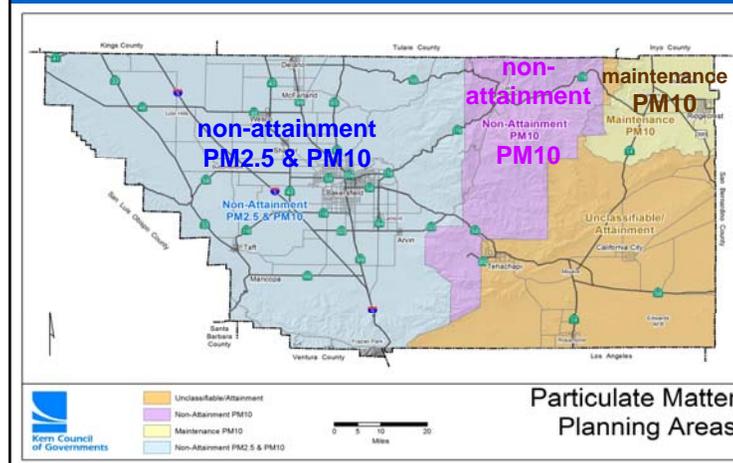
- Prepared by the Air District and California Air Resources Board
- Documents a region's efforts to maintain and enforce compliance with national air quality standard
- Sets emission budgets for conformity and deadlines required to attain standards



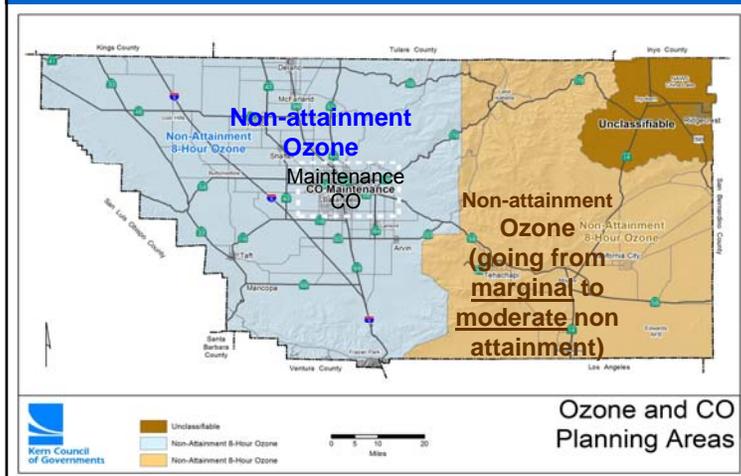
SIPs are Prepared by Two Air Pollution Control Districts (APCD)



Kern's Non-Attainment Area Classifications for Particulate Matter (PM)10 and 2.5 microns



Kern's Non-Attainment Area Classifications for Ozone and CO



Last Year Best Air Ever

- Record breaking clean air quality winter season (follows cleanest summer air quality on record)
- Valley air pollution at historically low levels with District's stronger residential wood burning program and other pollution control measures
- Return to more normal weather conditions in 2015-16 helped alleviate exceptional and extraordinary drought conditions
- Continued success of District's Burn Cleaner incentive program

## Last Year Best Air Ever (PM 2.5)

- Recorded highest number of “Good” days
- Recorded fewest number of “Unhealthy for Sensitive Groups” days
- Zero “Unhealthy” days during entire 15-16 winter
- Recorded fewest number of days exceeding federal 24-hour PM2.5 standard of 35 µg/m3
- Recorded zero exceedances of federal 24-hour PM2.5 standard of 65 µg/m3
- Recorded lowest average PM2.5 concentration
- Reduced air pollution and improved air quality throughout the season led to zero no-burn days for clean EPA certified units

## Air is Getting Better in the San Joaquin Valley

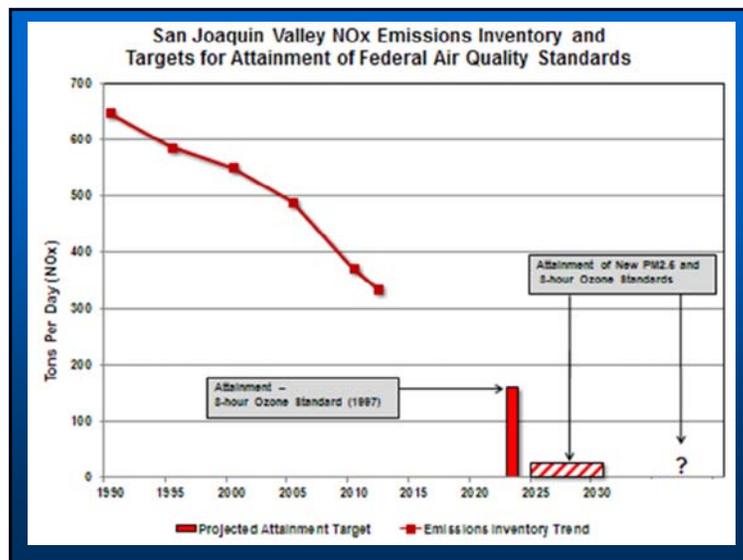
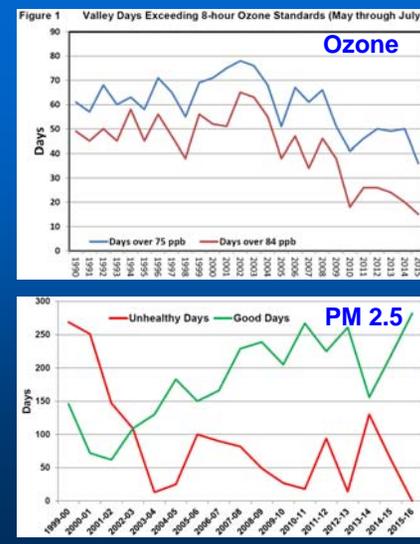
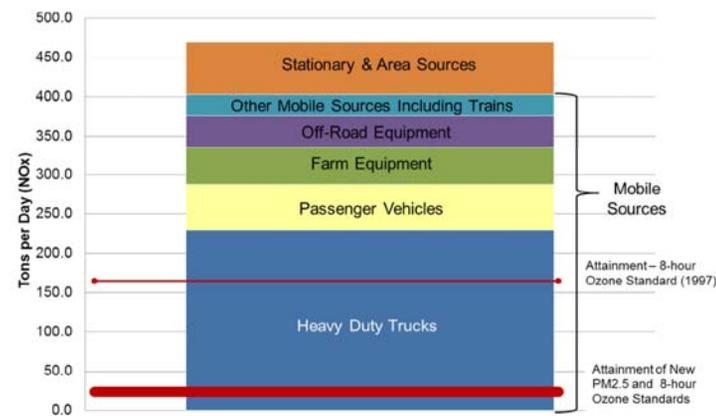


Figure 2: San Joaquin Valley NOx Emissions by Source Category and Targets for Attainment of New Federal Ozone and PM2.5 Standards

## Meeting Federal Air Quality Standards



How does all this affect funding?  
The Federal Clean Air Act  
Hammer: Conformity Lapse



Federal Clean Air Act  
Conformity Lapse = Funding Lapse

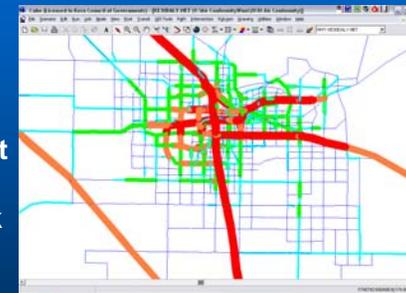
- No federally funded or non-federally funded or regionally significant project can proceed to the next phase (i.e. construction).
- Only Transportation Control Measures in the SIP and exempt projects (i.e., safety) will advance.

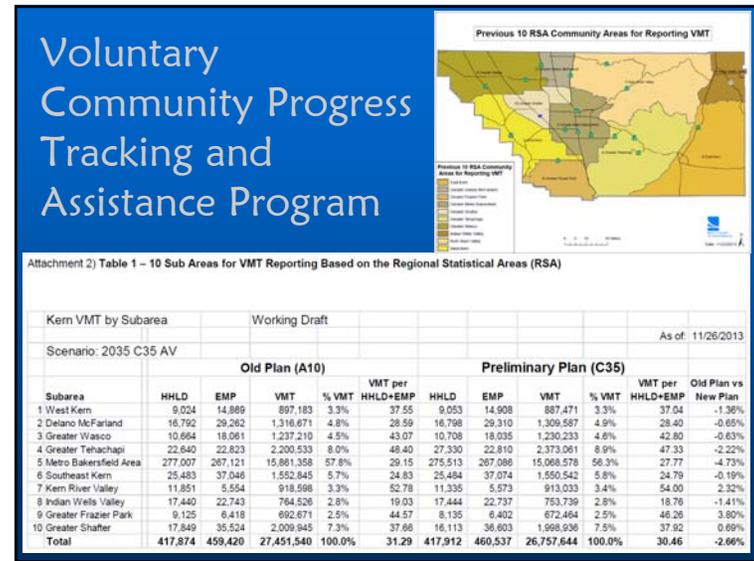
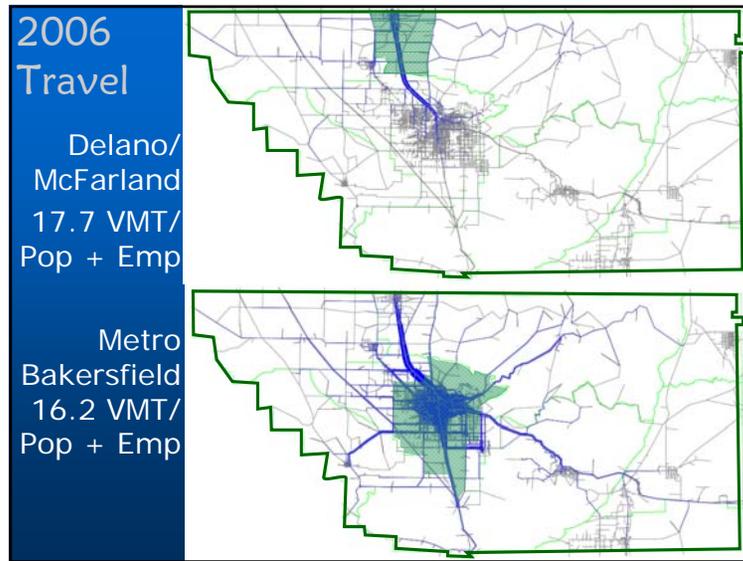
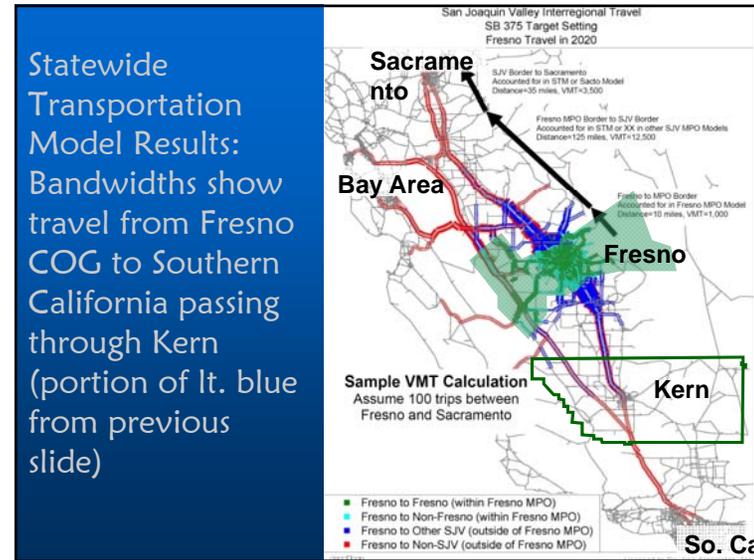
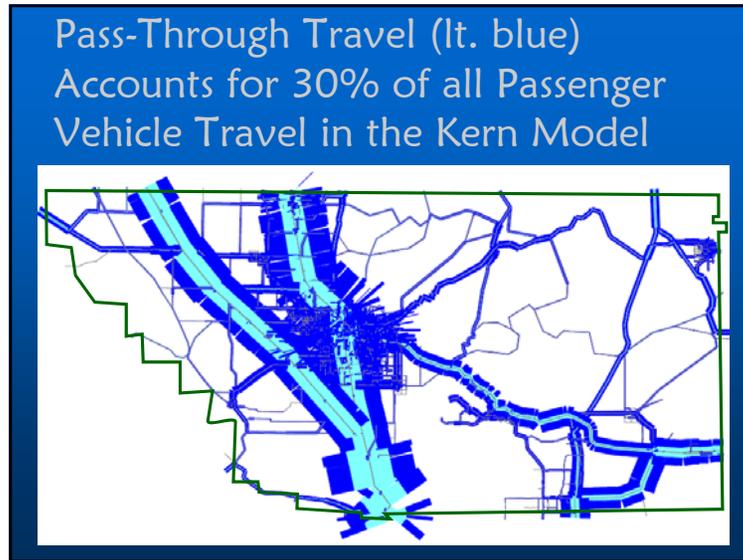
Determining Conformity and  
Demonstrating GHG Targets:  
Modeling Future Travel and  
Emissions

Regional Transportation Model

Update from Model  
Improvement  
Program (MIP) 1 to  
MIP 2

- New Socio-economic forecast (less growth)
- Improved network and speed data
- Stress Testing





## State Air Resources Board Provides the Emissions Factor Model (EMFAC)

### Update from Emfac 2011 to Emfac 2014

- Changing vehicle fleet mix assumptions
- New budgets



## 2014 Conformity Analysis Results

- **Kern – San Joaquin Valley Portion**
  - **Ozone 0.5% below budget in 2040**  
(NOx 0.1 tons under 18.6 ton budget)
  - **PM<sub>2.5</sub> 67% below budget in 2040**  
(2.6 tons under 3.94 ton budget, with full credit for NOx reduction efforts)
  - **PM<sub>10</sub> 67% below budget in 2035**  
(21.4 tons under a potential 32 ton budget with full credit for NOx reductions)
  - **CO 70% below budget in 2017**  
(127 tons under 180 ton budget)
- **E. Kern – Indian Wells Valley/Ridgecrest**
  - **PM<sub>10</sub> 47% below budget in 2040**  
(.8 tons under 1.7 ton budget)
- **E. Kern–Mojave Desert/Tehachapi/Cal City**
  - **Ozone 83% below budget in 2017**  
(NOx 15 tons under 18 ton budget)

## Sample Control Measures

### ● Ozone – 1 Ton of Reduction

- 340 Heavy-duty Diesels Vehicle that travels 1000,000 miles annual in the region removed.
- **14,000 Passenger Vehicles** that travel 15,000 miles annually in the region removed or **converted to zero emission vehicles.**
- 7% of all employees (20,000) take transit, carpool, telecommute, bike, or walk 1-day per week.
- **Smart Growth/Mixed Use/Infill Development:** If 1 in 35 households moved 50% closer to their place of work and no one moved further away.



## Recent Success Stories

Rural Farming Town Gets \$15M in Private Sector Investment for Bike and Ped Facilities -- Courtesy Wonderful Co., the makers of POM Wonderful



<http://www.bakersfield.com/news/2014/08/31/paramount-s-lynda-resnick-leads-lost-hills-transformation.html>

## Recent Success Stories

Valley Blueprint Award Winning 19<sup>th</sup> Street Lofts and the affordable Tegeler Apartments providing mixed use housing options in the vibrant Arts District of Downtown Bakersfield.



## Recent Success Stories

New Downtown Bakersfield Housing Projects Demonstrate the Market for Infill



## Recent Success Stories

Shafter – First All Electric Municipal Transit Fleet in the Valley. Golden Empire Transit – Two New 15 Minute Rapid Bus Routes – First Step to BRT by 2020. GET will purchase first electric busses in for BRT in 2017.



## Recent Success Stories

Bakersfield High Speed Rail Station Area Plan

Making Downtown Bakersfield



The City of Bakersfield (City), in partnership with and funding from the California High-Speed Rail Authority (Authority), has begun the process to develop a High-Speed Rail Station Area Plan (Plan) for Downtown Bakersfield (Downtown). The study area will cover the approximate boundaries of Kern River and 38th Street to the North, California Avenue to the South, Union Avenue to the East, and F Street to the West (See map).

During the Station Area planning process, the City will identify and analyze opportunities and challenges in the area, and in order to develop an urban design, multi-modal transportation, and economic development strategy that optimizes future growth within the station area. It will also address jobs, housing, retail, entertainment, art, cultural amenities, pedestrian and bicycle access, parking, streetscape improvements, lighting, wayfinding, open space and recreation, and sustainability.

City of Bakersfield  
Cecelia Griego,  
Project Manager  
1715 Chester Avenue  
Bakersfield, CA 93301

Email: [StationAreaPlan@bakersfieldcity.us](mailto:StationAreaPlan@bakersfieldcity.us)

Phone: (661) 326-3788

## Kern COG's New Active Transportation Demand Management Program

- New program will focus grant writing and coordinate local efforts to promote strategies such as workplace charging.
- SB 375, Steinberg (2008), 65080.2A(iii) states, "In establishing these targets, the state board shall take into account ... improved vehicle emission standards, changes in fuel composition, and other measures it has approved that will reduce greenhouse gas emissions in the affected regions, ..."

## Omitting Pavley & Low Carbon Fuels, Not an Option

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## II. How is Conformity Different From the Normal Environmental Processes, and Where Does Climate-Change Fit in?

## 2 Separate Regulatory Worlds For Transportation Related Air Quality Issues

- 1977 **Federal Clean Air Act**, and the 1990 Amendments to the Clean Air Act (*Affects Transportation Spending*)  

- Environmental Regulations
  - California Environmental Quality Act (**CEQA**)
  - National Environmental Protection Act (**NEPA**)*(No Affect on Transportation Spending however does affect project delivery)*  
 **Climate Change Currently CEQA/NEPA**

## Climate Change – Currently a CEQA Issue

- Kern’s Regional Transportation Plan (RTP) included required Sustainable Communities Strategy that exceeded targets in 2020 and 2035.
- ARB has requested input on new targets by July 29, 2016.
- Kern COG staff is developing a new model for target demonstration and Federal Conformity.

## SB 375 Targets and Performance Thru 2015

Table 4: Summary of SB 375 Targets, SCS Performance, and RTP-SCS Update Cycles

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## Failure to Model Targets

- If SB 375 GHG Targets are set too ambitious, a region is required to prepare a “voluntary” Alternative Planning Strategy (APS) that meets the Targets
- Some have speculated that the APS may come into play in a CEQA court challenge.

## III. What’s it All Mean For My Community... Is there Any Hope?

### Conclusions/Solutions/Discussion

- Transportation Plans are conforming to efforts to improve health based air emissions
- H.R. 4775 is needed to continue progress on recent air quality improvements.
- Remember – What you do for Greenhouse Gas reduction helps our health based Air Quality issues as well as numerous other co-benefits, and it affects both sides of the County.
- **Progress has been made and is continuing to be made. Everyone needs to be doing their part and not become discouraged because they continue to lower the bar.**

### Conclusions/Solutions/Discussion

- **For Greatest Air Quality Benefit**  
Transportation efforts should focus on:
  - **Reduce diesel emissions (helps Ozone/PM2.5)**  
Increase use of rail for goods movement – shipping by rail is 10 times more efficient
  - **Work Place Charging** accelerates electric passenger vehicle ownership
  - **More Street Sweeping** – even on low volume roads – Street Sweeping Maintenance Assessment Districts. Controlling runoff/track-out onto streets
  - **Paving/controlling dust** from high volume roads w/ dirt shoulders and alleys
  - **Promote Non-Single Occupancy Vehicles**

### Comments? Questions?

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