

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

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

**WEDNESDAY
February 5, 2020
1:30 P.M.**

Dial +1 (312) 878-3080

Access Code: 586-617-702

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

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) 635-2910. 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 SUMMARY

- A. RPAC Meeting of September 4, 2019
- B. RPAC Meeting of November 6, 2019

IV. REGIONAL PLANNING ADVISORY COMMITTEE BY-LAWS UPDATE

Comment: Amend the Regional Planning Advisory Committee (RPAC) By-Laws to add one permanent voting member for the Tejon Indian Tribe and consider changing Article VI. Meetings, Section 3 as it relates to what constitutes a quorum.

Action: Recommend to the Kern COG Board approval of the RPAC By-Laws Update.

V. PUBLIC WORKSHOP/PUBLIC COMMENT – 2020-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Comment: The 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast is scheduled to be hosted at the Kern COG board meeting in February 2020.

Action: Information.

VI. KERN COUNTS CENSUS 2020 (Heimer)

Comment: The Decennial Census will be conducted on April 1, 2020 and to receive the maximum levels of federal funding, all persons need to be counted. Kern Counts makes resources available to help.

Action: Information.

VII. KERN ADVANCED TRANSPORTATION TECHNOLOGY PROGRAM STATUS REPORT (Urata)

Comment: To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information, updates the quarterly inventory of EV charging spaces in Kern County, and provides funding information.

Action: Information.

VIII. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

Action: Information.

IX. SUSTAINABLE COMMUNITIES STRATEGY SUCCESS STORIES UPDATE (Ball)

Comment: Staff compiled the Sustainable Communities Strategy (SCS) success stories that have been submitted by member agencies and other stakeholders related state SB 375 greenhouse gas reduction goals to be included in the next Regional Transportation Plan/SCS update.

Action: Member agencies/stakeholders please submit edits, comments and/or new success stories by Wednesday, April 1, 2020.

X. ANNOUNCEMENTS

XI. MEMBER ITEMS

XII. ADJOURNMENT

The next scheduled meeting will be March 4, 2020.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
September 4, 2019
1:30 P.M.

Chairman Perez called the meeting to order at 1:32 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Mark Staples	City of Taft (phone)
	Asha Chandy	Community Member
	Ted James	Community Member
	Lorena Mendibles	Caltrans
	Suzanne Forrest	Shafter
	Robert Mobley	Wasco
	Craig Murphy	County of Kern
	Ricardo Perez	GET
	Christine Viterelli	Arvin (phone)
STAFF:	Becky Napier	Kern COG
	Ben Raymond	Kern COG
	Linda Urata	Kern COG
	Rob Ball	Kern COG
	Ed Flickinger	Kern COG
OTHERS:	Yolanda Alcantar	Kern County Public Works
	Alexa Kolosky	Kern County Public Works
	Johanna Commado	TDH Associates Int.
	Jasmene del Aguila	Leadership Counsel
	Dave Dmohowski	Home Builders Assoc.
	Ryan Starbuck	City of Bakersfield
	Warren Maxwell	Kern County Public Works
	Paul Candelaria	Kern County Public Works
	Joshua Champlin	Kern County Public Works

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None

III. APPROVAL OF DISCUSSION SUMMARIES (This Item was taken after Item VII)

Committee Member Forrest made a motion to approve the discussion summaries of March 6 and May 1, 2019; seconded by Committee Member James with all in favor.

**IV. SUSTAINABLE COMMUNITY GRANTS AND KERN COG ASSISTANCE REQUESTS (Ball)
EMAIL REQUESTS DUE TO KERN COG FRIDAY, SEPTEMBER 20, 2019**

Mr. Ball explained that the 2018 Regional Transportation Plan includes a strategy to provide sub-regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub-areas of the county that need it most. Mr. Ball stated that technical assistance request from member agencies are due to Kern COG by September 20, 2019.

This was an information item.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND SADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Mr. Ball stated that the Regional Transportation Plan is required to be updated every four years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management and Senate Bill 375 per capita greenhouse gas reduction targets. Mr. Ball also highlighted the August 28, 2019 letter received from Mary Nichols, Chairwoman of the California Air Resources Board. Mr. Ball answered questions from the Committee.

This was an information item.

VI. 2019-2050 GROWTH FORECAST – PROJECT UPDATE (Raymond)

Mr. Raymond discussed the status of the 2019-2050 Growth Forecast project. The project kick-off meeting was held August 12th. The consultants presented their initial data collection and shared development progress on the Oil and Agriculture Employment Sectors white paper. The working draft version of the white paper is now available for review and comment and is included in the packet. The consultant team continues to make progress on updating the growth forecast model. The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update.

Committee Member Murphy asked why oil and ag were the only two sectors focused on; Mr. Raymond explained that those were the two sectors that were the most difficult in the 2018 Regional Transportation Plan to identify exactly where employees were located. Committee Member Craig provided staff with the 2019 Oil & Gas In California Report and asked that it be sent to the consultant to compare to his information. Committee Member Craig also asked that the report be sent to the Farm Bureau, WSPA (Western States Petroleum Association), CIPA (California Independent Petroleum Association) and IOPA (Independent Oil Producers Association) for review.

This was an information item.

VII. KERN ADVANCED TRANSPORTATION TECHNOLOGY PROGRAM (Urata)

Ms. Urata stated that to help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles and compressed natural gas-fueled vehicle. Ms. Urata discussed the following:

- LiveSmart Fair in Bakersfield, September 14, 2019 at Urners
- LiveSmart Fair in Tehachapi, October 13, 2019 during the Apple Festival
- EV Workshop: A Guide to Installing Public Charger – Fresno, September 25, 2019
- Valley Go!

This item was for information only.

VIII. ANNOUNCEMENTS:

Committee Member Mendibles announced that Caltrans will hold a workshop on Monday for the Community Planning Grant Program. If anyone is interested in attending she will be happy to email the information.

IX. MEMBER ITEMS

1. Chairman Perez announced that the GET Microtransit Service, RYDE, began April 7 and the numbers have been climbing every month. He stated that the Pilot will be extended until January before a decision is made to continue it or not.
2. Mr. Flickinger discussed modeling that is being done at the request of Tehachapi, Stantec, Peter's Engineering and Dewalt Engineering.

X. ADJOURNMENT

The meeting was adjourned at 2:10 p.m. The next scheduled meeting of the RPAC is October 2, 2019.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
November 6, 2019
1:30 P.M.

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

I. ROLL CALL

MEMBERS PRESENT:	Ted James Suzanne Forrest Robert Mobley Alex Ojeda Shawn Monk Kevin Coyle	Community Member Shafter Wasco Arvin (phone) California City Bakersfield
STAFF:	Becky Napier Ben Raymond Rochelle Invina Linda Urata Rob Ball Ed Flickinger	Kern COG Kern COG Kern COG Kern COG Kern COG Kern COG
OTHERS:	Johanna Coronado Jasmene del Aguila Dave Dmohowski Warren Maxwell Troy Hightower	TDH Associates Int. Leadership Counsel Home Builders Assoc. Kern County Public Works TDH Associates Int.

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Troy Hightower, a local consultant, announced that he put fliers on the table announcing the upcoming census and the county's outreach "Kern Counts Program".

III. APPROVAL OF DISCUSSION SUMMARIES (This Item was taken after Item VII)

Due to lack of a quorum, this item could not be voted on.

IV. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Mr. Ball explained that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill 375 per capita greenhouse gas reduction targets. Mr. Ball discussed the timeline including potential stakeholder roundtable events and public meetings.

This was an information item.

V. RHNA/HOUSING ELEMENT PROCESS UPDATE (Invina)

Ms. Invina explained that the Kern Council of Governments, acting in the capacity as the state-designated Regional Planning Agency, prepares the state mandated Regional Housing Needs Assessment (RHNA), which includes a forecast of low-income housing need to be included in local housing element updates due in 2023. Ms. Invina also discussed planning grant programs aimed at directly helping local and regional jurisdictions including SB 2 Planning Grants and the Local Government Planning Support Grants Program.

This was an information item.

VI. INFORMATION ITEM: 2019-2050 GROWTH FORECAST – PROJECT UPDATE (Raymond)

Mr. Raymond discussed the status of the 2019-2050 Growth Forecast project. He explained that the Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. Mr. Raymond introduced the project consultant Mark Schniepp of the California Economic Forecast who presented a PowerPoint presentation highlighting population, employment, student enrollments and housing stock.

Audience member, Troy Hightower asked if the TAZ boundaries were going to be changed; Mr. Raymond stated he is not planning to change them. Committee Member Monk asked if the forecast is broken down by community; Mr. Raymond stated that the forecast is countywide but will be distributed by RSAs and then by TAZ.

This was an information item.

VII. ADVANCED TRANSPORTATION DEMAND MANAGEMENT (Urata)

Ms. Urata stated that this work element is to promote advanced transportation technologies in public and private fleets and infrastructure operations throughout the Kern region to reduce emissions, promote sustainable travel modes and maximize system efficiency. This report covers July through October 2019. Ms. Urata discussed the following:

- Two Best Drive Ever electric vehicle test drive events hosted by the San Joaquin Valley Electric Vehicle Partnership, one in Tehachapi and one in Bakersfield;
- Kern EV Charging Station Blueprint;
- Trucking with Clean Fuels Conference-Compressed, Liquefied, and Renewable Natural Gas held in Shafter; and
- AB 617 Shafter Community Emission Reduction Program.

This item was an information item.

VIII. FEDERAL TRANSPORTATION AIR QUALITY CONFORMITY LAPSE MAY DELAY PROJECTS IN KERN (Ball)

Mr. Ball informed the Committee that in September the U.S. Environmental Protection Agency (EPA) took two actions that will likely result in extended delays to delivering capacity increasing transportation projects statewide.

The first action “The Safer Affordable Fuel-Efficient (SAFE) Vehicles rule Part One: One National Program”. The action withdrew the EPA 2013 Clean Air Act waiver along California to set its own vehicle emission standards. This action will likely result in a federal air quality conformity lapse effective November 26, 2019. Under a lapse, transportation capacity increasing projects are not allowed to be advanced to the next phase until the conformity lapse is corrected.

The second action was the result of an EPA issued letter to the California Air Resources Board (ARB) that requests the withdrawal of up to 130 backlogged and un-approvable federal air quality State Implementation Plans (SIPs) and requests ARB work with EPA to develop complete and approvable SIPs. If EPA must disapprove a SIP, the following statutory sanction clock begins:

- Highway funding sanctions;
- New Source Review permitting sanctions; and
- A deadline for issuance of a Federal Implementation Plan where the federal government directs spending in a region's Transportation Improvement Program (TIP) to meet national air quality standards.

This was an information item.

IX. FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD ZERO" 2020 TARGET UPDATE (Flickinger)

Mr. Flickinger explained that the required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on streets with transportation expenditures. Mr. Flickinger provided data to the Committee.

This was an information item.

X. ANNOUNCEMENTS

Ms. Napier announced the 2022 RTP Survey that is currently online.

XI. MEMBER ITEMS

Mr. Ball announced several pilot projects taking place in Kern County.

XII. ADJOURNMENT

The meeting was adjourned at 2:28 p.m. The next scheduled meeting of the RPAC is December 4, 2019.



IV. RPAC

February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
Regional Planning Advisory Committee By-Laws Update

DESCRIPTION:

Amend the Regional Planning Advisory Committee (RPAC) By-Laws to add one permanent voting member for the Tejon Indian Tribe and consider changing Article VI. Meetings, Section 3 as it relates to what constitutes a quorum.

DISCUSSION:

Chairman Escobedo of the Tejon Indian Tribe attended the Stakeholder Roundtable Meeting on Wednesday, January 22, 2020 and met with Executive Director Hakimi after the meeting. During their meeting Executive Director Hakimi agreed to establish a permanent seat on the RPAC for the Tejon Indian Tribe to continue the process to establish consultation and collaboration on a Government-to-Government basis with the Tribe as required by Federal law.

Over the past several years, there have been many times when the RPAC did not achieve a quorum in order to vote on items. In order to help prevent this occurrence in the future, staff is proposing to change the rules for a quorum to "a majority of the members appointed in accordance with Article III who are present at the meeting, either in person, by conference call, or by video teleconference". This change has been discussed with the attorney and is allowed by the Brown Act.

ACTION: Recommend to the Kern COG Board approval of the RPAC By-Laws Update.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
BY LAWS

Adopted 05-19-11
Amended 09-15-11
Amended 10-20-11
Amended 03-15-12
[Amended 02-20-20](#)

ARTICLE I. NAME

The name of the committee shall be "Kern Council of Governments Regional Planning Advisory Committee (Kern COG RPAC)."

ARTICLE II. PURPOSE

The purpose of the Regional Planning Advisory Committee is to review and make recommendations on key activities associated with regional transportation plans and other planning issues, including SB 375 implementation. The goal of the Kern COG RPAC is to seek all points of view from Kern COG members [agencies](#) and agency partners working to reach consensus on issues.

Section 1. The Kern COG RPAC is created to provide a forum to review and develop recommendations on regional plans for the Kern region and other planning related matters.

Section 2. The Kern COG RPAC shall review and develop recommendations to Kern Council of Governments' Transportation Planning Policy Committee or the Kern COG Board on the following topics:

- Appropriate Planning Related Sections of the Regional Transportation Plan
- Blueprint Planning
- Climate Change Planning
- Sustainable Communities Planning
- Regional Housing Needs Assessment
- Land use and population projections
- Studies related to the environment (air, water, green print, habitat, annexation)
- Rural-Urban Connections Strategy
- Appropriate studies for inclusion in the annual Overall Work Program
- Other matters as referred by the Kern COG [Board/Council](#).

ARTICLE III. MEMBERSHIP AND VOTING

Section 1. Members of the Regional Planning Advisory Committee are Planning Directors, Community Development Directors or their designees from each of Kern Council of Governments' member jurisdictions. If the member agency does not have the equivalent of a Planning Director, the manager/administrator from that jurisdiction/agency ~~may~~ designate a representative and alternate from the management level. Alternates are required to have a signed written permission to vote from the primary representative.

The following additional voting members are included:

In addition to member jurisdiction representatives, the RPAC shall have additional voting representatives from:

- Golden Empire Transit District
- ~~Caltrans District 6~~
- ~~Tejon Indian Tribe~~

Community At-Large Voting Members: three at large members shall represent varied economic, social and geographic sectors. At large members could include appointed representatives from business groups, non-profit organizations, and tribes. The at large members shall be appointed by the Kern COG Board:

- Business Groups
- Non Profit Organizations
- Military
- Tribes

Ex-Officio Non-Voting Members: two permanent ex-officio non-voting members shall consist of the Executive Officer of the Local Agency Formation Commission (LAFCO) and the President/CEO of the Kern Economic Development Corporation (KEDC) or his/her designated representative. ~~The ex-officio non-voting members shall not count toward attainment of a quorum of the RPAC.~~

Section 2. If consensus cannot be reached on an issue, the question may be put to a vote of the majority of those present.

- a. Each designated member shall have one vote.
- b. Minutes, meeting adjournment and other administrative items shall be put to a vote in accordance with the rules of order as defined in ARTICLE VI, Section 4.

ARTICLE IV. OFFICERS

- Section 1. The officers of the Kern COG RPAC shall be the Chair, Vice-Chair and Secretary.
- Section 2. The Chair and Vice-Chair shall be elected from among members of the appointed committee members at the first meeting of each year.
- Section 3. In the temporary absence of the Chair and Vice-Chair, the committee members present shall elect a Chair Pro Tem from among the membership of the committee.
- Section 4. The Secretary shall be the Kern COG Executive Director, or designee.
- Section 5. If, for any reason, the office of Chair or Vice-Chair becomes vacant, a successor shall be nominated and elected by the voting members to complete the term of the retiring officer; provided, however, that said member shall also be a member of the committee and provided further that, if the office of Chair becomes vacant, the successor who is elected as provided herein, shall not be disqualified from serving as Chair for the next regular term.

ARTICLE V. POWER AND DUTIES OF OFFICERS

- Section 1. The Chair shall:
- a. Preside at regular and special meetings.
 - b. Appoint sub-committee members as required.
- Section 2. The Vice-Chair shall serve in the absence of the Chair.
- Section 3. The Executive Director of Kern Council of Governments or their designee shall serve as the Secretary of the RPAC. The Secretary shall do the following:
- a. Prepare and distribute the agenda for each meeting to the Kern COG RPAC members.
 - b. Prepare and print minutes of each meeting.
 - c. Be responsible for maintaining all records of the Kern COG RPAC.
 - d. Be responsible for preparing all necessary reports and programs.
 - e. Be responsible for documenting and forwarding Kern COG RPAC recommendations to the Kern COG Transportation Planning Policy Committee [or the Kern COG Board](#).

ARTICLE VI. MEETINGS

Section 1. One regular meeting ~~will~~shall be held monthly at a time and place designated by the committee. All meeting agendas shall be posted on the Kern COG website and on the prescribed bulletin board.

Section 2. Special meetings may be called by the Chair or at the request of five (5) voting members.

Section 3. A quorum shall consist of a majority of the members appointed in accordance with Article III who are present at the meeting, either in person, by conference call, or by video teleconference. ~~greater than 50% of the voting members who have been appointed in accordance with Article III.~~ A quorum may be achieved by a voting member's attendance in person, by conference call, or by video teleconference.

Section 4. ~~Robert's Rules of Order shall serve as the rules for conducting meetings.~~

Section 54. Committee must hold at least 1 meeting annually.

Commented [BVW1]: Brown Act requirements mean these locations must be noticed and available to the public for attendance.

ARTICLE VII. GENERAL PROVISIONS

Section 1. Meeting procedures shall be confined to items on the agenda, and related discussion as provided by the Brown Act, at the discretion of the Chair.

Section 2. Minutes of meetings shall be sent to each of the jurisdictions represented in Kern COG and agency partners.

Section 3. No member or officer of Kern COG RPAC shall issue any public statement which purports to be an official attitude or position of the organization or Kern Council of Governments.

Section 4. Any amendments of these by-laws must be approved by the Kern Council of Governments Board of Directors.

Section 5. Conflict Resolution: In the event of conflicting recommendations with other committees the chair may name two representatives to an ad hoc subcommittee with an equal number of representatives from the other committee to develop a recommendation for resolving the conflict. The ad hoc subcommittee recommendation will be provided to the TPPC and/or Kern COG Board of Directors along with each of the regular committees' original recommendations and any dissenting views.



V.
RPAC

February 5th, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
PUBLIC WORKSHOP/PUBLIC COMMENT – 2020-2050 GROWTH
FORECAST DRAFT REPORT

DESCRIPTION:

The 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast is scheduled to be hosted at the Kern COG board meeting in February 2020.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. 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. This forecast revision will serve as the growth assumption for the 2022 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year. If the growth forecast is more than 1.5% outside of DOF projections, Kern COG will need to provide a detailed explanation why the forecasts differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

The Kern COG adopted Public Policy and Procedure manual requires an advertised notice of public meetings/workshops regarding the regional growth forecast and 30-day public comment period. Additional, extensive opportunities for public comment on the forecast will be provided as part of the 2022 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet together and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Draft Regional Growth Forecast Report – The Draft Report is available for public review on Kern COG’s website: <https://www.kerncog.org/estimates-and-projections/>. The primary forecasts of the regional growth forecast are for the number of households, population, housing units, and employment. The report also provides forecast data demographic characteristics including: age distribution, housing units by type, average household size, household income, race and ethnicity.

The draft report shows Kern’s total population reaching 1 million by 2028 and by 2050 the population is expected to reach 1.2 million. The number of households are expected to increase to just over 362,000 by 2050 from 270,000 in 2019. Total employment is forecasted to grow from 338,000 in 2019 to 402,000 in 2050.

The report compares the forecasts with other forecasts, projections and trends. The total population forecast stays within 1.5% of the latest DOF projections. The graph below depicts how the forecast for total population compares to other forecasts and projections.

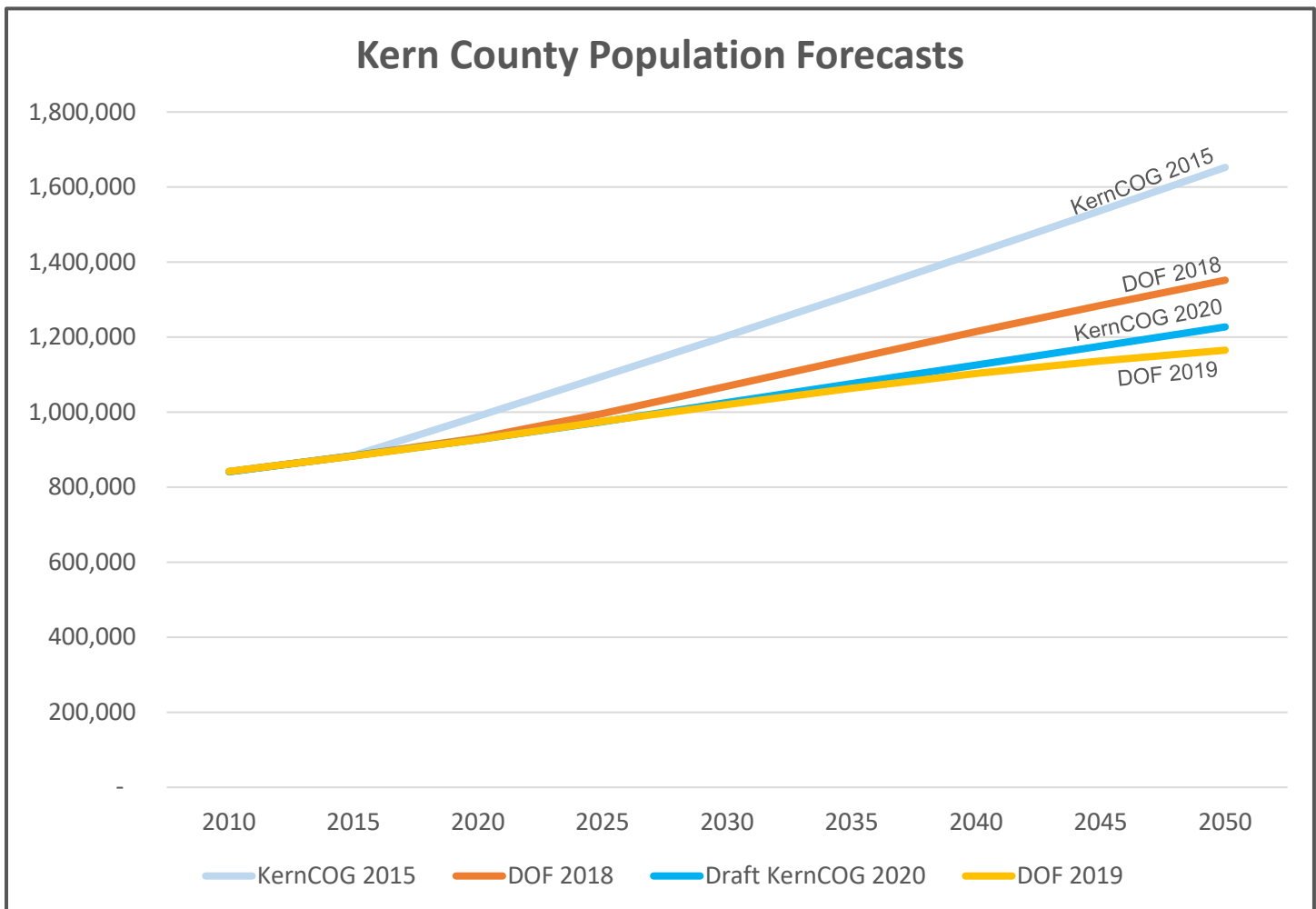


Figure 1. Above image compares latest projections with previous projections from California Department of Finance (DOF) and Kern COG.

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- ~~August 12th, 2019 – Project Kickoff Meeting & review initial data inputs and status update~~
- ~~September 4th, 2019 – Draft white paper on Oil and Ag employment review by RPAC~~
- February 2020 - Draft growth report sent to RPAC members for review and comments
- February 2020 - 30-day public comment period notification (display adds/flyers/draft report to be available at www.kerncog.org)
- February 2020 - Public Workshop on Growth Forecast
- February 2020 - Kern COG Board reviews draft forecast for information and comments
- March 2020 - Close of 30-day public review period
- March 2020 - RPAC and TTAC review report and public comments and make recommendation to Kern COG board.
- March 2020 - Kern COG Board considers adoption of the regional growth forecast.

ACTION: Information.



VI. RPAC

February 5, 2020

TO: Kern Council of Governments

FROM: Ahron Hakimi,
Executive Director

BY: Michael Heimer,
Regional Planner

Ben Raymond,
Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
Kern Counts Census 2020.

DESCRIPTION:

The Decennial Census will be conducted on April 1, 2020 and to receive the maximum levels of federal funding, all persons need to be counted. Kern Counts makes resources available to help.

DISCUSSION:

Every 10 years, as required by the U.S. Constitution, the federal government conducts a census of the population to reapportion the seats held by each state in the House of Representatives. The next federal census will begin on April 1, 2020.

In addition to determining federal representation, the census is used to distribute federal funding to states and local governments. In California, more than 70 federal programs that benefit our residents use census data and population counts as part of their funding formulas, including the Community Development Block Grant Program, as well as funding for roads. The census data is also used to redraw federal and state legislative district boundaries.

For these reasons, a complete and accurate census count is essential to the well-being of our state and all Californians. Kern Counts <https://kerncounts.org/> is the local resource for information to make sure that all Kern County residents are counted so that no funding is lost.

ACTION:

Information.



VII. RPAC

February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Linda Urata
Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VII.
Kern Advanced Transportation Technology Program - Status Report

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

DISCUSSION:

MioCar: Kern COG staff members attended a quarterly meeting via conference call on Jan. 22, 2020.

CALeVIP: The California Energy Commission launched the CALeVIP program in the San Joaquin Valley on December 11, 2019. Funding identified for the counties of Kern, Fresno, and San Joaquin have been combined into one \$14 million fund for zero emission vehicle charging infrastructure, with \$5.25 million available in Kern County funds split evenly between DC Fast Chargers and Level 2 Chargers. As of this staff report, \$181,000 remains available in Kern County for Level 2 charging stations. www.calevip.org

This funding may be combined with Valley Air District ChargeUP! Funding. www.valleyair.org.

The CALeVIP system experienced technical difficulties on the day of the launch. While these are being resolved, applications are still being processed and funds have not been reserved to specific projects. To provide a snapshot of the applications submitted to CALeVIP, Kern COG received this update from Robb Lichtman with ChargePoint who partnered with TurnKey Solutions on this effort, which built on the Kern COG Kern EV Charging Station Blueprint published in June 2019.

"The numbers listed below are conservative and represent quantities that we expect to successfully deploy (actual application quantities are higher), pending funding awards.

Total Number of Level 2 Ports = 200+
Total Number of DC Fast Ports = 9
Total Number of Sites installing stations = 50+
Average Number of Ports per Site = 4

We have applications for sites in the following cities and communities: Arvin, Bakersfield, Buttonwillow, Delano, Lost Hills, McFarland, North Edwards, Ridgecrest, Shafter, Taft and Wasco.

Also, while we cast a wide net, reaching out to lots of prospects throughout Kern county, we know we did not reach everyone. Our pipeline accounts for approximately 33% of the Level 2 CALeVIP applications.

We are proud of our efforts thus far, but we know there is a lot of work needed to bring these projects to completion.”

Eastern Kern Air Pollution Control District DMV Grant Program Request for Proposals: The District is now accepting applications for their 2020 DMV Grant Program, which provides up to \$50,000 for eligible projects. Applications are due February 28, 2020. Visit www.kernair.org for application guidelines and forms.

California VW Mitigation Trust: The California Air Resources Board and the San Joaquin Valley Air Pollution Control District have launched the following Volkswagen Appendix D Mitigation funded program.

- Zero-Emission Transit, School and Shuttle Buses will spend \$130 million over two cycles, with \$65 million available starting in December 2019. 50% of the funding must be spent in Disadvantaged Communities. The school bus portion of the funding is oversubscribed. Transit and shuttle bus funding remains. www.vwbusmoney.valleyair.org

San Joaquin Valley Electric Vehicle Partnership: Forty-two people attended the site tour at Wasco Union Elementary School District to hear about and to see the solar covered parking and charging stations on January 14, 2020.

SAVE THE DATE! Kern Council of Governments will host the 2020 TRANSIT*ions* Transit Symposium on February 27, 2020 at Hodel's Country Dining in Bakersfield.

ACTION: INFORMATION



VIII. RPAC

February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VIII.
Update: SB 375 Greenhouse Gas Emission Reduction from Passenger Vehicles
and Adoption Timeline for the 2022 RTP

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

DISCUSSION:

This periodic update report chronicles, development and implementation of the SB 375 process in Kern with recent activity listed first. The report also includes a timeline with upcoming events.

January 22, 2020 – A 2022 RTP/Sustainable Community Strategy (SCS) Stakeholder Roundtable was held at Kern COG to garner input on the 2022 RTP/SCS public outreach process. Twenty-two (22) participants attended the meeting from various interest areas in the community including the Tejon Indian Tribe, Lamont/Weedpatch Family Resource Center, Caltrans, Kern County Black Chamber of Commerce, League of Women Voters, Valley Fever Awareness & Resources, Golden Empire Transit, Project Clean Air, Tejon Ranch, Leadership Council for Justice and Accountability, Troy Hightower International, Senator Melissa Hertado's Office, California Alliance for Retired Americans, Congressman TJ Cox's Office, and the cities of Bakersfield, Taft, Shafter, Tehachapi and California City. A copy of the staff presentations are included as attachment 1 to this staff report. Participants provided input about how Kern COG can improve the outreach

process. Recommendations included: 1) Continue the Kern County Fair Booth; 2) Mini Grant Outreach – consider providing tools to stakeholders to go into communities to gather input rather than having a formal meeting; 3) Use Interactive Social Media; 4) Use Parent Centers connected to the Bakersfield City School District; 5) Use Advisory Councils associated with schools; 6) Provide information to the Kern County Network for Children; 7) Consider going to McDonalds Play Areas – free Wi-Fi for adults and play space for children; 8) Community events such as Taft Oildorado, California City Tortoise Days and other community festivals.

January 21, 2020 2019 - ARB emailed that the Kern 2018 SCS Technical Evaluation should be complete by ARB in mid-February 2019.

January 14, 2020 – San Joaquin Valley Inter-Agency Consultation (IAC) group, quarterly conference call, California Air Resources Board (ARB) announced that the Kern COG 2018 SCS Technical Evaluation should be completed any day now. Of the eight SCS under review, Fresno COG was completed in September, and 4 more are just beginning their review this month.

November 5, 2019 - ARB emailed that the 2018 SCS Technical Evaluation should be complete by ARB in mid-December 2019.

October 14- November 3, 2019 – 12 public workshops/events were held in 8 outlying communities with transit operators (Arvin, Lost Hills, McFarland, Shafter, Wasco, Taft, Tehachapi, and Ridgecrest) on the Long-Range Rural Transit Plan where participants were invited to also provide input on 2022 RTP/SCS principles using an online survey tool open till Nov. 8. The Plan will be used in development of the RTP/SCS to identify new rural transit projects such as Miocar – rural car sharing, EV intercity/dial-a-ride service, “Uber/Lyft” style micro transit and a new volunteer driver program.

October 10, 2019 – At a joint meeting of the ARB and the California Transportation Commission (CTC) in Modesto, Kern COG and Valley MPOs presented an update on the SCS Implementation in the Valley. View webcast recording online at: <https://catc.ca.gov/meetings-events/joint-carb-meetings> . Time stamp: 2:34-3:30 – Kern COG and Valley MPOs presentation (related Q&A in afternoon session as well).

October 1, 2019 – Fresno COG received their SCS Technical Evaluation from ARB which “accepted” Fresno COG’s determination that their SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Technical Evaluation is posted online at <https://ww2.arb.ca.gov/fresno-council-governments-fcog> . Kern COG’s SCS Technical Evaluation will be posted on line at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> when ARB has completed it. At the time of the writing of this staff report the 2018 Technical Evaluation for Kern was still under review by ARB management.

September 18-27, 2019 – Outreach booth at the Kern County Fair promoted an interactive online survey on the transportation planning principles for the 2022 RTP/SCS and has received over 200 respondents. The online survey was open from Sept. 18 – Nov. 8.

September 5, 2019 – Met with ARB staff in Modesto to discuss new SB 375 Sustainable SCS guidelines requirement for a plan over plan analysis for the 3 largest Valley MPOs along with the 4 largest state MPOs. Since that meeting ARB revised the guidelines to require the plan over

plan analysis for all Valley MPOs regardless of size even though some Valley MPOs are smaller than small MPOs outside the Valley that are not required to do this analysis. Note that these guidelines are administrative and will not be adopted by the ARB. Final Draft Evaluation Guidelines are now available online at - <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources> .

August 21, 2019 – ARB Technical Evaluation of Kern's 2018 SB 375 SCS is currently being reviewed by ARB management. As soon as they have an update on timeline they will let us know. Fresno COG is at about the same place and staff has indicated that they both appear to be passing. Note: SCS technical reviews are administrative and not adopted by ARB. Kern COG's evaluation will be posted online at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> .

August 19, 2019 – Indication is that ARB will still require the plan over plan analysis for the 3 largest MPOs in the Valley, San Joaquin, Fresno and Kern.

June 3, 2019 – Kern COG staff met with Mary Nichols in Modesto to discuss issues with several new requirements under the guidelines including: 85% elasticity threshold and a new requirement for plan-over-plan analysis.

May 1, 2019 – Kern Transportation Foundation hosted an industry outreach event in Bakersfield on goods movement, garnering input on freight projects in Kern to help inform development of the 2022 RTP/SCS. The event was attended by 90 business/industry stakeholders.

February 25, 2019 – Kern COG staff's third conference call with California Air Resources Board (ARB) staff on Kern COG's December 11, 2018 submittal of the 2018 RTP technical evaluation data requested by ARB for making their determination whether the SCS, if implemented, would meet the ARB GHG reduction targets set back in 2011. ARB is still reviewing the data and asking questions after two months and three conferences calls. The previous two calls were on January 14 & 29, 2019. The seven other Valley COGs are seeing similar levels of examination from ARB staff. ARB has two months to make their determination after they deem the submittal complete.

February 14, 2019 – San Diego Association of Governments announces they can NOT meet their new SCS GHG targets and ask for two more years to develop their 3rd cycle SCS. <https://www.voiceofsandiego.org/topics/government/san-diego-cant-hit-state-climate-goals-without-major-transportation-changes/> .

February 7, 2019 – ARB Deputy Exec. Ofc. Steven Cliff, met w/ the eight San Joaquin Valley COG directors on concerns about the Draft ARB SB 375 SCS Evaluation Guidelines <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>.

January 31, 2019 – Valley COG directors met with ARB member Alexander Sherriffs on the non-responsiveness of ARB staff about Valley comments on the SB 375 SCS Evaluation Guidelines.

January 3, 2019 – The Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC) were presented this update on SB 375 implementation in Kern along with a copy of the SB 375 data submittal to ARB.

December 11, 2018 - Kern COG staff submitted the technical evaluation data requested for making a determination whether the SCS, if implemented, would meet the ARB targets set back 2011. The data request took nearly 4 months to fulfil.

December 4, 2018 - Kern COG Executive Director Ahron Hakimi provided verbal comments on the SB 150 report to a joint meeting of ARB and the California Transportation Commission (CTC) <http://www.catc.ca.gov/meetings/> (video not posted yet at the time this staff report was written). The report shows that although SCS targets are being met, overall emissions per capita from gasoline sales are on the rise. For more info on SB 150 report go to: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

On December 3, 2018, Kern COG received federal approval of the 2018 RTP air quality conformity analysis concurring that planned RTP expenditures will NOT delay air district attainment plans.

October 9, 2018 - Kern COG submitted comments on the Draft SCS Evaluation Guidelines.

August 20, 2018 - Kern COG staff had a conference call with ARB staff on the process for ARB's SCS evaluation and began preparing the requested data.

August 15, 2018 - the Kern COG Board adopted the 2018 RTP/SCS and associated documents.

Table 1 – 2011 & 2018 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
Targets for 2014 & 18 RTP/SCS (set in 2011 by ARB)*	-5%	-10%
2018 RTP/SCS demonstration (August 15, 2018)*	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)	n.a.	-15%

**Note: as required by ARB, the target demonstration methodology changed significantly between 2014 and 2018 even though the targets remained the same as allowed under SB 375. This makes comparison of the 2014 target demonstration results (not reported here) incompatible with these 2018 results. For a full explanation of this issue see the discussion on pages B79-84 of ARB's 2022 SB 375 Target setting staff report Appendix B. https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf*

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB 2022 target setting staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf . Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter.

April 20, 2017 - the Kern COG Transportation Planning Policy Committee (TPPC) recommendation to ARB was unchanged from the December 2016 submittal at -9% and -13% reduction in per capita GHG consistent with the RPAC recommendation.

Preliminary Adoption Timeline 2022 RTP/SCS

- August 15, 2018 – Adopted 2018 RTP/SCS
- October 1, 2018 - Effective Date for 3rd Cycle SCS Target (-15%/capita reduction by 2035)
- Spring 2019 to Spring 2022 – Annual Community Phone Surveys - Ongoing
- Spring 2019 – Adopt Public Involvement Procedure for 2022 RTP/SCS - Complete
- Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
- Fall 2019 – Adopt Regional Growth Forecast Update
- October 14 – November 3 – Rural Long Range Transit Plan & RTP/SCS Workshops
- Fall 2019 to Fall 2021 – Fairs/Festivals/Farmer's Market Outreach
- January 22, 2020 – 1st stakeholder roundtable sessions to vet outreach and performance measures process.
- March 2020 (tent.) – 2nd stakeholder roundtable session to review adjustments to outreach and performance measure process
- Summer 2020 – Begin Regional Housing Needs Assessment (RHNA) update process
- Fall 2020 to Spring 2021 – Mini-Grant Stakeholder Hosted Workshops
- Spring 2021 – U.S. Census population voting district file available
- Winter 2021/22 – Release of RTP/SCS environmental document
- Spring 2022 – Publicly agendized meetings with all 11 City Councils and the County Board of Supervisors
- Summer 2022 Adopt RTP/SCS, RHNA, environmental document and associated documents

ACTION: Information.

Attachment – Staff Presentation from January 22, 2020 RTP/SCS Roundtable Stakeholder Meeting

2022 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) Roundtable Stakeholders Meeting #1



Presentation Overview

- Welcome/Introductions
- Background: RTP/SCS Requirements - Ball
- 2022 RTP/SCS Outreach Process - Napier
- Comments Questions
- Adjourn



What is the Regional Transportation Plan (RTP)?

- Long-Term Plan of Transportation Projects
- Key Chapters / Appendices include:
 - Planning Goals / Policies - Actions
 - Growth Forecast Assumptions
 - Sustainable Community Strategy
 - Action Element / Project List
 - Financial Element / Fiscally Constrained
 - Public Outreach Summary
 - Integrated EJ Performance Measure Analysis

<https://www.kerncog.org/category/docs/rtp/>



RTP/SCS/RHNA/Performance Meas. Timeline



Overview: RTP/SCS Requirements – The 3 Cs

Federal Transportation Planning Requirements U.S. Code Title 23 §135(a)(3):

Process Shall Be **Continuous, Comprehensive, Collaborative**

- Growth Forecast Requirements
- Regional Housing Needs Assessment
- Environmental Justice/Title VI Outreach, Analysis, Integrated Performance Measures
- SCS Success Stories
- How the Data Gathered During Outreach Will be Used



Growth Forecast Requirements The 4th “C” = Consistent

- Growth forecast must be within 1.5% of State DOF Projection for 2031 starting in Fall 2021 State Government Code Sec. 65584.01(a)
- Must be consistent between RTP, SCS, Environmental Document, Regional Housing Needs Assessment (RHNA), Environmental Justice Analysis, Congestion Management Process (CMP)... 2017 RTP Guidelines, p. 26
- Kern COG is scheduled to adopt an update to the regional growth forecast in March 2020, revise 2021 Kern COG Policy Manual



Regional Housing Needs Assessment (RHNA)

The Purpose of RHNA

- State requirement: Address the housing needs at the local and regional level
- A measurement of future housing needs for all income levels
- NOT a building quota
- Local government must revise its Housing Element to show how it plans to accommodate its allocation

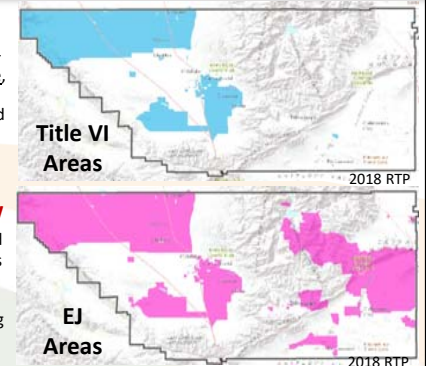
REGIONAL HOUSING NEED ALLOCATION	
	Income Category
Very Low (0-50% of AMI)	
Low (51-80% of AMI)	
Moderate (81-120% of AMI)	
Above Moderate (over 120% of AMI)	
TOTAL UNITS	



Integrated Performance Measure Analysis

Uses U.S. EPA EJ Screen Tool <https://www.epa.gov/ejscreen>

- **Title VI – Predominantly Minority Areas** – Title VI, 42 U.S.C. § 2000d et seq. 1964 Civil Rights Act. No person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.
- **Environmental Justice (EJ) – Predominantly Minority and/or Low Income Areas** – Executive Order 12898 issued by President Clinton in 1994. Its purpose is to focus attention on the environmental and human health effects of federal actions on minority and low-income populations ONLY with the goal of achieving environmental protection for all communities.



RTP Measures Correspond to RTP Goals

8 out of 10 Measures have a State Required Health Equity Component



1. **Mobility/Health Equity** (transit) – Improve the mobility of people and freight;
2. **Accessibility/Economic Being/Health Equity** (transit) – Improve accessibility to, and the economic well being of, major employment and other regional activity centers;
3. **Efficiency/Cost Effectiveness/Health Equity** (transit) – Maximize the efficiency and cost effectiveness of the existing and future transportation system;
4. **Livability/Customer Satisfaction** – Promote livable communities and satisfaction of consumers with the transportation system;
5. **Environment/Health Equity** – Improve Local and Regional Air Quality
6. **Sustainability/Preservation** – Provide for preservation and expansion of the system while minimizing effects on the environment;
7. **Equity/Health Equity** (transit) – Ensure an equitable distribution of the benefits among various demographic and user groups.
8. **Land Consumption/Health Equity** – Promote walking and biking through more compact development options
9. **Health Equity** – Promote Health Care Cost Savings
10. **Reliability/Safety/Health Equity** – Improve the reliability and safety of the transportation system;

RWI Foundation – County Health Ranking Methodology



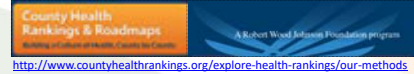
San Joaquin Valley Counties Health Ranking Consistently at or Near State's Worst Since 2010

Transportation Related Factors affect less than 30% of the region's health ranking:

- 4% - Exercise (walking, biking)
- 8% - Employment (economic growth)
- 8% - Income (economic growth)
- 2.5% - Air (vehicle emissions)
- 5% - Housing & Transit (job access, walking)

More than half of the Transportation Related Factors are **economic growth** related.

Source:



2018 Integrated Performance Measure Results Summary

- 93% of the Measures Met the Targets
- 2 of the Measures Partially Met Targets
- **Partial** Target Attainment Indicates Area to Watch in Future RTP Cycles
- **Performance Measures Indicate the RTP is Generally Headed in the Right Direction!**



Table No. (Goal)	RTP Goal/Performance Measure (PAC) Category	Smart Mobility Framework Measure (PAC) Category	Performance Measure Description	Performance Measure Target/Goal	Target Met? (Check/Partial)
0-4	Mobility/Health Equity (transit)	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-5	Accessibility/Economic Being/Health Equity (transit)	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-6	Efficiency/Cost Effectiveness/Health Equity (transit)	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-7	Livability/Customer Satisfaction	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-8	Environment/Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-9	Sustainability/Preservation	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-10	Equity/Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-11	Land Consumption/Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-12	Reliability/Safety/Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-13	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-14	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-15	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-16	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-17	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-18	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-19	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes
0-20	Health Equity	Urban, rural, countywide (P)	Average Travel Time - Peak Highway Trips	Improvement over No Project Scenario	Yes

Integrated Performance Measure Results (1 of 17 Result Tables)

MOBILITY (Average Travel Time) – All Targets Met!

- Travel times get worse in 2042 but No Build is Worse than Build.
- EJ (Table D-4b) Rural Areas fare better than All EJ Rural Areas
- Title VI (Table D-4c) Rural Areas fare better than All EJ Rural Areas

Table D-4a: Average Travel Time – Peak Highway Trips (in minutes)

Place Type	2015	2042 Build	2042 No Build
Urban/Metro	13.56	14.53	14.93
Rural Areas	24.15	24.84	24.77
Countywide	16.42	17.7	18.05

Table D-4b: EJ TAZs Average Travel Time – Peak Highway Trips (in minutes)

Place Type	2015	2042 Build	2042 No Build
Urban/Metro	13.71	14.49	14.15
Rural Areas	22.88	21.42	21.61
Countywide	16.24	16.95	15.94

Table D-4c: Title VI TAZs Average Travel Time – Peak Highway Trips (in minutes)

Place Type	2015	2042 Build	2042 No Build
Urban/Metro	13.91	14.63	14.74
Rural Areas	23.62	22.06	22.09
Countywide	16.22	16.68	16.75

TAZ = Transportation Analysis Zone

Federal Safety, and New Road Condition, Travel Time Performance Measures (PM)

Required for 2018 RTP

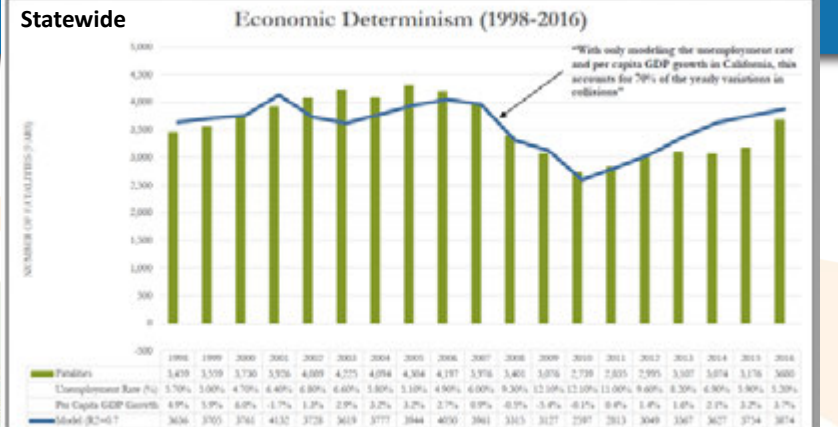
- PM1 (Safety) Approved by RPAC/COG Board in February 2018 and included in the 2018 RTP

New for 2022 RTP

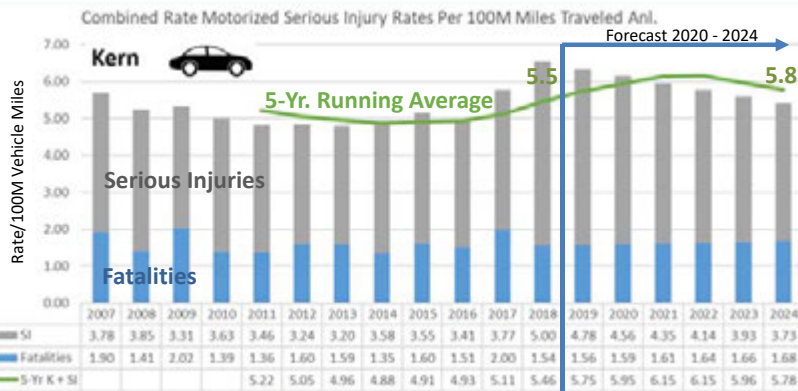
- PM2 (Bridge-Pavement Condition)
- PM3 (Travel Time Reliability)



PM1 - Federal Safety Performance Measure – Uses Historic Trends

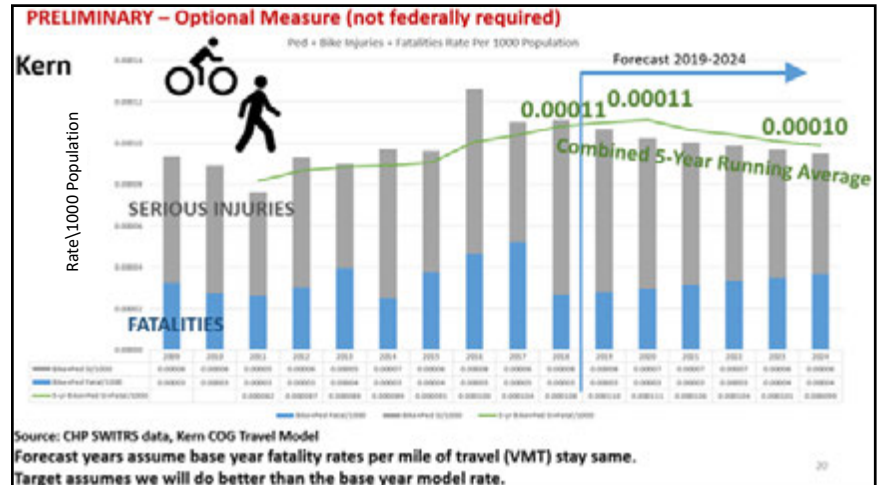


Federal Vehicle Safety Performance Measures



Forecast years assume base year fatality rates per mile of travel (VMT) stay same.
Target assumes we will do better than the base year model rate.

Source: CHP SWITRS data, Kern COG Travel Model



Source: CHP SWITRS data, Kern COG Travel Model

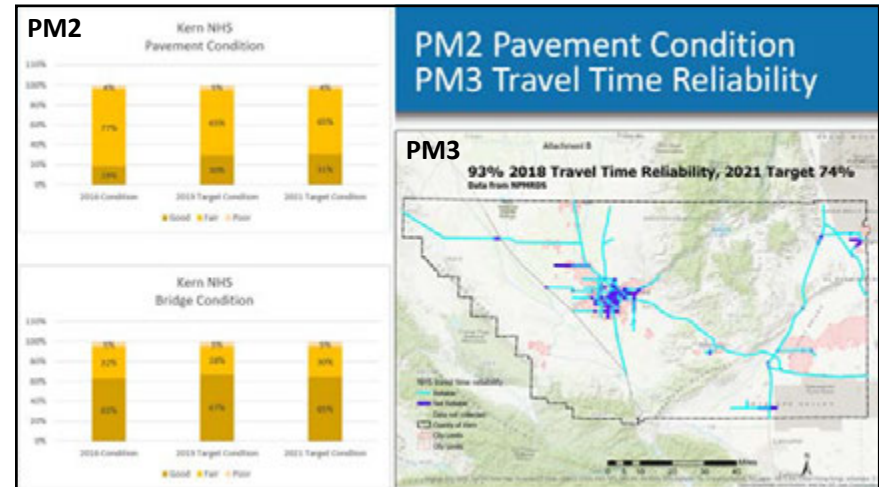
Forecast years assume base year fatality rates per mile of travel (VMT) stay same.
Target assumes we will do better than the base year model rate.

PRELIMINARY 2020 FEDERAL TARGETS UPDATE – Statewide & Kern

Statewide	Five Performance Targets	New for 2020 (5-yr)	Old for 2019 (5-yr)
	Number of Fatalities =	<u>3518</u>	3445.4
	Rate of Fatalities per 100 Million VMT =	<u>1.023</u>	0.995
	Number of Serious Injuries =	<u>13740.4</u>	12,688.1
	Rate of Serious Injuries per 100 Million VMT =	<u>3.994</u>	3.661
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>4147.4</u>	3949.8

Kern	Five Performance Targets	for 2020 (5-yr)	for 2019 (5-yr)
	Number of Fatalities =	<u>154</u> (4.4% of the State*)	165
	Rate of Fatalities per 100 Million VMT =	<u>1.64</u>	<u>1.85</u>
	Number of Serious Injuries =	<u>405</u> (2.9% of the State*)	336
	Rate of Serious Injuries per 100 Million VMT =	<u>4.31</u>	<u>3.77</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>103</u> (2.5% of the State**) ²³	<u>99</u>

*Kern accounts for 2.7% of the state VMT in 2017. **Kern accounts for 2.3% of the state population in July 2017.



Balancing Environmental Justice Analysis with Meaningful Opportunities for Public Involvement



Federal Environmental Justice (EJ)

- Executive Order 12898 issued by President Clinton in 1994, in **2012, U.S. DOT Order 5610.2(a), clarified EJ procedures for federal transportation planning processes.**
- EJ principles are to be considered throughout planning and decision-making process
- EJ Procedures shall provide meaningful opportunities for public involvement during the planning and development of programs, policies, and activities, including potential effects, alternatives, and mitigation measures.**

Over 6,000 Participated in Meaningful Opportunities for Public Involvement with Appropriate Translation Services



Over 100 Public Outreach Opportunities Over 4-Yr. Process*

- 1 Website, 600 Played an Interactive Survey Game Tool
- 4 Annual Phone/Text Surveys – over-sampled in outlying areas
- 25 Public Regional Planning Advisory Committee meetings
- 24 City Council and Board of Supervisor Presentations
- 23 Festivals, Fairs, Farmer's Markets and Other Events
- 17 Stakeholder Hosted Mini-Grant Workshops
- 9 Active Transportation Workshop Walk Audits
- 5 Environment/Social Equity; Business/Ind. Roundtable Mtgs.
- 3 Publicly Advertised Hearings in Ridgecrest, Arvin, Bakersfield
- 1 Co-Presentation with the Tejon Tribe in Lamont



*Not including over 50 public RPAC/TTAC oversight meetings.

Kern is the **ONLY** Small/Medium MPO listed in 2017 State RTP Guidelines as an **"Exemplary Planning Practice"** For Educational Outreach.

<http://www.dot.ca.gov/hq/tp/offices/rp/rtp/docs/2017RTPGuidelinesforMPOs.pdf>

Sustainable Community Strategy Success Stories Benefit Disadvantaged Communities

- Performance measure analysis indicates that we will not negatively impact Title VI and EJ communities with this plan
- Public input is consistent and helps support the sustainable community strategies and projects in the plan
- Balanced analysis results are due to an aggressive, bottom-up public driven process.



Sustainable Communities Strategy (SCS) Success Stories

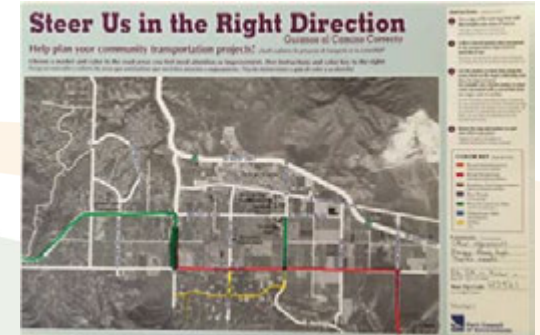
Benefiting Disadvantaged Communities in Kern

In order to help demonstrate the Kern region's extensive efforts to comply with state climate change goals, Kern COG has identified related member agency activities. All of the following success stories benefit the disadvantaged communities by improving air quality, however, the highlighted strategies benefit **specific disadvantaged communities**.

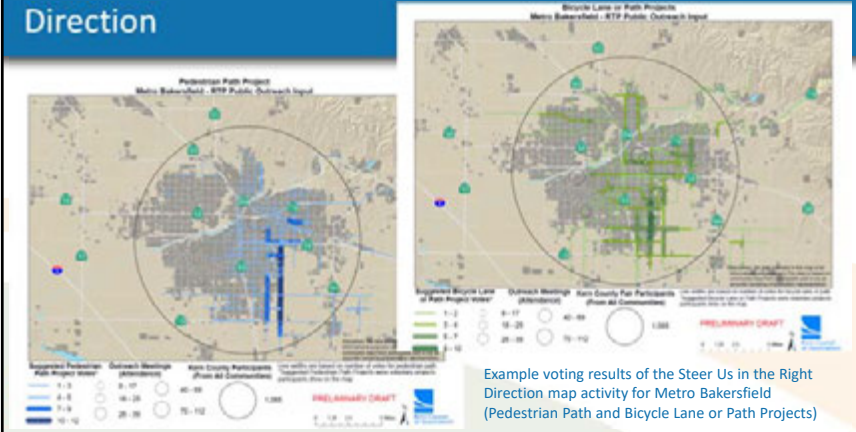
NEW STRATEGIES	ENHANCED STRATEGIES (continued)
1. Kern County Regional Air Quality Management Plan (AQMP) - 2015	25. Kern County Regional Air Quality Management Plan (AQMP) - 2015
2. Kern County Air Quality Management Plan (AQMP) - 2015	26. Kern County Air Quality Management Plan (AQMP) - 2015
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75. Kern County Air Quality Management Plan (AQMP) - 2015	99. Kern County Air Quality Management Plan (AQMP) - 2015
76. Kern County Air Quality Management Plan (AQMP) - 2015	100. Kern County Air Quality Management Plan (AQMP) - 2015

How the Data Gathered During Outreach Will be Used - Feedback Mapping Activity from 2018 Process

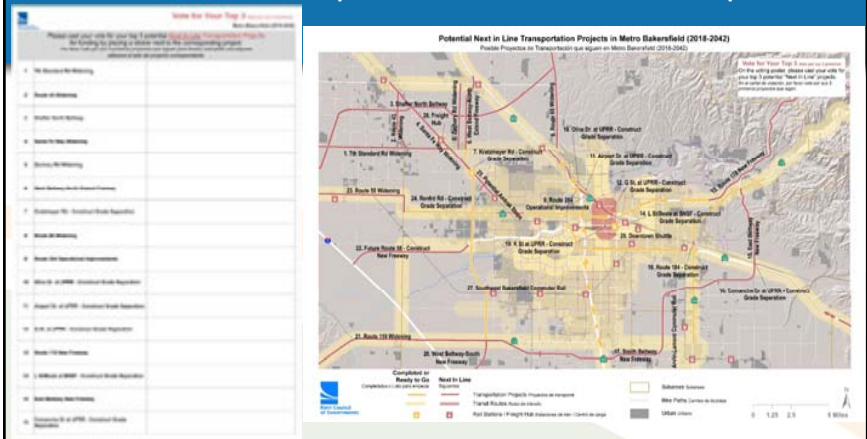
- Over 1,000 Maps Providing Input on Projects Collected
- Maps Summarized By Improvement Type and Sub Area of the County
- Provided Results to Local Jurisdictions



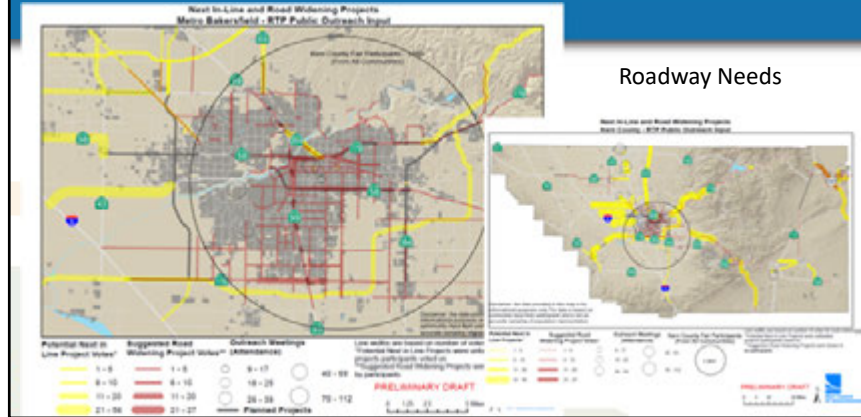
Fair and Festival Map Activities – Steer Us in the Right Direction



Fair and Festival Map Activities – Vote for Top 3



Fair and Festival Map Activities – Vote for Top 3



RTP Public Outreach Input Summary Map Metro Bakersfield

Pedestrian Needs



RTP Public Outreach Input Summary Map Metro Bakersfield

Transit Needs



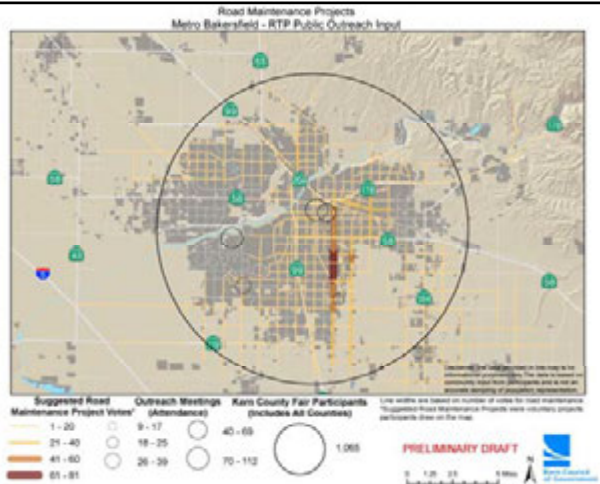
RTP Public Outreach Input Summary Map Metro Bakersfield

Bike Needs



RTP Public Outreach Input Summary Map Metro Bakersfield

Road Maintenance Needs



2022 Regional Transportation Plan (RTP) Roundtable Stakeholders Meeting #1



Overview - 2022 RTP/SCS Outreach

- Regional Planning Advisory Committee (RPAC) Oversight
- Annual 1,200 Person Statistically Valid Phone Survey – 2007-2019
- Online Survey Tool – MetroQuest
- Fairs & Festival Booth Activities – Map Mark-up Activity
- Potential Stakeholder Group Hosted Mini Grant Workshops – Clicker Voting Activity
- Other Kern COG Planning Workshops (Rural Transit Plan Update, KTF Logistics Event, ...)
- Publicly Advertised City Council Meetings/Board of Supervisor Meeting – Results From Outreach Summarized & Presented to the Elected Officials (2 Required by Law – Kern COG Does 12)



Regional Planning Advisory Committee (RPAC) Oversight

RPAC Make-up

- **12 Planning Directors** - or designee from each of the 11 Cities and the County
- **3 Ex-Officios** – GET, LAFCO, KEDC
- **3 Community-At-Large Members** – Appointed by the COG Board



Annual 1,200 Person Statistically Valid Phone Survey – 2007-2019

- Residents that Commute 10 Minutes or Less Increased From 21.4% in 2018 to 31.6% in 2019.
- Residents That Commute 11 to 20 Minutes Decreased in 2019 to 20.2% Compared to 24.3% in 2018.
- Comparatively, Residents That Commute 11 to 20 Miles Decreased in 2019 to 14.1% as Compared to 21.9% in 2018.
- 2019 Highest Preference for Housing Type was Single-family
- Survey Sample is All Of Kern County By Region: West Kern, East Kern, Mountains and The Valley

https://www.kerncog.org/wp-content/uploads/2019/06/community_survey_2019.pdf



New Online Survey Tool – MetroQuest

- Survey 1:**
September – November 2019
- Survey 2:**
Late January – March 2020
- Survey 3:**
To Be Determined



Survey No.1 Principles Ranking 1 = Most Important

1. Economic Vitality
2. Housing Choices
3. Conserve Land and Spaces
4. Conserve Water/Energy Use
5. Provide Adequate Services
6. Provide a Variety of Transportation Choices
7. Improve Community Assets and Infrastructure



Fair and Festival Map Activities



Stakeholder Group Hosted Mini Grant Workshops

Real-time Clicker Voting

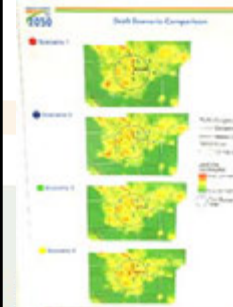


- Revisited the Principles Guiding the Plan – 2014 RTP Outreach
- Using Real-time Voting Technology Gathered Anonymous Opinions
- Information was Tabulated and Shared with Kern COG's Board Before They Considered Approval of the 2018 RTP

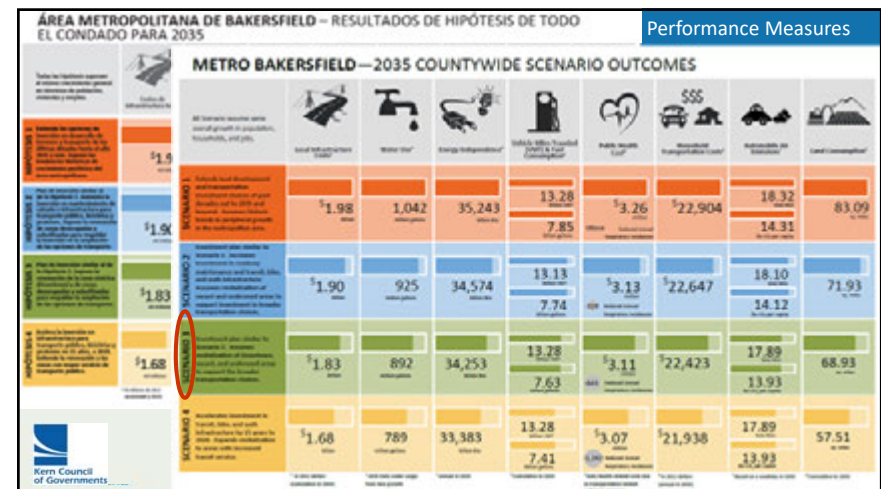
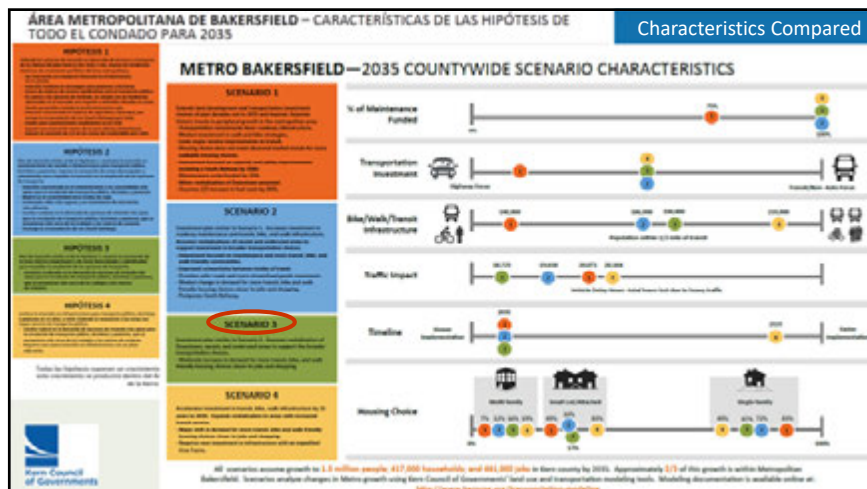


Dot Board Exercise at Events/Mini-Grant Workshops - Comparing Scenarios with Performance Measures

Dot Board Voting



- Process used 4 scenarios each progressively more ambitious in terms of density and strategy implementation.
- Scenarios were similar to 2014 RTP educational outreach process.
- **Scenario votes were weighted to develop the preferred alternative, allowing a range of results well beyond the 4 alternatives presented.**
- Preferred or "Plan" scenario had very similar results as the 2014 RTP, at about scenario 3.



Other Kern COG Planning Workshops

- Summer/Fall 2019 - Regional Rural Transit Plan
- February 2020 - Transitions: Transit Conference
- Spring 2020 – Kern Transportation Foundation (KTF) Freight Conf.
- Other events



Other Ideas / Comments / Questions / Contacts

For More Information: www.kerncog.org

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Administrative Director
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bnapier@kerncog.org

Rob Ball
Planning Director
661-635-2902
rball@kerncog.org

We work for you!





IX. RPAC

February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IX.
Sustainable Communities Strategy Success Stories Update

DESCRIPTION:

Staff compiled the Sustainable Communities Strategy (SCS) success stories that have been submitted by member agencies and other stakeholders related state SB 375 greenhouse gas reduction goals to be included in the next Regional Transportation Plan/SCS update.

DISCUSSION:

In order to help demonstrate our region's extensive efforts to comply with state greenhouse gas reduction goals, Kern COG identified over 50 activities. The SCS Success Stories were included as Appendix E in the most recent RTP/SCS and are also planned to be included in the next RTP/SCS with additional success stories. The document serves to help local agencies see what other communities are doing that may work for them as well. Attachment 1 is a template for capturing new success stories. Attachment 2 contains draft success stories from the 2018 RTP/SCS updated by Kern COG staff. The attachments will be emailed out to RPAC members directly.

Kern COG staff requests comments and/or additional success stories to be submitted by Friday, April 1, 2020 to Rob Ball (rball@kerncog.org).

ACTION:

Member agencies/stakeholders please submit edits, comments and/or new success stories by Wednesday, April 1, 2020.

Attachments: 1) Success Stories Template
2) Draft 2022 Success Stories

PROJECT TITLE: Title

PROJECT SPONSOR: Agency Name

PROJECT DESCRIPTION:

Text

COST BENEFIT RATIO: Text

TOTAL COST OF PROJECTS: Text

YEAR OF CONSTRUCTION: Text

STATUS: Text

PROJECT BENEFITS:

Text

Reference: Text

Image Title

Insert image

TEMPLATE

Sustainable Communities Strategy (SCS) Success Stories **Benefitting Disadvantaged Communities in Kern**

In order to help demonstrate the Kern region's extensive efforts to comply with state climate change goals, Kern COG has identified related member agency activities. All of the following success stories benefit the disadvantaged communities by improving emissions, however the highlighted strategies benefit Kern's disadvantaged communities directly.

NEW STRATEGIES

1. Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update
2. Kern COG 4,000+ Workplace Charging Spaces
3. Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods
4. Bakersfield Disadvantage Communities Bike Share & Downtown Bicycle Connectivity Project
5. Kern Highway Projects Advancing Complete Streets
6. Kern Regional Active Transportation Plan Including Disadvantaged Communities
7. SJV Rural Transit Shared Mobility Study for Disadvantaged Communities
8. SR 184 Lamont Bike and Pedestrian improvements
9. SR 184 and 155 Roundabouts in Disadvantage Communities of Delano and Weedpatch
10. Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements
11. Early Deployment Pricing Policies for Parking and FasTrak HOT Lanes
12. I-5 Freight ZERO Pilot Project

ENHANCED STRATEGIES

13. City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street
14. Commuter Rail Feasibility Study – Amtrak Improvements
15. Rideshare Program – Commute Kern
16. Expanding Park and Ride Lots
17. Dial-A-Ride and Local Transportation Services
18. Kern County Bicycle Master Plan & Complete Streets Recommendations/City of Tehachapi Bicycle Master Plan
19. City of Bakersfield Bicycle Facilities
20. Westside Station Multi-modal Transit Center
21. San Joaquin Valley Vanpool Program (CalVans)
22. Kern County Wind Farm Areas (Largest in U.S.)
23. City of Shafter Container Yard and Intermodal Rail Facility Expansion
24. Intersection Signalization/Synchronization
25. City of Bakersfield 4 New Downtown Infill Housing Projects
26. Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles
27. Golden Empire Transit – Purchase of 2 Electric Buses

ENHANCED STRATEGIES (continued)

28. Lost Hills Wonderful Park and Community Impvmts.
29. Grapevine Specific and Community Plan and Special Plan

EXISTING/CONTINUING STRATEGIES

30. New Taft Transit Center / Regional Transit Hub
31. Early Delivery of Wasco Disadvantage Community Active Transportation Projects
32. Kern COG Intelligent Transportation System Plan Update
33. City of Tehachapi General Plan (Form-Based Code, Transect Zone, Mobility Element, Town Form Element)
34. Infill Incentive Zone – Lower Transportation Impact Fee Core Area
35. City of Taft General Plan – Sustainability Principles
36. City of Ridgecrest General Plan and Multi-Modal Circulation Element
37. Metro Bakersfield General Plan Sewer Policy – Hook-up required for parcels less than 6 acres
38. City of Bakersfield Required Lot Area Zoning Strategies
39. San Joaquin Valley Air District's Indirect Source Review to Mitigate Off-Site Impacts of Development
40. Transit Priority Areas in the Kern COG SCS
41. Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types
42. GET Short-Term Service Plan (2012–2020)
43. GET X-92 Commuter Express bus service to Tejon Industrial Complex
44. Kern511 – Traveler Information System
45. San Joaquin Valley Blueprint Integration Project
46. Caltrans Vehicle Detection System – State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems
47. California Highway Patrol's Safety Corridors
48. Purchase of CNG/RNG Buses (80+ bus fleet)
49. The Electric Cab Company of Delano
50. Downtown Elementary School Expansion (Bakersfield)
51. Traffic Control Devices
52. Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3
53. Tejon Ranch Conservation and Land Use Agreement
54. Kern County Community Revitalization Program
55. Kern Transit – Route Connection with Antelope Valley Transit Authority
56. CSU Bakersfield – Public Transit Center

PROJECT TITLE: Bakersfield High Speed Rail Station Area Vision – Specific/General Plan Update

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

The City of Bakersfield in partnership with and funding from the California High Speed Rail Authority, have developed a High Speed Rail Station Area Plan for Downtown Bakersfield. The Plan serves as vision document that guides the future development of the HSR station area.

cultural centers; create an efficient, reliable, and effective multi-modal transportation system; connect existing activity and cultural centers; enhance sustainability, livability and a sense of place; and secure funding for identified implementation actions like a new property-based business improvement district.

PROJECT BENEFITS:

Based on an economic impact analysis, the vision documents: increase population and economic density in the urban core; support residential and commercial activity; develop under-utilized or vacant properties; connect existing activity and

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017

STATUS: In Progress

Reference: City of Bakersfield, 2016



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: 4,000+ Workplace Charging Spaces

PROJECT SPONSOR: Kern Council of Governments and member agencies

PROJECT DESCRIPTION:

In 2019 Kern COG completed an Electric Vehicle Charging Blueprint for the region with a grant from the California Energy Commission identifying the need for over 4,000 charging spaces. Implementation of this plan is part of the Advanced Tech Planning work element in the Kern COG annual work program which provides member agencies assistance through grant writing and technical help to develop electric charging infrastructure projects and other clean tech solutions in Kern communities. Together, Kern plans to establish a county-wide network of 2,456 Electric Vehicle Charging Stations (EVSE) (4,320 spaces) at workplaces and public charging locations to support Governor Brown's 2015 ZEV Action Plan goal of 1.5 million ZEVs on California roads by the year 2025. As of 2019 Kern had over 500 charging spaces.

PROJECT BENEFITS:

Kern COG's implementation of Active Transportation Demand Management programs will offer opportunities to reduce transportation-related air pollution emissions and greenhouse gas emissions by engaging the public and private sectors in actions that accelerate advanced clean transportation technologies enhancing efforts to influence travel demand, and travel flow of transportation facilities through our traditional Transportation Demand Management strategies.

COST BENEFIT RATIO:

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016-2025

STATUS: In progress

Electric charging station in Tehachapi



Photo: Tehachapi News

Electric charging station in Bakersfield



PROJECT TITLE: Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods

PROJECT SPONSOR: City of Bakersfield, County of Kern, Golden Empire Transit District (GET), Kern Council of Governments and VOICED

PROJECT DESCRIPTION:

Through a partnership of the City of Bakersfield, County of Kern, Golden Empire Transit District (GET), and Kern COG, and VOICED, a coalition formed to build alliances with organizations that provide services to individuals with disabilities and their families, Bakersfield residents with disabilities have increased bus stop accessibility. Contributed funds through the partnership improved 51 bus stop locations that were identified and prioritized in Bakersfield. Additional locations are currently planned.

PROJECT BENEFITS:

Improvements to ADA ramps and sidewalks have improved access to the bus stop locations for the riders while improvements to the curb, gutter and pavement adjacent to the bus stops have improved access for the drivers.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: \$1,000,000

YEAR OF CONSTRUCTION: 2016

STATUS: Complete

Press conference for bus stop accessibility



Installation of new bus stop



Photos: Golden Empire Transit

DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Bakersfield Disadvantage Communities & University Bike Share & Bicycle Connectivity Project

PROJECT SPONSOR: City of Bakersfield/CSU Bakersfield

PROJECT DESCRIPTION:

In 2017 CSUB completed a student bike share program and Kern COG awarded nearly one million dollars to the City of Bakersfield in regional share Active Transportation Program funds for a 2nd bike share program and bike path improvements to central Bakersfield. The program includes adding 19 miles of bike lanes; installing 80 bicycle parking and storage racks; and adding up to 25 stations with 180 dock ports for 100 smart bicycles. This pilot project may be expanded if proven successful.

PROJECT BENEFITS:

The City of Bakersfield's implementation of this project will offer opportunities to reduce transportation-related air pollution emissions and

greenhouse gas emissions by providing the public with more active transportation choices. The project benefits the largest concentration for disadvantage populations in the region, for a community with the second highest number of disadvantaged census tracts in the state. This project has tremendous potential to affect the health and access to jobs and services for these disadvantaged neighborhoods. The project is also expected to attract millennial job seekers.

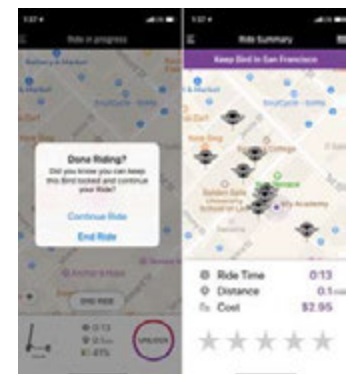
COST BENEFIT RATIO:

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016

STATUS: In progress

Bakersfield Bike Share Program – CSU Bakersfield



PROJECT TITLE: Kern Highway Projects Advancing Kern COG Complete Streets Recommendations

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

In 2012 Kern COG completed the Complete Streets Recommendations report. Highway projects in Kern are implementing these recommendations. The Thomas Roads Improvement Program has now completed the following complete streets facilities:

- More than 21 miles of new bike lanes
- More than 18 miles of new sidewalks
- More than 120 new ADA curb cuts
- Three new interchanges with ramp metering

PROJECT BENEFITS:

These projects incorporate bike and pedestrian friendly facilities as well as facilities that promote carpools, vanpools and transit use through ramp metering. Surface streets are at grade, improving ease of bike and pedestrian flow.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2009-2021

STATUS: In Progress

Calloway Bridge, Westside Parkway



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Regional Active Transportation Plan Including Disadvantaged Communities

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Kern COG began the development of an Active Transportation Plan for the Kern region in July 2016 and completion date in June 2017. The Plan will inventory existing active transportation infrastructure, identify deficiencies in the system and prioritize the installation of new facilities that will improve system safety, connectivity and user convenience.

Golden Empire Transit, and the County of Kern's Regional Transit the active transportation/public transit interface will be examined to improve transit opportunities to active transportation users.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017-2037

STATUS: In Progress

PROJECT BENEFITS:

With financial assistance from both the metropolitan Bakersfield public transit provider,

Examples of obstructed sidewalk and sidewalk gap in Downtown Bakersfield



PROJECT TITLE: SJV Rural Transit Shared Mobility Study for Disadvantaged Community Transit Needs in the Rural San Joaquin Valley – South Valley Pilot – Miocar

PROJECT SPONSOR: Kern Council of Governments, Self Help Enterprises, CalVans,

PROJECT DESCRIPTION:

The 8-San Joaquin Valley COGs are partnering with the Institute of Transportation Studies at UC Davis and Michael Sigala to explore opportunities for leveraging new technology driven shared access services to enhance, compliment, and/or replace traditional fixed-route transit serving rural communities using carsharing, ridesharing and bikesharing techniques. The second phase includes an electric car sharing pilot for \$4/hour.

PROJECT BENEFITS:

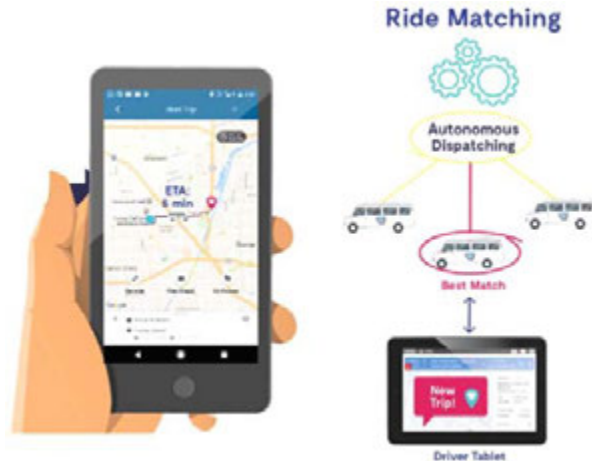
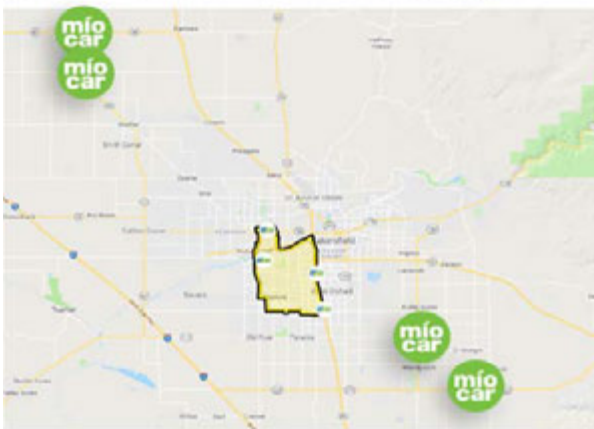
The partnership and project will expand low-carbon transportation options in rural areas and disadvantage communities.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: \$2,900,000

YEAR OF CONSTRUCTION:

STATUS: complete - seeking funds for phase 2



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: SR 184 Lamont Bike and Pedestrian improvements Disadvantaged Community Complete Streets Project

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:

Caltrans 18.5 mile project proposed to rehabilitate State Route 184 connecting the disadvantaged communities of Southeast Bakersfield, Lamont and Weedpatch. The project will widen the shoulders to standard widths, install a Class 2 bike lane, and upgrade existing nonstandard curb ramps. The project scope also includes Complete Street concepts.

The project will provide a safer route for pedestrians, and bike traffic along residential, commercial and institutional frontages and close a major bike and pedestrian facility gap in these disadvantaged community.

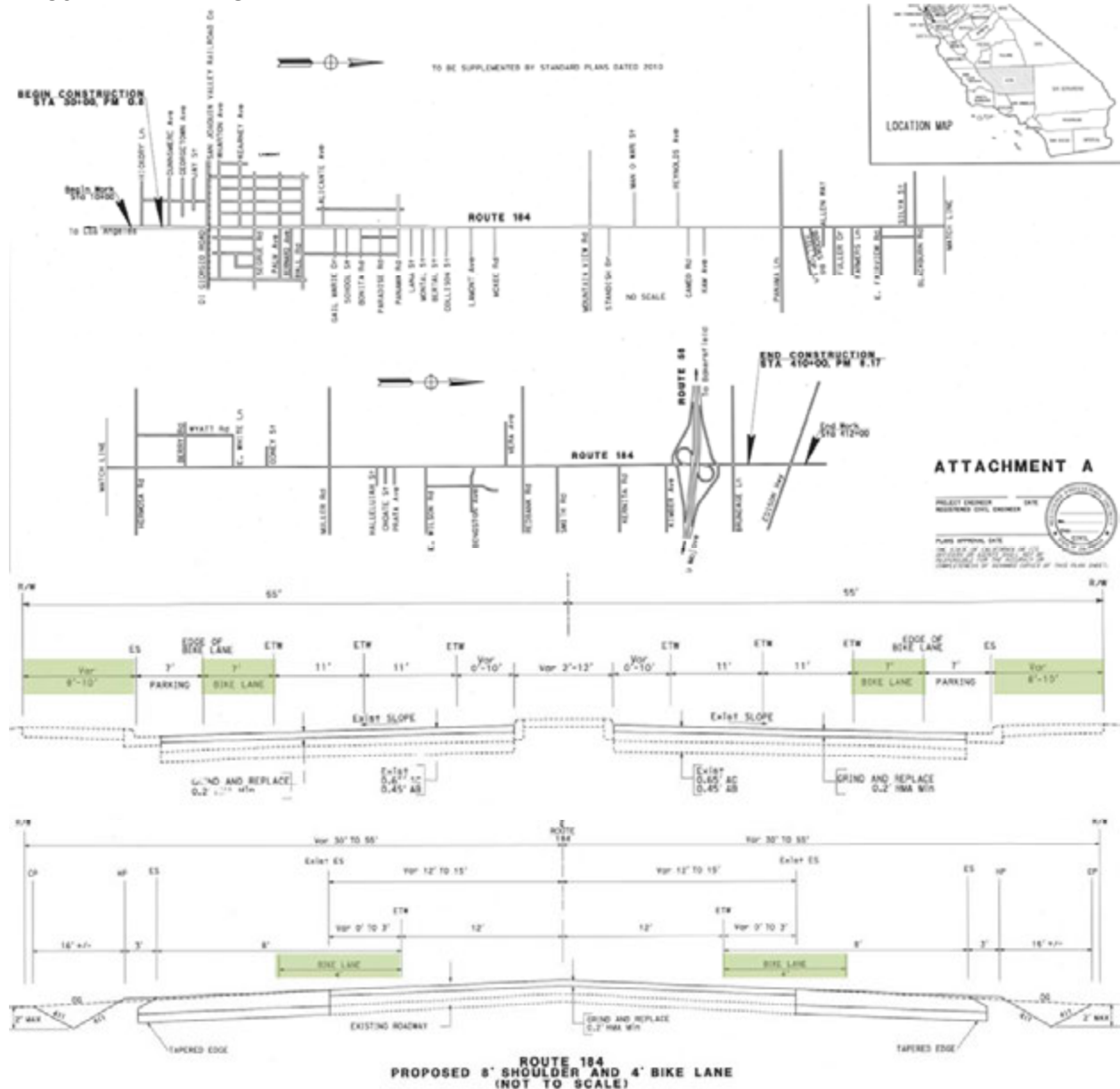
COST BENEFIT RATIO: Unknown

COST OF PROJECTS: \$318,500

YEAR OF CONSTRUCTION: 2023

STATUS: Proposed

PROJECT BENEFITS:



PROJECT TITLE: SR 43, 184 and 155 Rural Roundabouts in or near Disadvantage Communities of Delano and Weedpatch, & Buttonwillow.

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:

Caltrans project proposed a roundabout at the intersection of State Route (SR) 185 and Sunset Blvd, near the disadvantaged communities of Lamont and Weedpatch. This site benefits rural elementary school.

number and severity of collisions by accelerating the replacement of a 4-way stop. The roundabout will also have splitter islands, sidewalks, ramps and crosswalks for pedestrians.

COST BENEFIT RATIO: Unknown

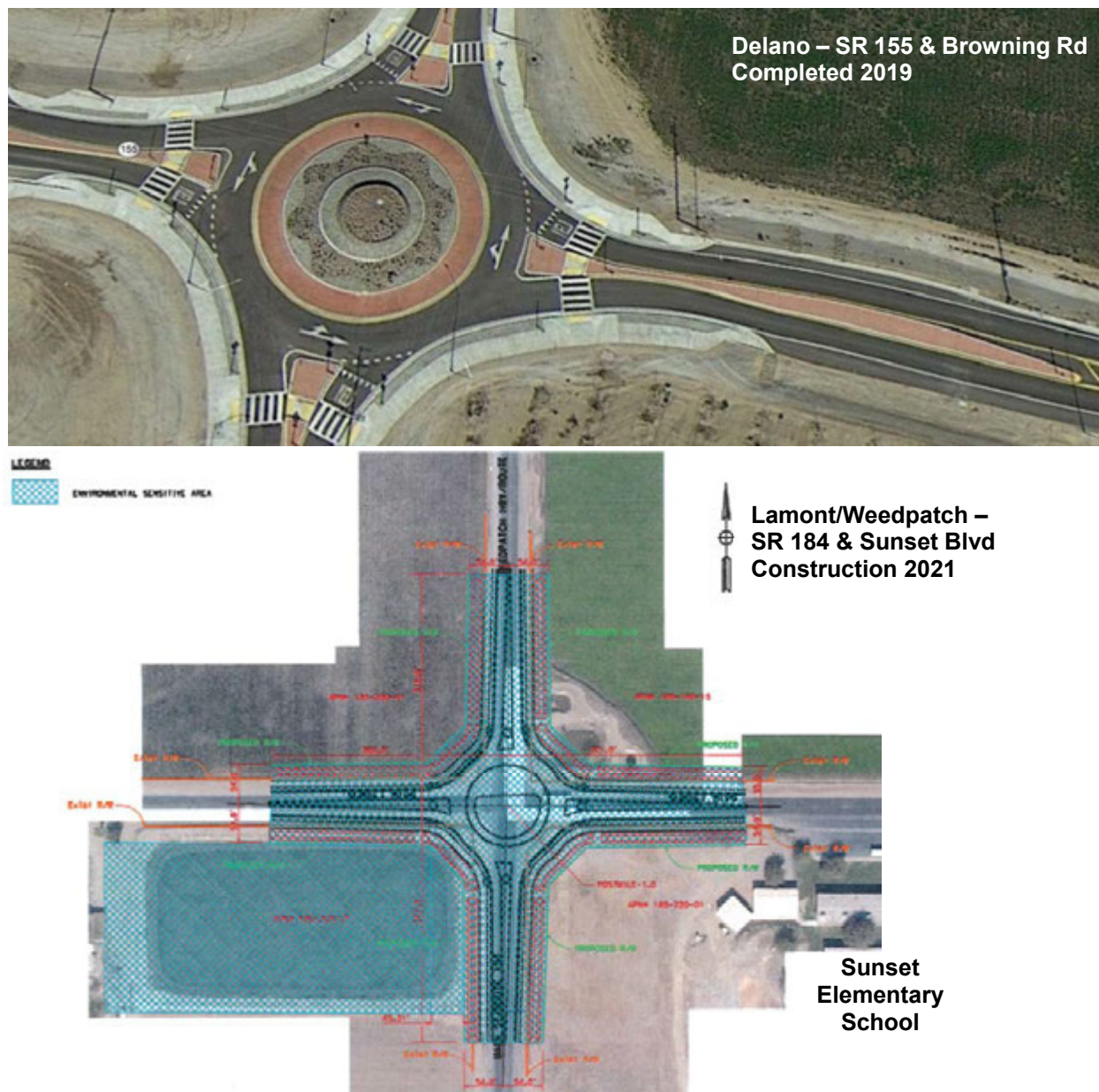
COST OF PROJECTS: \$3 million

YEAR OF CONSTRUCTION: 2021

STATUS: Proposed

PROJECT BENEFITS:

The roundabout in Lamont will improve safety and welfare of the traveling public and reduce the



***DRAFT* APPENDIX E – SUCCESS STORIES**

PROJECT TITLE: Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

In October 2016, the County of Kern kicked off the update to their General Plan. The General Plan update includes Land Use, Conservation, Open Space, Circulation, Housing, Water, Healthy Communities, Energy, Military Readiness, Safety and Noise Elements. The update process to the document that controls the resource land use areas of the county. The document will have to balance land uses and resources will providing a plan for disadvantaged unincorporated communities. The County already requires farmland lost to Solar requires 2-1 farmland preservation Easements.

PROJECT BENEFITS:

The plan when complete will advance the existing efforts to preserve Kern County resource areas for future generations while helping to reduce greenhouse gas production through alternative energy and ensuring water availability for the region's agricultural carbon sink.

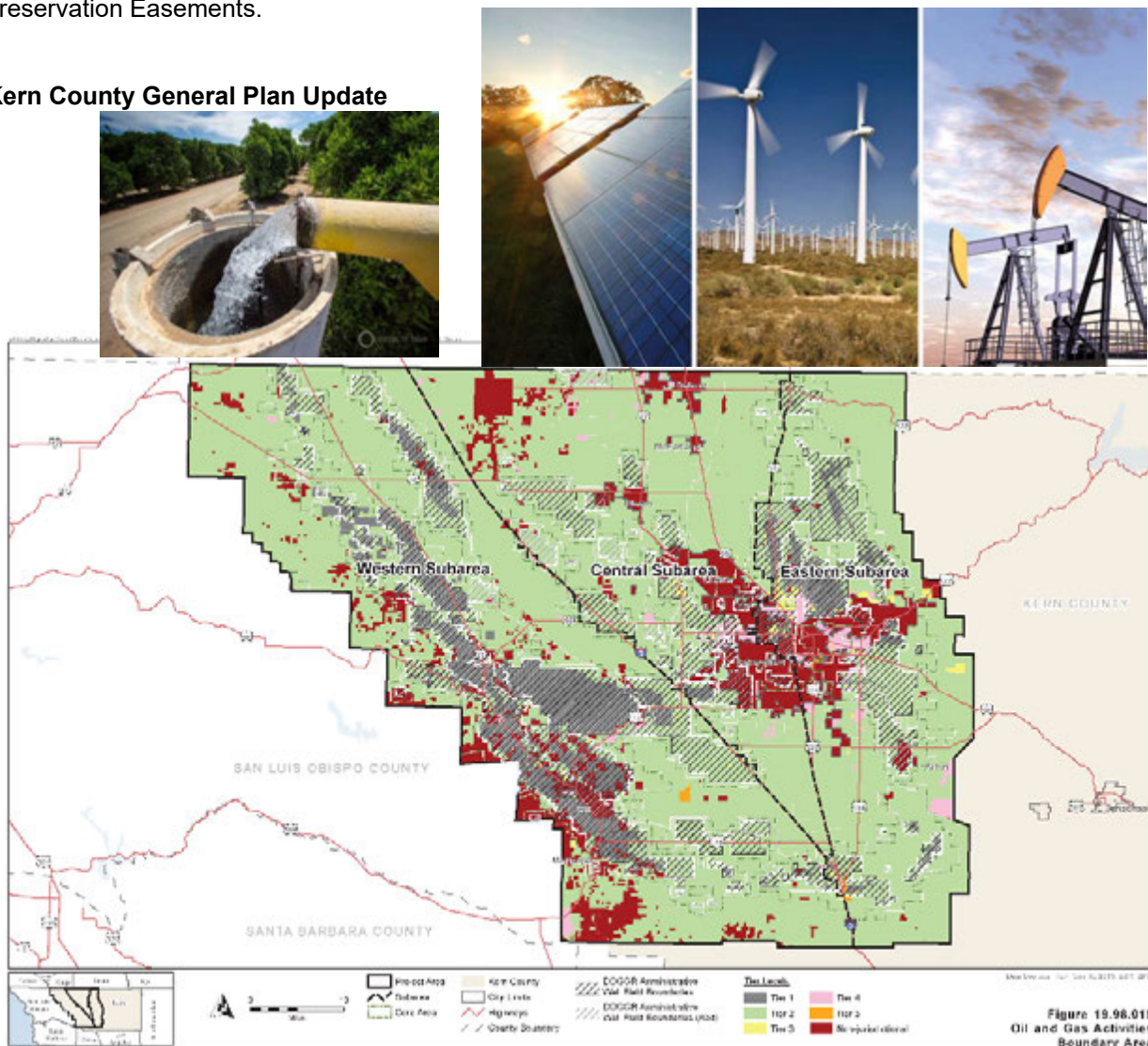
COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In progress

Kern County General Plan Update



**2022 Regional Transportation Plan (RTP)
Sustainable Communities Strategy (SCS)**

Kern Council of Governments (Kern COG)

PROJECT TITLE: Early Deployment Pricing Policies for Parking and FasTrak HOT Lanes

PROJECT SPONSOR: City of Bakersfield/Caltrans

PROJECT DESCRIPTION:

Parking Pricing - In 2016 the City of Bakersfield approved an increase in the parking cost at the city owned downtown parking structure, and downtown parking is being evaluated as part of the HSR Station Area Plan.

High Occupancy Toll (HOT) Lanes Pricing - New FasTass lanes on I-5 and SR 14 are planned to be extended through Santa Clarita towards Kern County. These corridors are used by more than 10,000 Kern commuters per day and will likely benefit vehicle occupancy in Kern as well as Southern California. Interestingly, not many people commute from Kern. Over 90% of Kern workers both live and work in Kern County and most make occasional trips to Southern California.

PROJECT BENEFITS:

Parking/toll lane pricing policies have proven to be an effective means to redistribute demand during peak periods, delaying the need for new infrastructure while providing a pay-as-you-go method to make improvements to the parking area or corridor. The reduced congestion benefits GHG and health based criteria pollutants.

COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: \$440M

YEAR OF CONSTRUCTION: 2019-2022

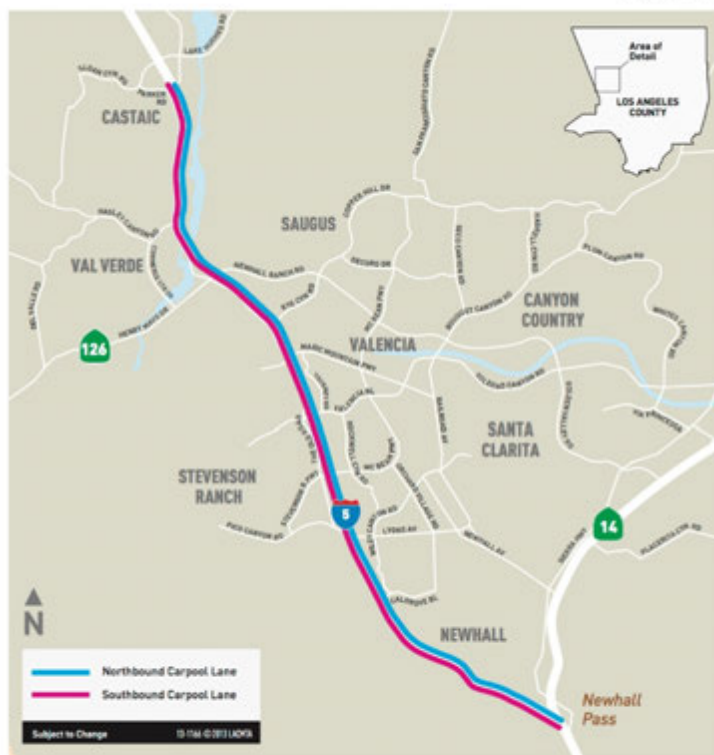
STATUS: In progress

Bakersfield Downtown Parking Garage



I-5 North Capacity Enhancements

Phase 2a



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: I-5 Freight Zero Emissions Route Operations (ZERO) Pilot Project

PROJECT SPONSOR: Kern COG, San Joaquin Valley Planning Agencies, UC Davis, Air Resources Board

PROJECT DESCRIPTION:

The 8 San Joaquin Valley Planning Agencies are partnering with UC Davis,

modes accommodated on existing assets and reducing congestion on existing modal assets. The location of the station is along a bicycle corridor and passengers may also connect with Kern Regional Transit.

PROJECT BENEFITS:

The CSUB Transit Center will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: \$220,000

YEAR OF CONSTRUCTION: 2021

STATUS: In progress

Emerging Zero and Near Zero Trucking Technologies that May Be Tested as part of this Project



Graphic adapted from: <https://seekingalpha.com/article/4127262-tesla-semi-revisited>



PROJECT TITLE: City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

The Mill Creek Linear Project was a redevelopment project in Downtown Bakersfield, and included the renovation and redesign of Central Park. The Mill Creek Project includes a 1.5 mile linear park, housing, senior housing, and commercial developments, along with landscaping and street improvements, and has recently received a State AHSC grant for senior housing.

The Baker Street Village Project was also a redevelopment project that involved the revitalization of Olde Town Kern. The Project mixes condos and lofts, along with 10,000 square feet of commercial and community space.

PROJECT BENEFITS:

These two mixed-use redevelopment projects help reduce auto dependency, roadway congestion, and improve air quality. In addition, these projects promote pedestrian and bicycle travel, and promote efficient use of land and infrastructure.

COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: \$58 million

YEAR OF CONSTRUCTION: 2007-2017

STATUS: In progress

Mill Creek Linear Project and Pedestrian Corridor



Mill Creek Senior Housing (AHSC) Project



Baker Street Village Project



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Commuter Rail Feasibility Study/Amtrak Improvements**

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Kern COG contracted with a consultant to develop a feasibility study for Federal Small Starts or New Starts program, and to determine alternative commuter bus and passenger rail service to replace or enhance the Amtrak San Joaquin passenger rail service between Bakersfield and Fresno once high-speed rail is implemented.

In 2016 Amtrak began operating a 7th train per day on this corridor, facilitating potential additional intercity stops on this passenger rail corridor in Kern.

high-speed rail trains begin to operate in six to eight years. If funding is available, strategies include:

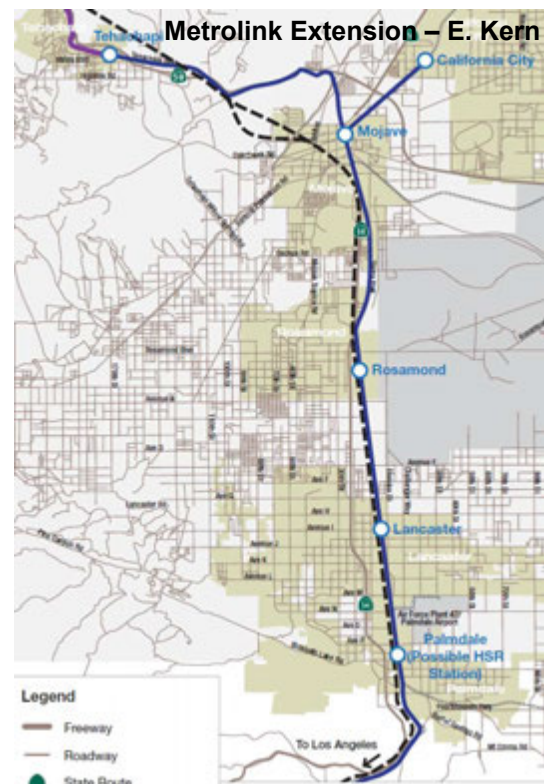
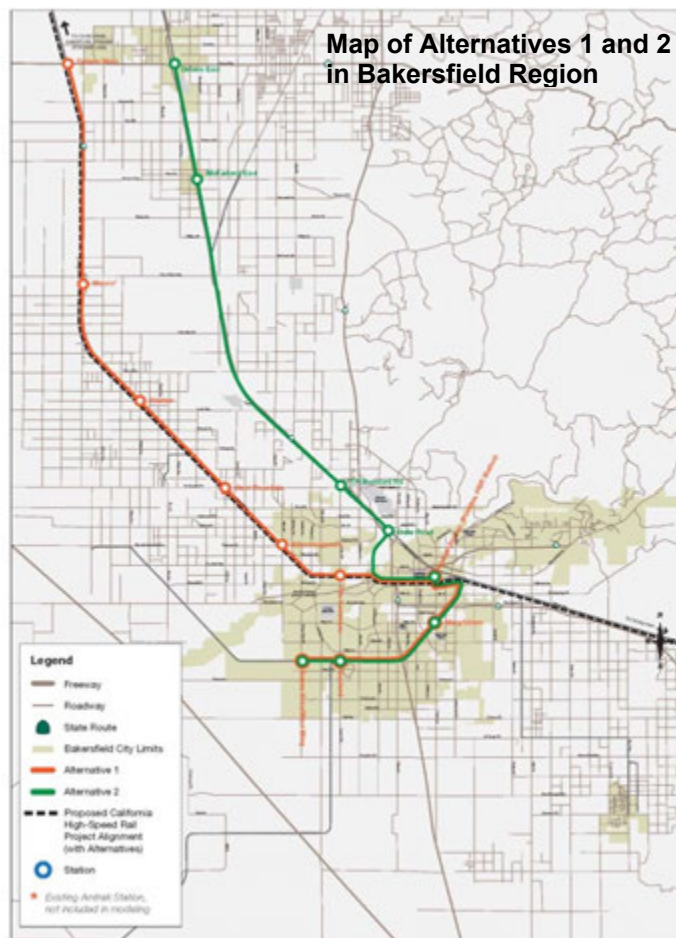
- A possible commuter passenger rail service from Bakersfield to Delano with stops in northwest Bakersfield, Shafter, Wasco, and Delano.
- A possible commuter passenger rail service to rural employment sites such as Frito Lay, Grimmway, Bolthouse, etc.
- An extension of the Metrolink commuter passenger rail services from Palmdale to Rosamond.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress



Source: Commuter Rail Feasibility Study, Draft July 2012

PROJECT TITLE: Rideshare Program – Commute Kern

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Commute Kern provides customer service upon request from the general public, employers, colleges, vanpool operators, other agencies and the media regarding ridesharing opportunities. As an on-line transportation demand management program, Commute Kern's website-commutekern.org, serves as a resource for carpooling, vanpooling, public transit, park-and-ride facility use, telework, walking and bicycling for commutes to work and school to help improve our air quality. The program also allows for flexible scheduling, daily tracking, vanpool management, outreach to employers, resources to commuters such as concierge services, and forum for discussion and sharing resources.

PROJECT BENEFITS:

Using rideshare services reduces the number of single occupancy vehicles on the road, and ultimately helps to improve our air quality.

COST BENEFIT RATIO:

2016-2017: \$58.36 / lbs.

2017-2018: \$59.15 / lbs.

COST OF PROJECT:

2016-2017: \$ 231,420

2017-2018: \$ 243,886

YEAR OF CONSTRUCTION: Non-construction

STATUS: Ongoing

Bicycle



Carpool



Public Transit

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Expanding Park and Ride Lots**

PROJECT SPONSOR: Caltrans, City of Bakersfield and California City

PROJECT DESCRIPTION:

The purpose of the development of Park and Ride lots is to provide a safe and centralized location for commuters to meet and either carpool, vanpool, or use transit. There are seven existing Park and Rides within Kern County that Caltrans (Districts 6 and 9) operates. There are lots in Lake Isabella, Delano, Taft, Ridgecrest, and three in Bakersfield.

The newest Park and Ride location was created through a partnership with Tejon Ranch, GET Bus, and IKEA Industrial Plaza. A bus picks up and drops off the Industrial Plaza employees from the newest park and ride lot at South H Street and McKee Road.

An addition proposed project is the construction of College Station Park and Ride with a bus turnout at the intersection of California City Blvd. (South) and Yale Ave in California City. The primary purpose of the project is to provide a place to park and car/van pool for those working at the Borax Plant in Boron, and Edwards Air Force base.

PROJECT BENEFITS:

Provides a meeting point for commuters to leave their individual cars as they join carpools or vanpool services. This service helps eliminate the number of single occupied vehicles from the roads on a daily basis.

In addition, the proposed project is anticipated to reduce the number of vehicle trips for those who will car or van pool to work. Using the latest emission factors, it is estimated that this project would remove between 865 and 1,100 pounds of emissions annually over a twenty year life expectancy.

COST BENEFIT RATIO: \$23 / lbs.

COST OF PROJECT: \$375,000

YEAR OF CONSTRUCTION: 2014

STATUS: Complete

Park and Ride lot at South H Street and McKee Road



Map of Park & Ride Lots in Kern County



PROJECT TITLE: Dial-A-Ride and Local Transportation Services

PROJECT SPONSOR: City of Arvin, California City, City of Delano, City of McFarland, City of Ridgecrest, City of Shafter, City of Taft, City of Tehachapi, City of Wasco, City of Bakersfield (GET)

PROJECT DESCRIPTION:

The following cities provide Dial-A-Ride service to the public within their city limits: Arvin, California City, Delano, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. The Dial-A-Ride services vary from city to city; some cities provide services to all the public while some limit services to seniors and the disabled. In addition, Bakersfield through Golden Empire Transit (GET) provides the GET-A-Lift service to eligible persons. Dial-A-Ride service within the Bakersfield urban area is also provided by the Consolidated Transportation Service Agency (CTSA).

Kern COG is part of a study with UC Davis on shared mobility for rural transit that may of solutions to enhance transit service in rural, disadvantaged communities.

PROJECT BENEFITS:

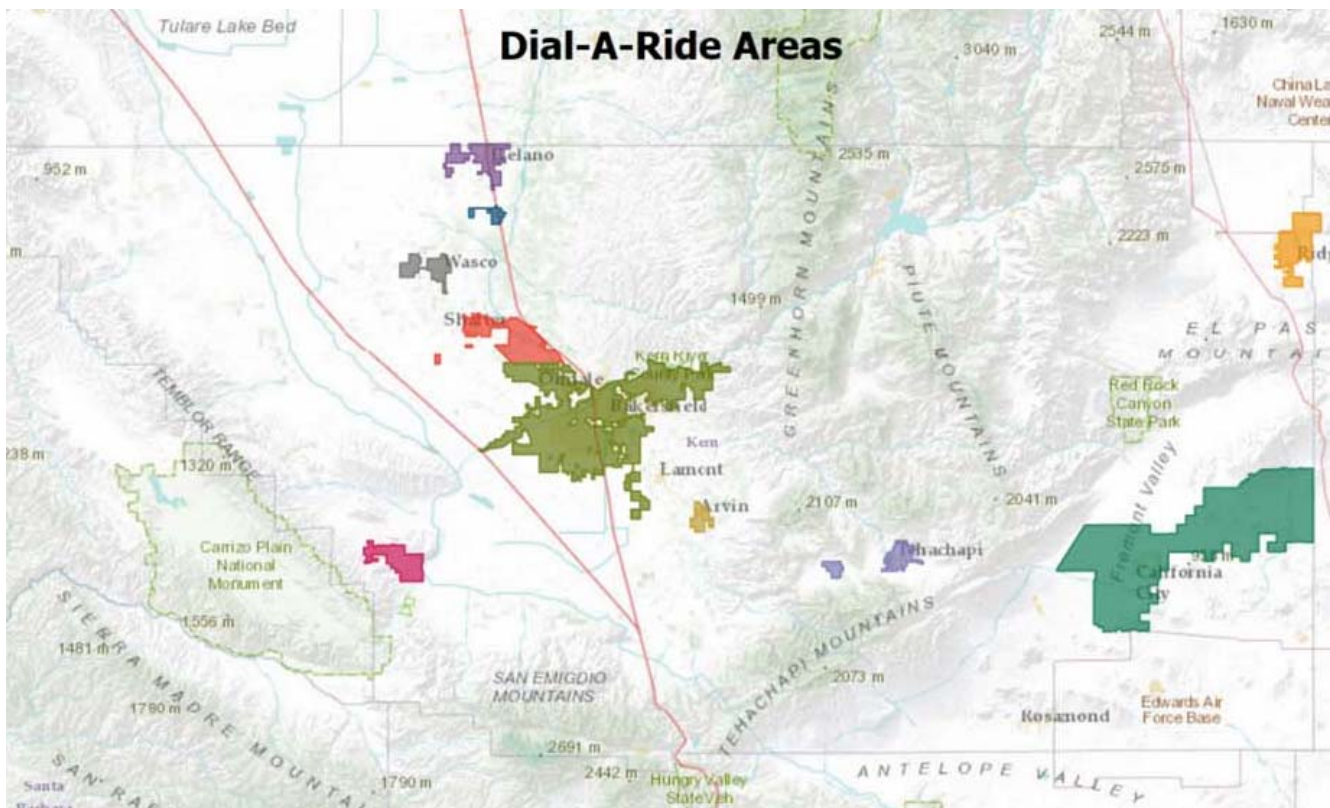
The Dial-A-Ride service is a form of ridesharing that benefits the Kern region by reducing the number of single occupancy vehicles on the road which ultimately helps improve our air quality.

COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern County Bicycle Master Plan and Complete Streets Recommendations / City of Tehachapi Master Bike Plan

PROJECT SPONSOR: Kern Council of Governments/ City of Tehachapi

PROJECT DESCRIPTION:

The Kern County Bicycle Master Plan and Complete Streets Recommendations proposed 664 miles of new bikeways, including 30 miles of Class I bike paths, 297 miles of Class II bike lanes, 46.6 miles of Class III bike routes, and 186 miles of Class II bike routes on State Routes. In addition, the Plan also presents recommendations for complete streets.

The City of Tehachapi Master Bike Plan proposed 31.69 total miles of bikeways, including 4.66 miles of Class I Bike Paths and 25.24 miles of Class II bike lanes.

PROJECT BENEFITS:

Replacing vehicular trips with bicycle trips can reduce human-generated GHGs in the atmosphere, reduce VMT, reduce fuel consumption and lessen mobile source pollutants, such as carbon dioxide being released into the air.

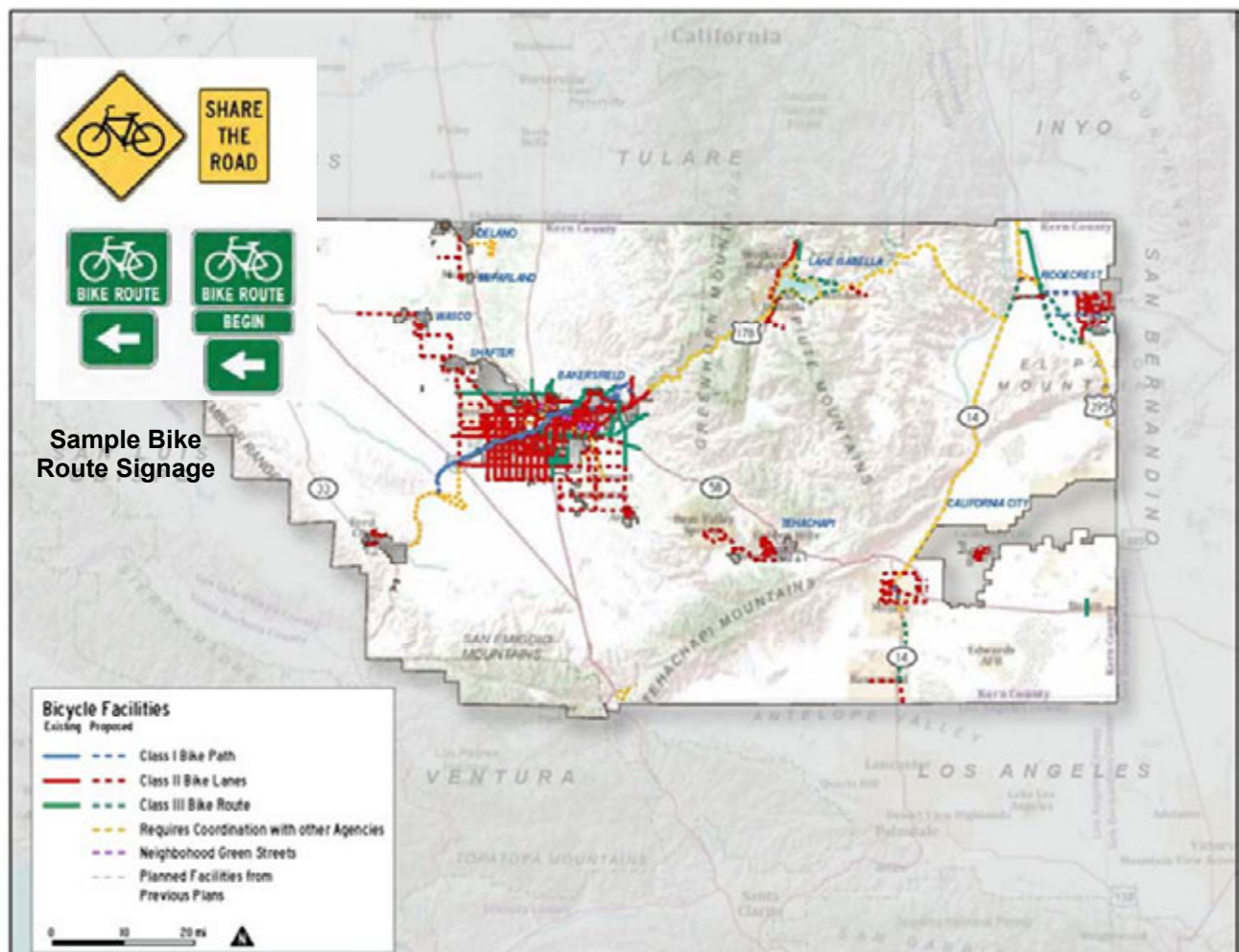
COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: Kern County Final Plan will be issued in September 2012 and the City of Tehachapi Master Bike Plan was adopted in June 2012.

Map of Proposed Bicycle Facilities in Kern County



Source: Kern County Bicycle Master Plan and Complete Streets Recommendations. June 2012.

PROJECT TITLE: City of Bakersfield Bicycle Facilities

PROJECT SPONSOR: City of Bakersfield Public Works Department

PROJECT DESCRIPTION:

These projects relate to bicycle facilities at numerous locations within the City of Bakersfield. There were a total of two proposed bicycle facilities projects (total of eight proposed lanes) for the Fiscal years of 2012-2013. Both projects proposed the installation of Class 2 bicycle lanes along each corridor including pavement striping, markings and roadway signage. The map also includes the existing bicycle facilities.

PROJECT BENEFITS:

On-street bike lanes (Class 2) along major roadways help raise bicycle usage resulting in lower emissions and congestion, while resolving safety issues.

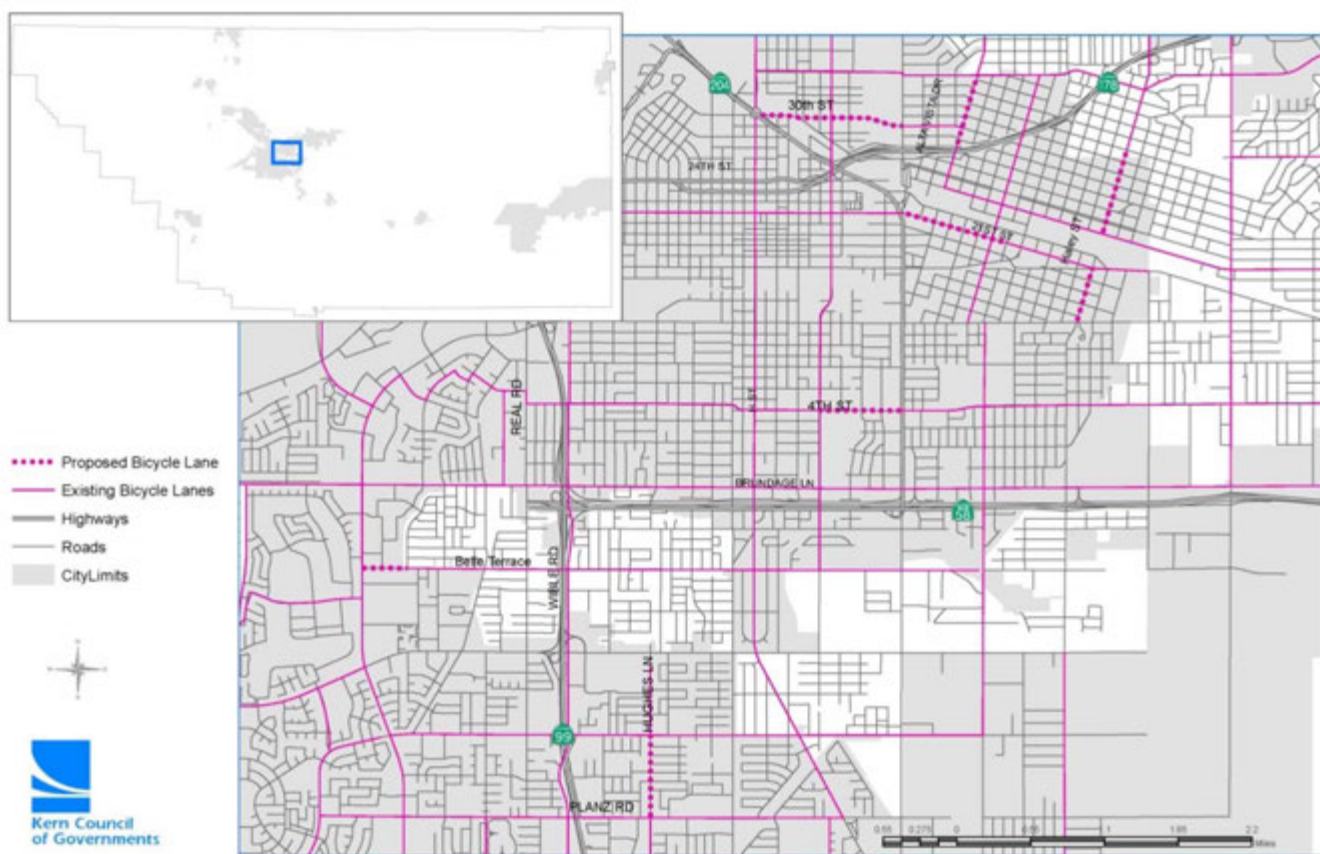
COST BENEFIT RATIO: \$7 – \$21/ lbs.

TOTAL COST OF PROJECTS: \$35,000 - \$60,000

YEAR OF CONSTRUCTION: 2013

STATUS: Constructed, Planned

Map of Bicycle Lanes



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Westside Station – Multi-modal Transit Center/Rural Park & Rides

PROJECT SPONSOR: California City

PROJECT DESCRIPTION:

The completed project provides the eastern Kern region with two multi-modal transit centers at the East and Southwest gateways to the Community of California City. The two Transit Centers include a parking for approximately 90 vehicles, lighting, restrooms, xeriscaping, and Kern Regional Transit . Cal City Transit bus stops.

The purpose of these project is to provide a comfortable, accessible, and a safe place to park that encourages residents to commute to work or school using car pools, ride sharing or public transit.

PROJECT BENEFITS:

Improves site accessibility to local area residents desiring to use van pools, ride sharing and public transit throughout the Kern region. Encourages future users of alternative transportation options.

COST BENEFIT RATIO: Westside Station emissions: \$8.34/lbs.

COST OF PROJECT: Approximately \$500,000

YEAR OF CONSTRUCTION: Completed in 2013

STATUS: Constructed

Westside & Cal City SW Stations – Multi-modal Transit Center, California City



PROJECT TITLE: San Joaquin Valley Vanpool Program (CalVans)
PROJECT SPONSOR: CalVans

PROJECT DESCRIPTION:

The San Joaquin Valley vanpool program (CalVans) is a public vanpool service that serves Central California and began serving Kern County residents in 2009. CalVans provides public transit services to people in transportation uses that are difficult for traditional public transit operators to provide. CalVans currently provides transportation services to farmworkers throughout the county and has also provided services to Shafter students attending Taft Community College. In 2016, CalVans added vanpools going to Tehachapi. There are now 28 vanpools operating in Kern.

PROJECT BENEFITS:

CalVans provides a higher level of vanpooling while reducing overall miles traveled and carbon dioxide emissions from passenger vehicles.

CalVans provides 7, 8, and 15-passenger vans to its customers. Currently CalVans has over 495 vanpools in operation which in turn saves nearly 13,000 vehicle miles traveled per day. Growing demands project a market for nearly 500 vans pools which can save approximately 100,000 vehicle miles traveled per day.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS:

YEAR OF CONSTRUCTION: Service began in 2009

STATUS: In process

Local college students who use CalVans



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern County Wind Farm Areas (Largest in the U.S.)

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

The County of Kern has 21,752 acres of existing wind energy areas, 57,524 acres of approved wind projects and 14,998 acres of wind projects that are in progress.

PROJECT BENEFITS:

Wind is a clean source of renewable energy that produces no air pollution. In addition, wind turbines create power without producing greenhouse gases.

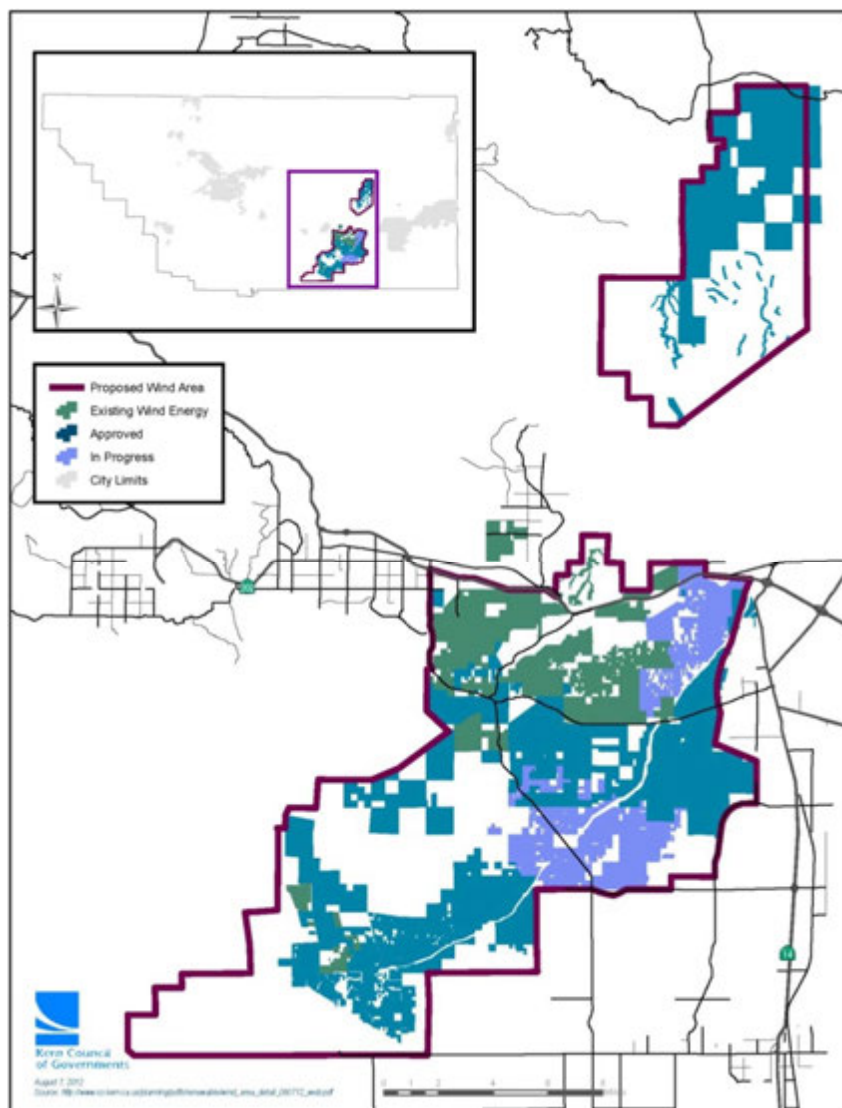
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In process

Map of Preliminary Wind Farm Areas (DRAFT)



PROJECT TITLE: City of Shafter Container Yard and Intermodal Rail Facility Expansion

PROJECT SPONSOR: City of Shafter

PROJECT DESCRIPTION:

The City of Shafter Intermodal Rail Facility was recently expanded by adding 2 miles of tail sidings and a container storage yard. The rail facility will establish a dedicated reliable intra-state rail shuttle connecting the Port of Oakland and Los Angeles/Long Beach with the southern San Joaquin Valley. The container yard is leased by a dock operating company for Los Angeles/Long Beach and Oakland and uses the facility to help match loads between the ports and the southern San Joaquin Valley so as to eliminate emissions and truck trips.

PROJECT BENEFITS:

The rail shuttle will better utilize existing port facilities, highways, and rail infrastructures in California to reduce the relocation of empty containers, remove trucks from overcrowded highways, and improve air quality. The proposal is to create an intermodal facility which will divert the freight transported by 600 trucks per day to 2 unit trains per day to and from the Port of Oakland.

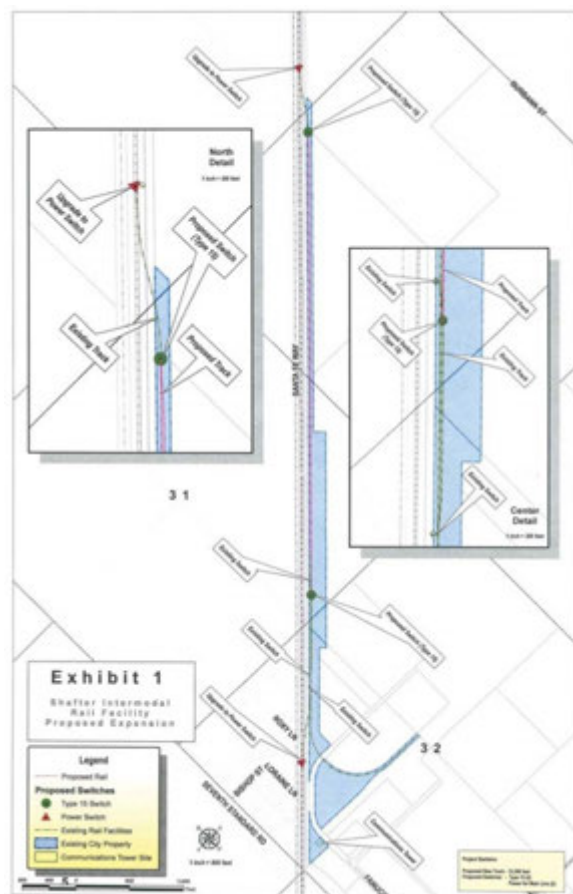
COST BENEFIT RATIO: \$99 / lbs.

TOTAL COST OF PROJECTS: \$60 million

YEAR OF CONSTRUCTION: 2013

STATUS: In process

Proposed Shafter Intermodal Rail Facility Expansion



Container Yard



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Next Generation Intersection Signalization**

PROJECT SPONSOR: City of Bakersfield Public Works, Kern County Roads Department, City of Ridgecrest, Caltrans

PROJECT DESCRIPTION:

Existing and proposed intersection signalization projects at numerous locations throughout the Kern region. A total of 13 intersection signalization proposed projects have been scheduled for the Fiscal years of 2012-2014.

In 2016 Kern COG commenced an update to the Intelligent Transportation System (ITS) Plan that

will look at the next generation of traffic signal technology.

PROJECT BENEFITS:

Improves signal timing along the reference corridor which will reduce overall vehicle stops and starts, and limits delay in travel time. The reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the harmful pollutants generated by vehicles traveling at low speeds and when idling.



COST BENEFIT RATIO: \$ 3 – \$ 60/ lbs.

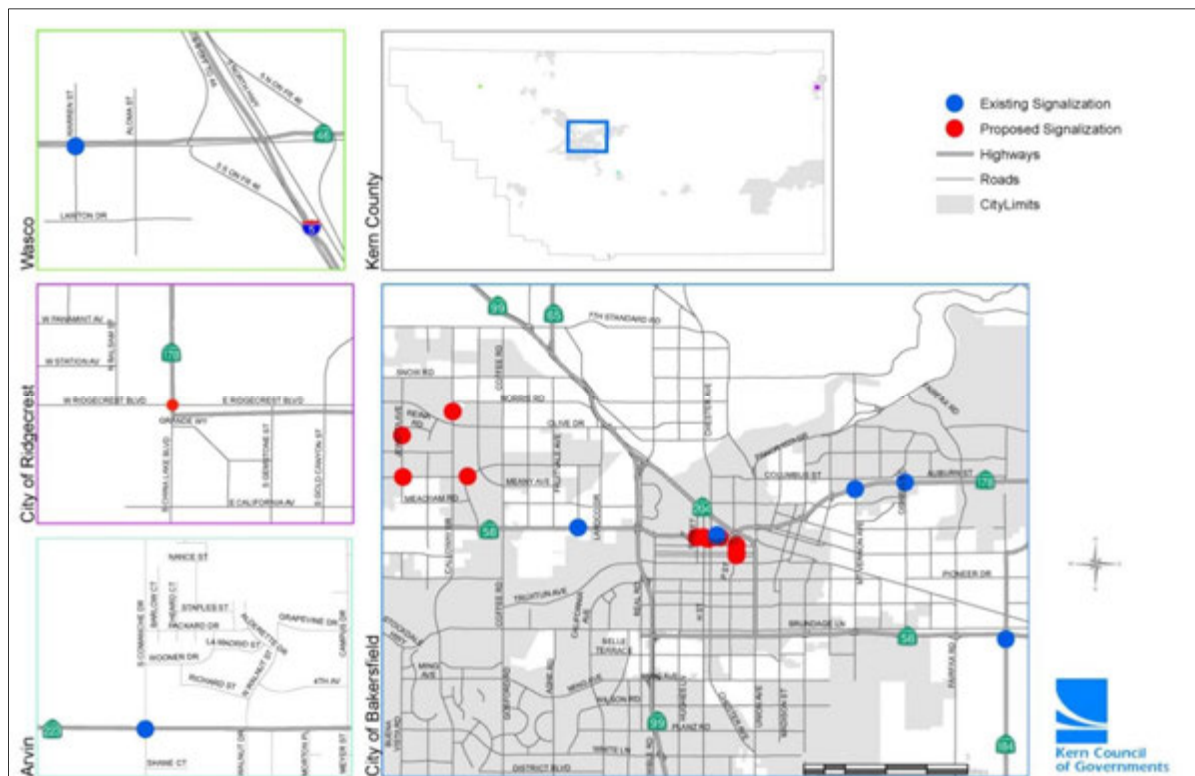
TOTAL COST OF PROJECT:

\$ 104,500 - \$ 652,500

YEAR OF CONSTRUCTION: 2009, 2011, 2013-2014

STATUS: Constructed/Operating, Planned

Proposed Intersection Signalization Projects



PROJECT TITLE: City of Bakersfield 4 New Downtown Infill Housing Projects – Mill Creek South, 1612 City Lofts, 17th Place Townhouses, AHSC Senior Housing Project at Mill Creek

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

South Mill Creek Apartments was developed and operates with Federal housing financing. The property utilizes the Low Income Housing Tax Credit Federal housing program to make rent affordable to lower income tenants.

1612 City Lofts (The Lofts) is a mixed use development located in the thriving Downtown Bakersfield Arts and Entertainment District or popularly known as “The District.” 1612 City Lofts became the first mixed-use building in downtown Bakersfield in the 21st century. The Lofts also provide a workforce housing as part of a program through the Bakersfield Economic Redevelopment Agency. Tenants income limits are adjusted annually.

17th Place Townhomes is an environmentally friendly downtown community walking distance from downtown amenities. The luxury development townhomes will include drought-sensitive landscaping and courtyard space.

AHSC Senior Housing Project at Mill Creek provides affordable one and two-bedroom apartment homes for seniors 55 years and older. The Mill Creek Village will be coming in early 2017 and includes private patios or balconies and a central courtyard.

PROJECT BENEFITS:

The infill housing projects are conveniently located to public transportation that includes the Amtrak Station and Bakersfield Downtown Transit Center. The housing projects are also within walking distance of downtown shopping and dining.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Varied

STATUS: In Progress

1612 City Lofts located in mixed use building in Downtown Bakersfield



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles

PROJECT SPONSOR: City of McFarland, City of Shafter

PROJECT DESCRIPTION:

The City of Shafter introduced four electric vans for use in its Dial-A-Ride program. Each van is configured to carry up to 16 passengers or cargo at 100 miles per charge. The City of McFarland is in the process of converting their transit fleet to electric vehicles.

vehicles on the road and ultimately helps improve our air quality, lower maintenance and repair costs, and lower fuel costs.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016

STATUS: In Progress

PROJECT BENEFITS:

The benefits of transit electric vehicles includes the reduction of the number of single occupancy

Shafter Electric Vehicles



PROJECT TITLE: Golden Empire Transit/Kern Transit/Arvin Transit – 5 Zero Emission Buses

PROJECT SPONSOR: Golden Empire Transit District, Kern Transit

PROJECT DESCRIPTION:

The Golden Empire Transit District will be purchasing 2 electric buses and 2 hydrogen fuel cell busses in 2020. Clean non-polluting buses may attract more riders who may be looking to alternatives to the auto for home to work purposes. These electric buses are planned to be used for the future bus rapid transit route in Bakersfield.

Arvin Transit was recently awarded a grant to purchase 2 electric busses and Kern Transit acquired an electric bus for the East Kern run to the Metrolink station in Lancaster.

PROJECT BENEFITS:

As fleets increase, rapid routes may make commuter travel preferable. This improves preferences and accessibility to medical, shopping centers and employment centers.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2019

STATUS: In Progress

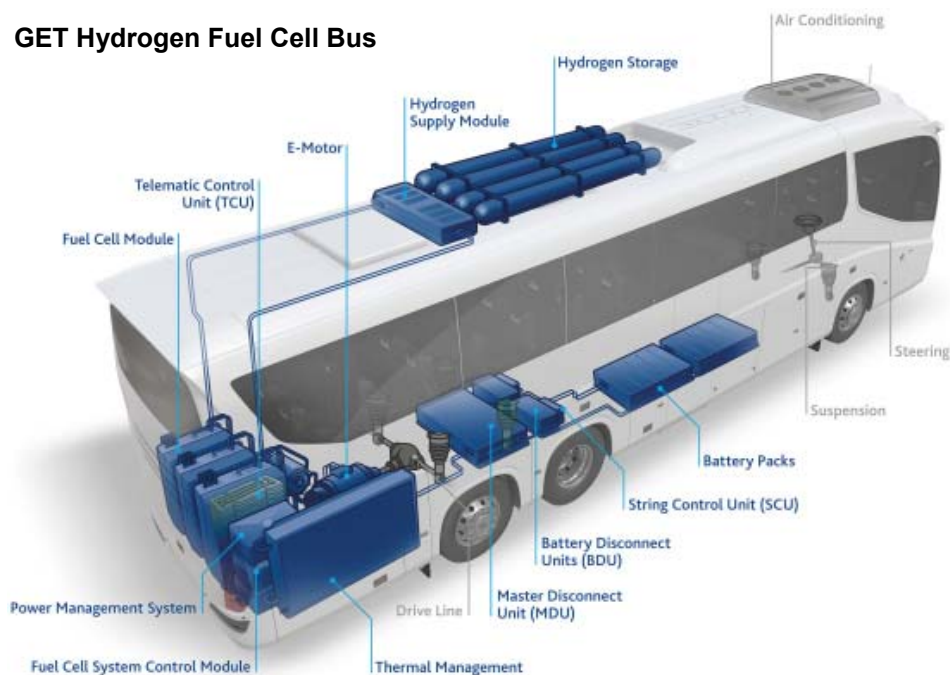
Kern Transit Electric Bus



City of Arvin Electric Bus



GET Hydrogen Fuel Cell Bus



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Lost Hills Wonderful Park and Communitywide Improvements

PROJECT SPONSOR: The Wonderful Company

PROJECT DESCRIPTION:

The Lost Hills Wonderful Park is located at the intersection of Highway 46 and Lost Hills Road. The park was part of Lynda Resnick, co-chair of The Wonderful Company, Central Valley Leadership Project. Phase I of the project involved major park improvements including resurfaced basketball court, soccer field, bleachers, and a mile-long walking path that circles the park, a splash park, and solar powered lights to illuminate the park in the evening. The community center located in the park was also completely renovated to include a fully equipped kitchen, tables and chairs for community and private events. Phase II of the project renovation included widening of streets and addition of bike lanes; installation of sidewalks, gutters, bus stop shelters and street lights; and the planting of drought-resistant landscaping.

PROJECT BENEFITS:

The Wonderful Company made major street improvements in the community. The Wonderful

Company, improved 3.8 miles of streets, built 7.2 miles of sidewalk, extended 220 driveways and installed 6.9 miles of curbs and gutters. In addition, the Wonderful Company planted 730 trees, put up 16 stop signs, erected 38 LED street lights and built 1,400 feet of 60-foot-wide pedestrian walkways. Residents of Lost Hills can safely walk, ride their bike, or drive to the Park. Directly across from the Park is a bus shelter for the regional transit, Kern Transit. The Wonderful Company, the County and Caltrans are developing a pedestrian overpass on SR 43 for the community.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2019

STATUS: Completed

Lost Hills Wonderful Park improvements



PROJECT TITLE: Grapevine Specific and Community Specific Plan and Neighborhood Gardens

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

Newly approved developments such as Grapevine leverage new technologies to provide the lowest carbon footprint, sustainable education, and housing options closer to jobs in the region. In December, 2016, Kern County approved the Tejon Ranch Company's Grapevine Community Plan which is strategically located on 8,010 acres adjacent to the Tejon Ranch Commerce Center on both sides of Interstate 5 near its junction with Highway 99 in the southern San Joaquin Valley. The Tejon Ranch Commerce Center has transformed the vehicle traffic traveling the freeways into a greater asset for Kern County, resulting in the creation of 5 million square feet of commercial and logistics uses and 4,000 associated jobs. The community includes a system of Neighborhood Gardens to promote healthy life styles.

PROJECT BENEFITS:

Reduction in vehicle miles traveled and a reduction in the overall percapita carbon footprint. Importantly, the Grapevine development will be guided by Sustainability Principles that reduce GHG emissions through implementation of an emission reduction agreement, Transportation Management Association programs and design elements that employ renewable energy technology, water conservation measures, alternative fuels technology for vehicle fleets and provision for electric charging stations.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Unknown

STATUS: In Progress

Reference: <http://www.grapevineattejonranch.com/>

Grapevine development project concepts



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Taft Transit Center – Regional Transit Hub

PROJECT SPONSOR: City of Taft

PROJECT DESCRIPTION:

The City of Taft broke ground on the Taft Transit Center in November 2016. The location of the transit facility is along the Rails to Trails and Oilworker Monument. The design for the facility will preserve the historic theme of the Rails to Trails. The facility will not only be a transit center but will include a maintenance and office building and a community center. The facility was completed in 2017.

Maricopa will be sheltered from the summer heat and winter while waiting for Taft and Kern transit service. Due to its central location, this facility is designed to encourage the use of Taft and Kern transit to local and visiting riders. The facility also provides community meeting facilities.

COST BENEFIT RATIO: \$49.18/lb.

TOTAL COST OF PROJECTS: \$1.9 million

YEAR OF CONSTRUCTION: 2016-17

STATUS: complete

PROJECT BENEFITS:

This project was funded by surplus Proposition 1B Transit funds. Residents of the cities of Taft and

New Taft Regional Transit and Community Center



PROJECT TITLE: Early Delivery of Wasco Active Transportation Program Projects

PROJECT SPONSOR: City of Wasco

PROJECT DESCRIPTION:

The City of Wasco was awarded Active Transportation Program (ATP) funding during the first cycle of ATP. The projects included bike and pedestrian improvements for John L. Pruiett Elementary School and Teresa Burke Elementary School; pedestrian improvements near Karl Clemens School and Palm Avenue Elementary School; and pedestrian safety lighting and pedestrian infrastructure along the Highway 43 corridor. These were some of the first ATP projects delivered in the State.

PROJECT BENEFITS:

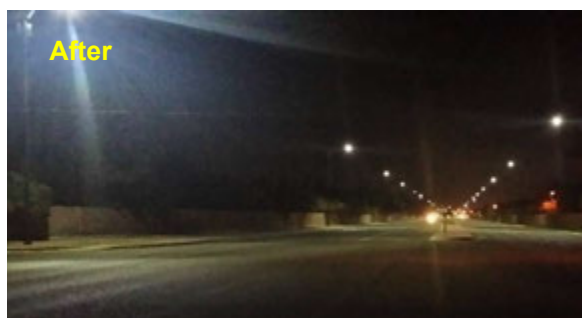
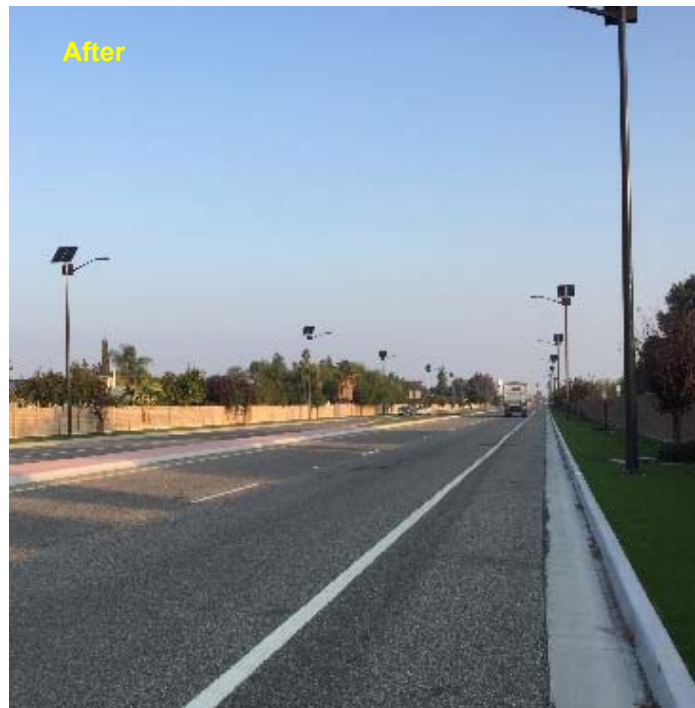
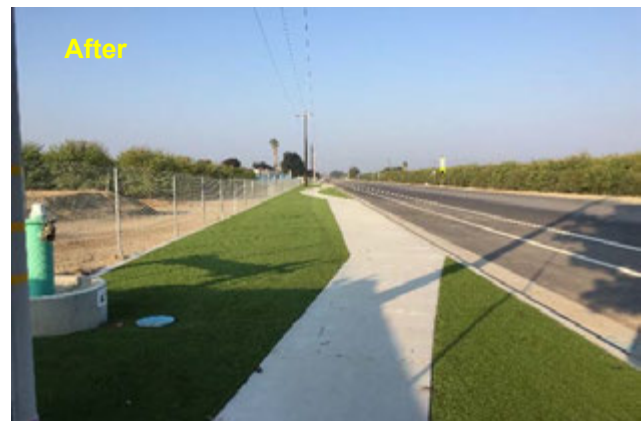
There were significant benefits to the City of Wasco and its residents with the completion of these ATP projects. These included access to bike lanes, safe and walkable streets, lighting and landscaping along sidewalks, and safe routes to schools for students which encourage walking and biking and associated health benefits.

COST BENEFIT RATIO: Not Available

TOTAL COST OF PROJECTS: \$3.6 million

YEAR OF CONSTRUCTION: 2014-2017

STATUS: complete



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Intelligent Transportation Systems Plan

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

In 2017 Kern COG began the development of an update to the current Intelligent Transportation System (ITS) Infrastructure Plan. The plan proposes implementation of technology that improves the efficiency of the transportation system. An example of ITS infrastructure is traffic signal coordination.

transportation system thereby reducing greenhouse gas and health based air pollution emissions.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017-2042

STATUS: In Progress

PROJECT BENEFITS:

The ITS Plan provides for phasing in of new technologies that will improve the efficiency of the

Examples of Intelligent Transportation Systems



PROJECT TITLE: City of Tehachapi General Plan – Form Based Code General Plan

PROJECT SPONSOR: City of Tehachapi

PROJECT DESCRIPTION:

The City of Tehachapi adopted the 2035 General Plan Update, and the new General Plan will contribute towards the implementation of SB 375.

The new General Plan can be characterized as a Form Based General Plan because it emphasizes facilitating mixed use, walkable neighborhoods and developments. The “T” Zone will facilitate high density mixed use development opportunities. The Mobility Element is still linked to the Land Use Element with an emphasis on greater connectivity, walkability, and opportunities for mixed use developments. The “O” Sectors will reinforce the preservation of the Sphere of Influence area as open space, prevent urban sprawl and maintain our compact urban form. The “G” Sectors will

emphasize infill development as our highest priority as the General Plan continues to build out.

PROJECT BENEFITS:

The new General Plan will maintain a compact urban form by maintaining all areas outside of the current City limits and within the sphere of influence area as Open Space. This approach will prevent urban sprawl, protect important agricultural resources and provide a clear line of demarcation between town and countryside.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Unknown

STATUS: In Progress

Reference: City of Tehachapi General Plan, 2012

The Walkable Neighborhood example

FIGURE INTRO-1: THE WALKABLE NEIGHBORHOOD

KEY TO NEIGHBORHOOD DIAGRAM

Block defined by streets. Streets vary according to vision/intended physical context for particular area of neighborhood.

Civic / Open Space. Types vary according to vision/intended physical context for particular area of neighborhood

Streets connect where possible and traffic is calmed by using a variety of street types and alignments to promote pedestrian and bicyclist safety.

A Important locations are preferred site for civic buildings.

B Short face of blocks along boulevard (without slip road).

C Boulevard with slip road provides additional location for shopping, office, and housing above while buffering the neighborhood from large volumes of traffic.

D School location shared by adjacent neighborhoods.

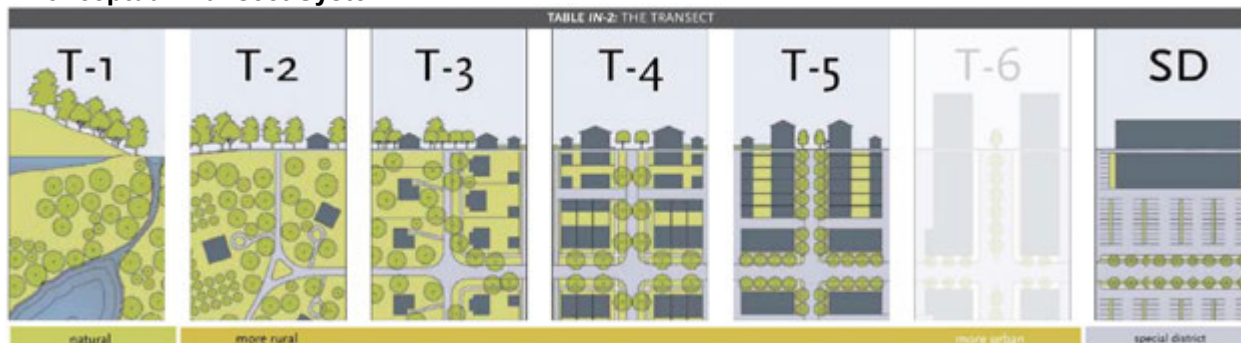
E A variety of open/civic space is distributed.

Mixed-use area and civic focus of neighborhood. Depending upon each neighborhood's physical location and particular intensity, this area will vary in the types of buildings and uses that sustain it as the neighborhood's center. For example, in a low-intensity neighborhood, it may be configured with house-scale buildings near or at the sidewalk with live-work/office activity on the ground floor while in a higher intensity neighborhood, it may be configured with a combination of house-scale and block-scale buildings with retail, restaurant, live-work and office activity.

High-volume corridor oriented activity



Conceptual Transect System



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Infill Incentive Zone – Lower Transportation Impact Fee Core Area**

PROJECT SPONSOR: City of Bakersfield / City of Tehachapi

PROJECT DESCRIPTION:

The Transportation Impact Fee (TIF) Core Area is a designated area within Metro Bakersfield that has been identified through the City's Land Use policies as an area where development is encouraged. Developers who plan projects in the TIF Area will have reduced permitting fees. The TIF Core Area would allow an increase of approximately four times the number of households that are currently in this area.

The City of Tehachapi also has implemented a Tehachapi Region Core Area TIF. Tehachapi's

TIF is established for the similar purposes as Bakersfield's TIF.

PROJECT BENEFITS:

Implementing incentives for development in the TIF Core Area can promote infill, mixed-use, and discourage sprawl. Future development in the TIF Core Area will also bring the public closer to quality transit service.

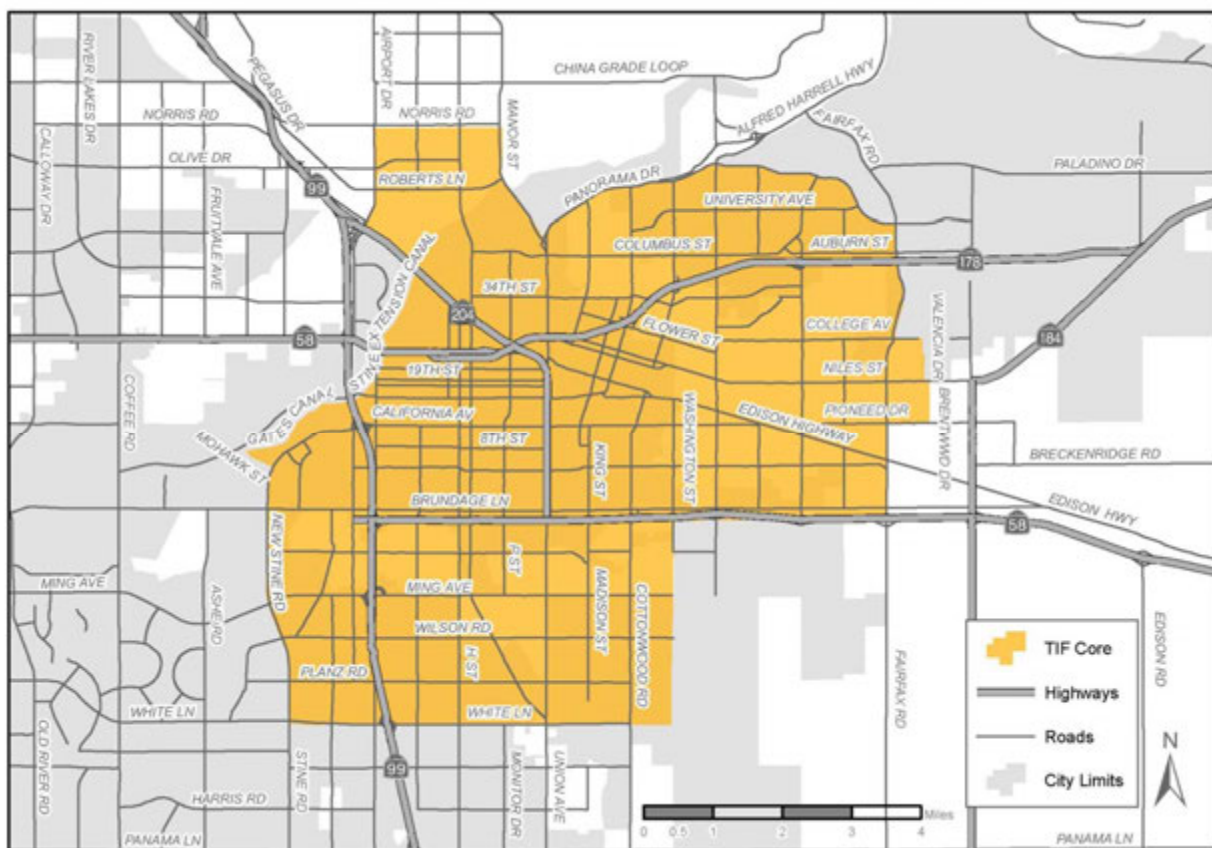
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: n.a.

STATUS: In process

Map of TIF Core Area for Bakersfield



PROJECT TITLE: City of Taft General Plan – Sustainability Principles

PROJECT SPONSOR: City of Taft

PROJECT DESCRIPTION:

The City of Taft's General Plan incorporates sustainable principles throughout the elements of the General Plan. The City's principle involves the three aspects of sustainability: environment, economy, and equity. Throughout the General Plan, there is a leaf symbol adjacent to goals and policies based on the sustainable or "green" principles.

The City of Taft's General Plan promotes the development of a sustainable community by ensuring its general plan policies are crafted to cut greenhouse gas emissions and move toward cleaner energy sources.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

PROJECT BENEFITS:

Reference: City of Taft General Plan, 2009

Table of Sustainable Principles by Element

	Land Use	Circulation	Open Space & Conservation	Energy Resources	Noise	Safety	Public Facilities & Services	Economic Development
Environment								
Promote compact, walkable, mixed-use development.	•	•	•					•
Focus new development in existing developed areas in the Planning Area, while limiting growth of undeveloped lands.	•		•	•				
Promote infill development.	•		•	•			•	•
Protect open space and agricultural lands.	•		•					•
Promote the efficient use of energy and resources (water, soil, building materials, etc.).			•	•			•	
Economy								
Create strong local and regional economies.	•		•	•				•
Encourage jobs/housing balance.	•			•			•	•
Support energy and resource efficient industries.			•	•				•
Promote energy and resource efficient buildings.	•		•	•				
Promote economic opportunity for all segments of the community.	•							•
Enhance the design character of commercial and office development	•							•
Equity								
Provide adequate housing for all income levels.	•							
Provide a fair and predictable land use planning process.	•		•					•
Promote development that is equitable in terms of sharing costs and benefits among all Taft residents and businesses.		•					•	
Require fair treatment in the development, adoption, and enforcement of regulations and policies.	•	•	•	•	•	•	•	•
Promote alternative transportation options to increase access.		•	•					

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Ridgecrest General Plan and Multi-Modal Circulation Element

PROJECT SPONSOR: City of Ridgecrest

PROJECT DESCRIPTION:

In 2009, the City of Ridgecrest adopted its most recent General Plan. The guiding principles that are included in the updated general plan are: explore land use and policy alternatives; provide guidance in the planning and evaluation of future land and resource decisions; and provide a vision and framework for the future growth of the City. In addition, the Circulation Element addresses automobile travel, public transit, aviation, and trails for bicyclists and pedestrians.

PROJECT BENEFITS:

The City of Ridgecrest's updated General Plan includes new goals, policies, and implementation measures that are sustainable approaches. A new Land Use goal in the City's General Plan is to provide an appropriate mix of land use opportunities and provide incentives for infill development. In addition, the Circulation Element includes a goal to encourage and provide alternative modes of transportation and alternatives to travel for Ridgecrest residents to decrease dependence on single-occupant vehicular travel and reduce vehicle emissions.

Non-Motorized Circulation Map



COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

Reference: City of Ridgecrest General Plan, 2009

PROJECT TITLE: General Plan Sewer Policy – Hook-up required for parcels less than 6 acres

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

In November 2005, the Kern County Board of Supervisors approved revisions to the Metropolitan Bakersfield General Plan including its sewer policy. The revisions required all new commercial, industrial and residential developments including residential land divisions proposing parcels smaller than six gross acres to connect to public sewer.

PROJECT BENEFITS:

The policy is intended to ensure that new growth be based on the availability of the extension of sewer infrastructure. The policy greatly curtails large lot development on the periphery of Metro Bakersfield.

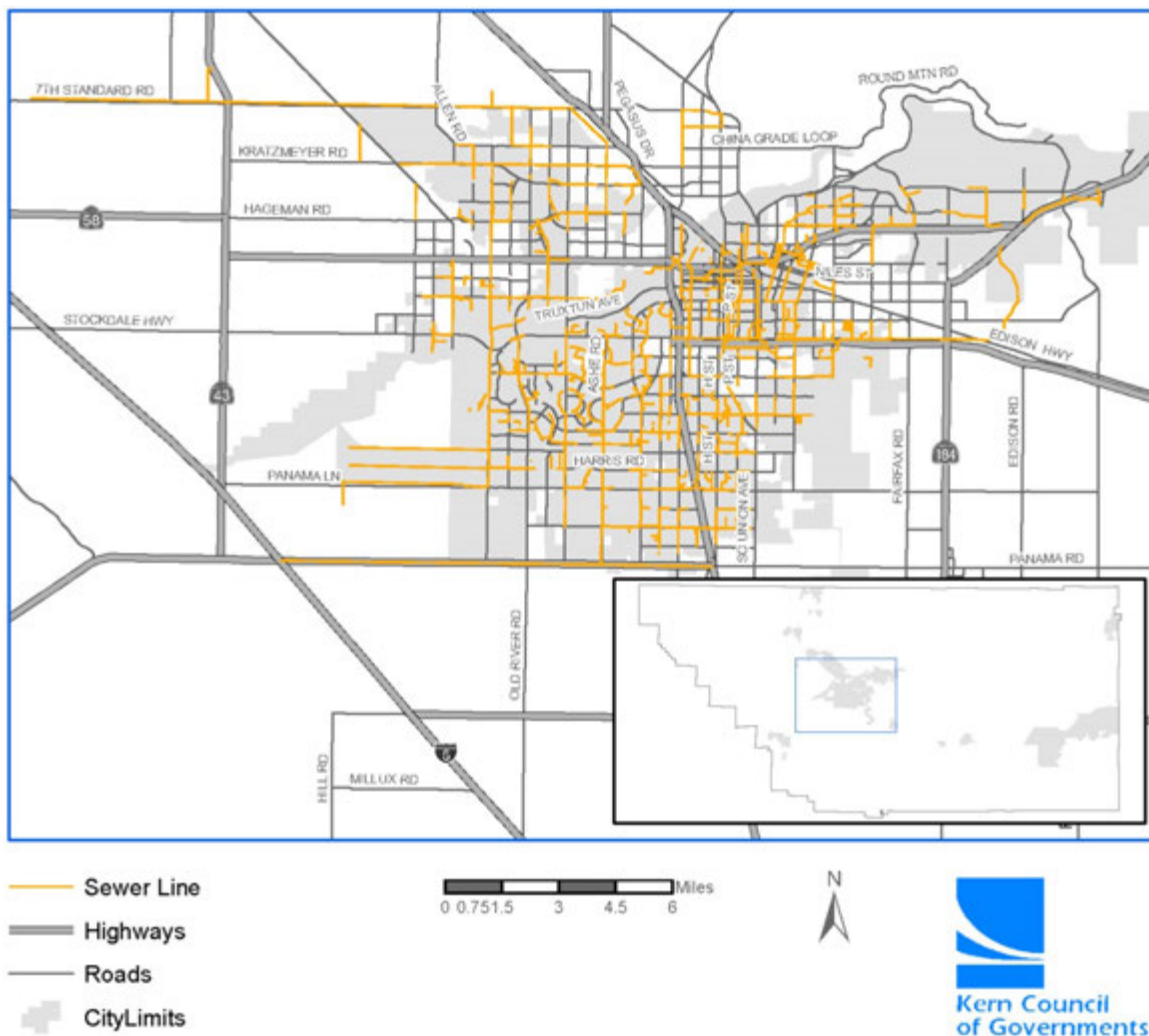
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In process

Map of Sewer Area in Metro Bakersfield



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Bakersfield Required Lot Size Zoning Strategies

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

In January 2005, the City of Bakersfield amended Section 17.14.070 of the Municipal Code relating to minimum lot area zoning. The amendment reduced the minimum lot size for R-2 zone dwellings to four thousand five hundred square feet per dwelling unit.

The City of Bakersfield also has a Planned Unit Development (PUD) zone, which enables developers to propose any lot size they desire, subject to discretionary approval by either the Council or Planning Commission. An example of a project that achieved higher density in a single-family residential development is University Park located in southwest Bakersfield.

The housing project includes a mixture of small, but traditional lots as well as cluster lots where six lots share a single driveway. In addition, the City has the Commercial-Center (C-C) zone which permits mixed use development by-right.

PROJECT BENEFITS:

Building on smaller lot sizes allows for compact and sustainable development. Planning and implementing compact sustainable development provides opportunities to reduce greenhouse gas emissions.

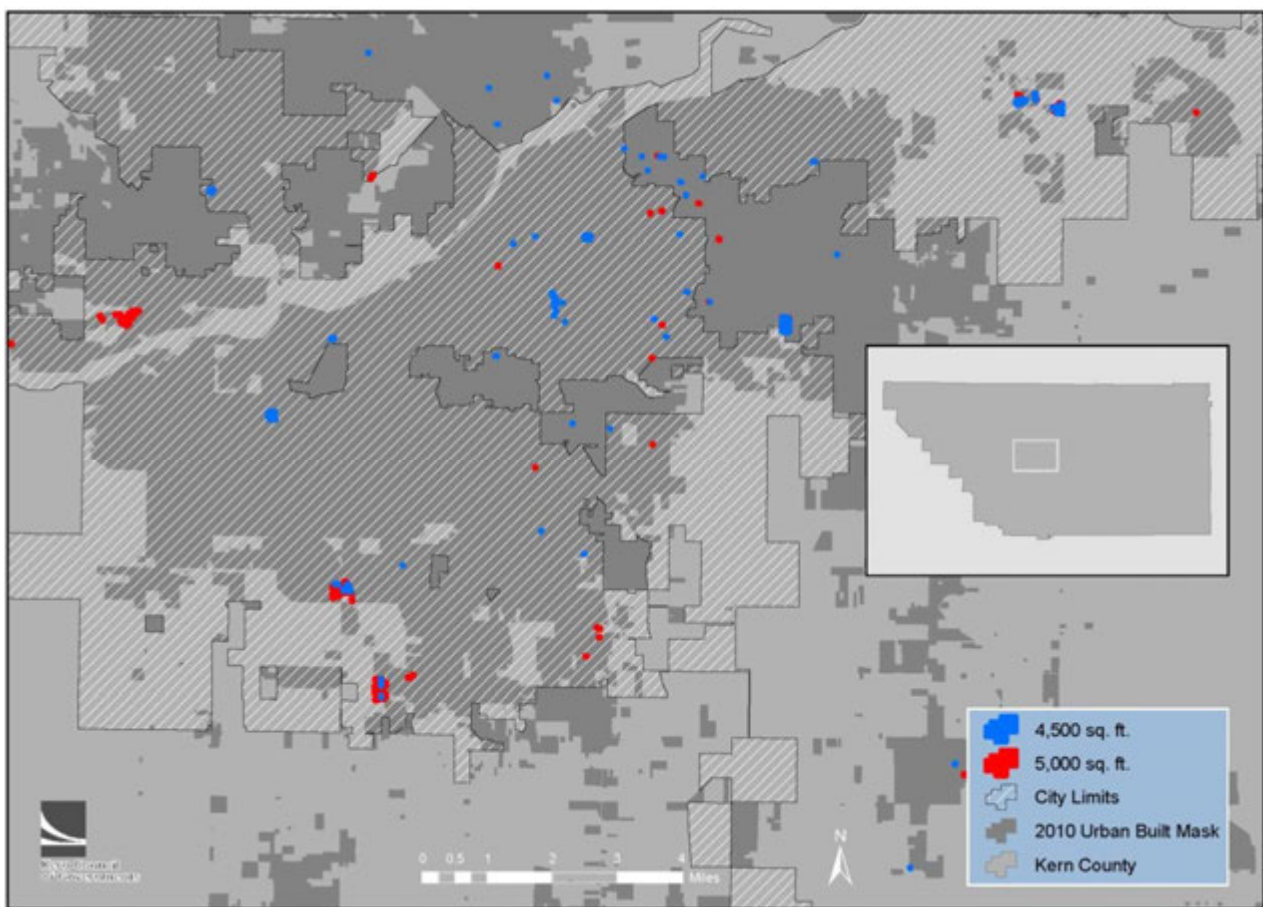
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Ordinance implemented in 1995

STATUS: In process

Map of Small Lot Areas in Metro Bakersfield



PROJECT TITLE: San Joaquin Valley Air Pollution Control District – Indirect Source Review (ISR) to Mitigate Off-Site Air Quality Impacts of New Development

PROJECT SPONSOR: San Joaquin Valley Air Pollution Control District (SJVAPCD)

PROJECT DESCRIPTION:

The SJVAPCD adopted Indirect Source Review (Rule 9510) to reduce the impacts of growth in emissions from all new land development in the San Joaquin Valley. Indirect air emissions are emissions indirectly caused by growth in population. ISR applies to development projects that have not yet gained discretionary approval.

PROJECT BENEFITS:

The ISR Rule looks to reduce the emission of harmful pollutants, specifically NO_x and PM₁₀ associated with the construction and operation of new development projects in the San Joaquin Valley.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Unknown

STATUS: Adopted

Examples of Smart Growth Development Located in Downtown Bakersfield



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Transit Priority Areas (TPA)**

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

SB 375 addresses Transit Priority Areas (TPA) as part of the SCS. TPA are areas within ½-mile of either rail stations or bus services with 15 minute headways in the peak period. The current TPA only includes the Amtrak stations with a total - population of 5,628 within the TPA. In October 2012, the GET Short Term Transit Plan will implement their 2012 plan which will increase the TPA coverage to 26.40 square miles and include a household population of 127,022 within the TPA. With the implementation of the GET Long Range Plan by 2035, the TPA coverage will increase 87.58 square miles and include a household population of 415,431. The TPA difference from existing and 2035 is a 5,478.3% increase in the TPA coverage and a household population of 7,281.5%.

PROJECT BENEFITS:

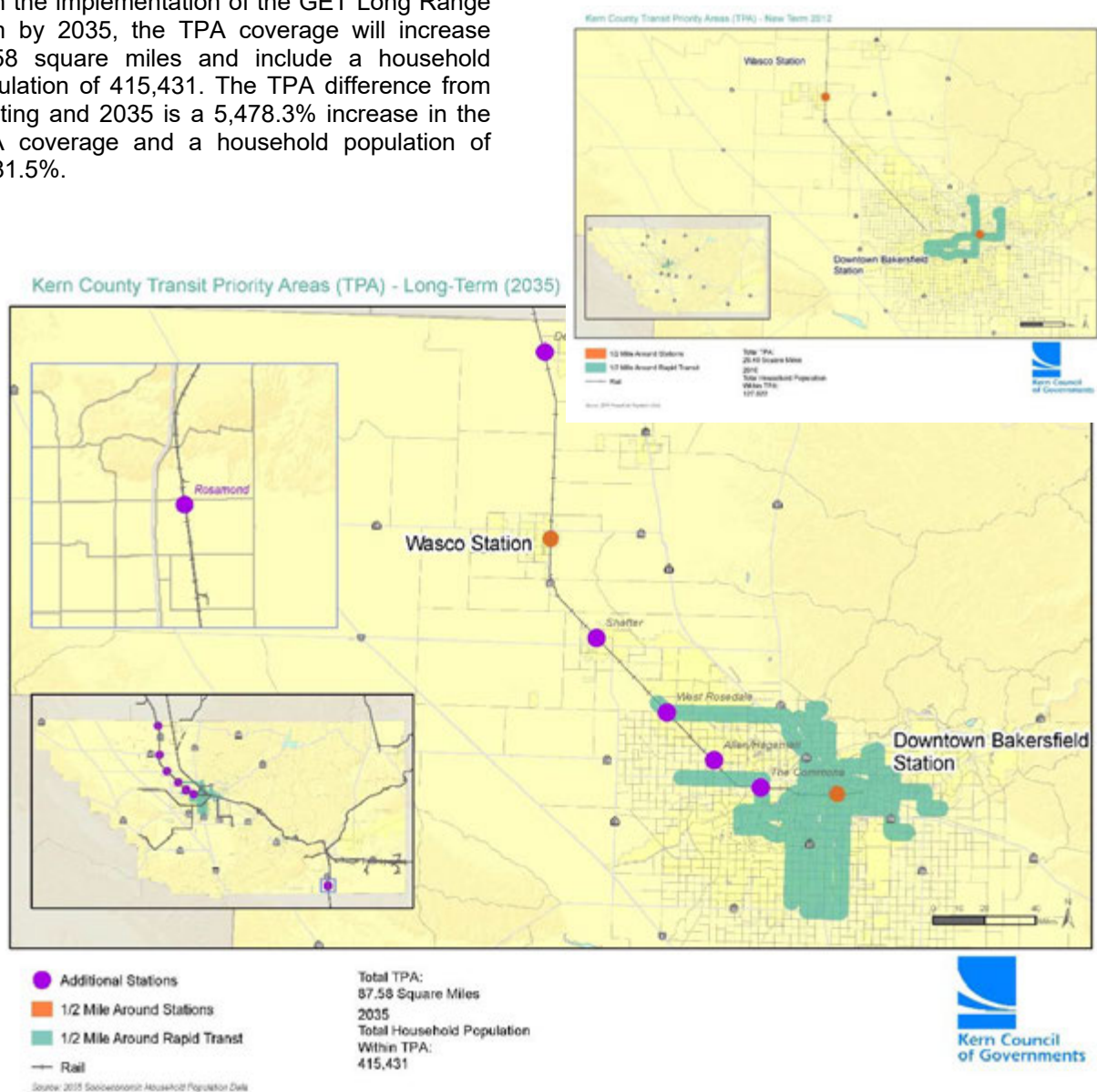
TPA encourages sustainable development by providing accessibility to quality transit which can reduce vehicle miles traveled and reduce the region's GHG.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECT: Unknown

YEAR OF CONSTRUCTION: October 2012

STATUS: Planned



PROJECT TITLE: Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Below is a map based on the Metro Bakersfield General Plan Centers Concept that was adopted in 1992. The Centers Concept was incorporated into the 2008 Kern Regional Blueprint Conceptual View maps. These map series were designed to illustrate some of the Regional Blueprint Principles designed to promote sustainable communities. The Maps are distinguished in phases; resources and other layers, existing, planned, and potential centers, along with a map that combines all the phase layers. The Maps include City spheres of influence from the County General Plan (included

in the Public/Resources layer), the transportation model network, and the major transit routes.

PROJECT BENEFITS:

Transit Priority Centers and Strategic Employment Place Types are illustrated in three phases; existing, planned, and potential. The Planned and Potential centers are located along major transit services within the urban area.

COST BENEFIT RATIO: Unknown

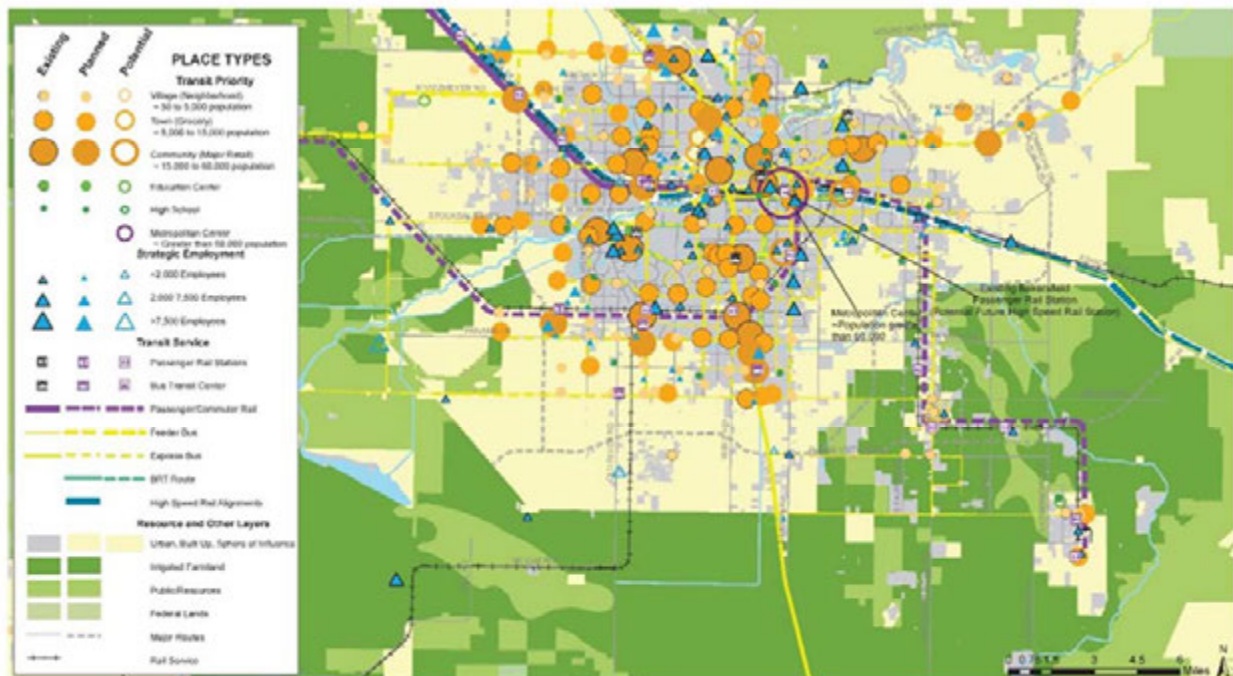
COST OF PROJECTS: N/A

YEAR OF CONSTRUCTION: N/A

STATUS: Adopted

DISCLAIMER: These maps are for conceptual purposes only. The RTP is updated every 4 years. Local general plans and other data may be updated more frequently. For more detailed information on the local planning assumptions, please refer to the local county adopted general plans for each community or other recent data source. Local general plans and other data updates will be incorporated into the next RTP update every 4 years.

**Conceptual View - Bakersfield, Arvin
Transit Priority & Strategic Employment Place Types Map**



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **GET - Short-Term Service Plan (2012-2020)**

PROPOSED SPONSOR: Golden Empire Transit District (GET)

PROJECT DESCRIPTION:

In the Metropolitan Bakersfield Transit System Long-Range Plan, there is a proposed Short-Term Service Plan (2012-2020). In the Short-Term plan, GET's fixed-route bus network would be reconfigured to reflect population and employment growth since the 1980's and to improve customer service and cost-effectiveness. In addition, the area covered within .75 miles from the Short-Term transit routes is 111 square miles.

PROJECT BENEFITS:

The prominent features of the Short-Term Plan includes a new transit center at CSU Bakersfield, increased service to CSU Bakersfield and Bakersfield College, faster cross-town trips, and decreased emphasis on timed connections at transit centers. The public will have more access to quality transit which will influence more people to use public transportation.

COST BENEFIT RATIO: -

TOTAL COST OF PROJECT: -

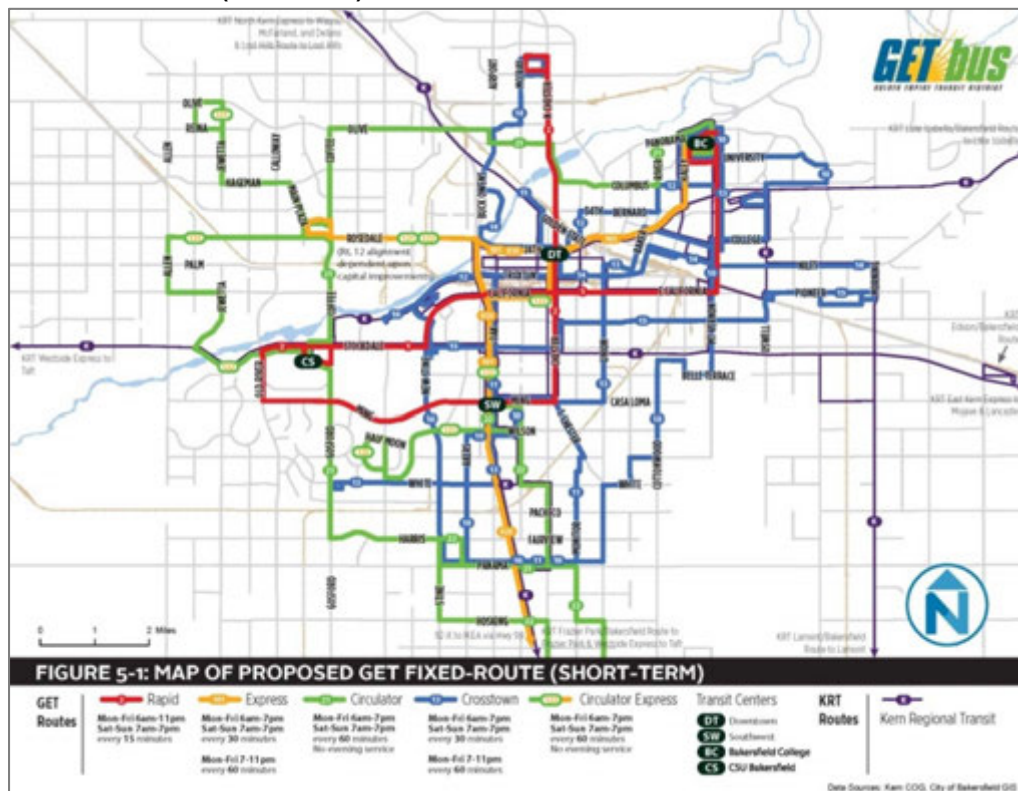
YEAR OF CONSTRUCTION: -

STATUS: Planned



Reference: *Metropolitan Bakersfield Transit System Long-Range Plan, April 2012*

Short Term Service Plan (2012-2020)



PROJECT TITLE: GET X-92 Commuter Express bus service to Tejon Industrial Complex

PROJECT SPONSOR: Golden Empire Transit District (GET)

PROJECT DESCRIPTION:

Since 2008, GET has been using federal and local funds to provide a round-trip commuter express bus service that begins at 22nd Street and Eye Street, travels to a Park and Ride facility at McKee Road, and then terminates at the Tejon Industrial Complex (TIC). The purpose of this service is to provide employees of the TIC an efficient, inexpensive commuter alternative to driving to work in their own car. Service is also provided to the Tejon Outlets.

GET staff has worked closely with the employers at TIC to ensure the X-92 Route arrivals and departures match the work schedules as much as possible. GET currently offers nine round-trip schedules beginning at 3:50 a.m. and ending as late as 12:10 a.m. to accommodate as many TIC employers/employees as possible. Approximately 19,000 employees per year use the X-92. A 31-day pass for the service currently costs \$55; a significant value given the fluctuation of today's fuel prices!

PROJECT BENEFITS:

The X-92 Route provides the benefits below:

- Lowers employee driving costs such as general vehicle wear and tear, oil changes, fuel costs, etc.
- Allows for TIC employers to offer fare subsidies to meet SB 375 requirements.
- Reduces the number of single occupancy vehicle trips.
- Reduces vehicle emissions throughout metro-Bakersfield and the surrounding rural area.

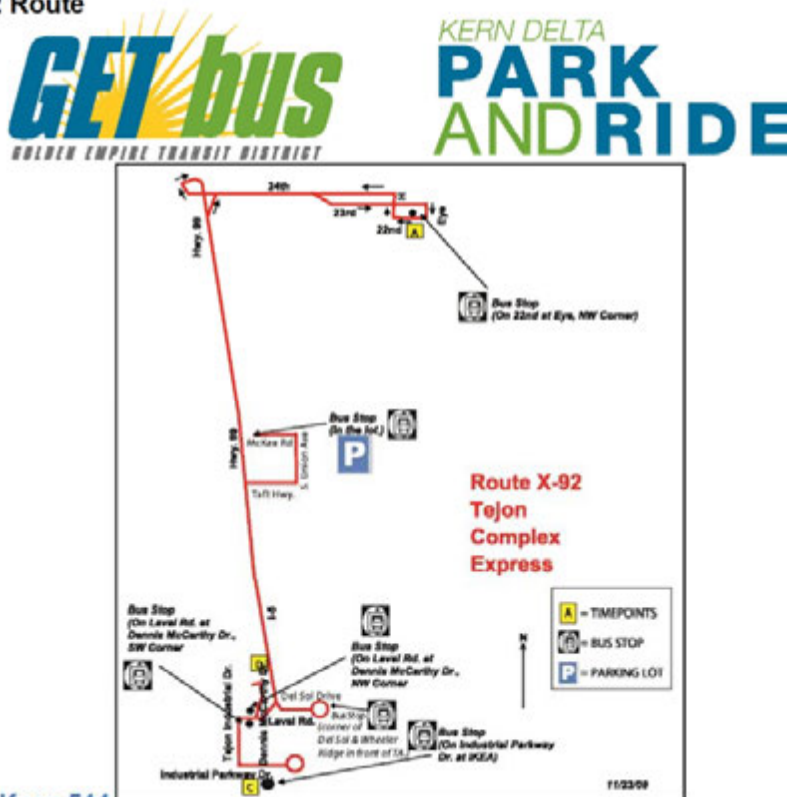
COST BENEFIT RATIO: 29% (FY 2015-2016)

COST OF PROJECTS: \$361,767 (FY 2015-2016)

YEAR OF CONSTRUCTION:

STATUS: In progress

Map of GET's X-92 Route



PROJECT TITLE: Kern 511

APPENDIX E – SUCCESS STORIES

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Establish a 511 Traveler Information System in Kern County. The Kern 511 System will include a website and an Interactive Voice Recognition System (IVR).

The purpose of this project is to provide real-time information to the traveling public to improve traffic flow and safety on highways throughout Kern County.

PROJECT BENEFITS:

Provides traveler information including traffic speeds, traffic alerts, transit services, carpool information, and trip planning.

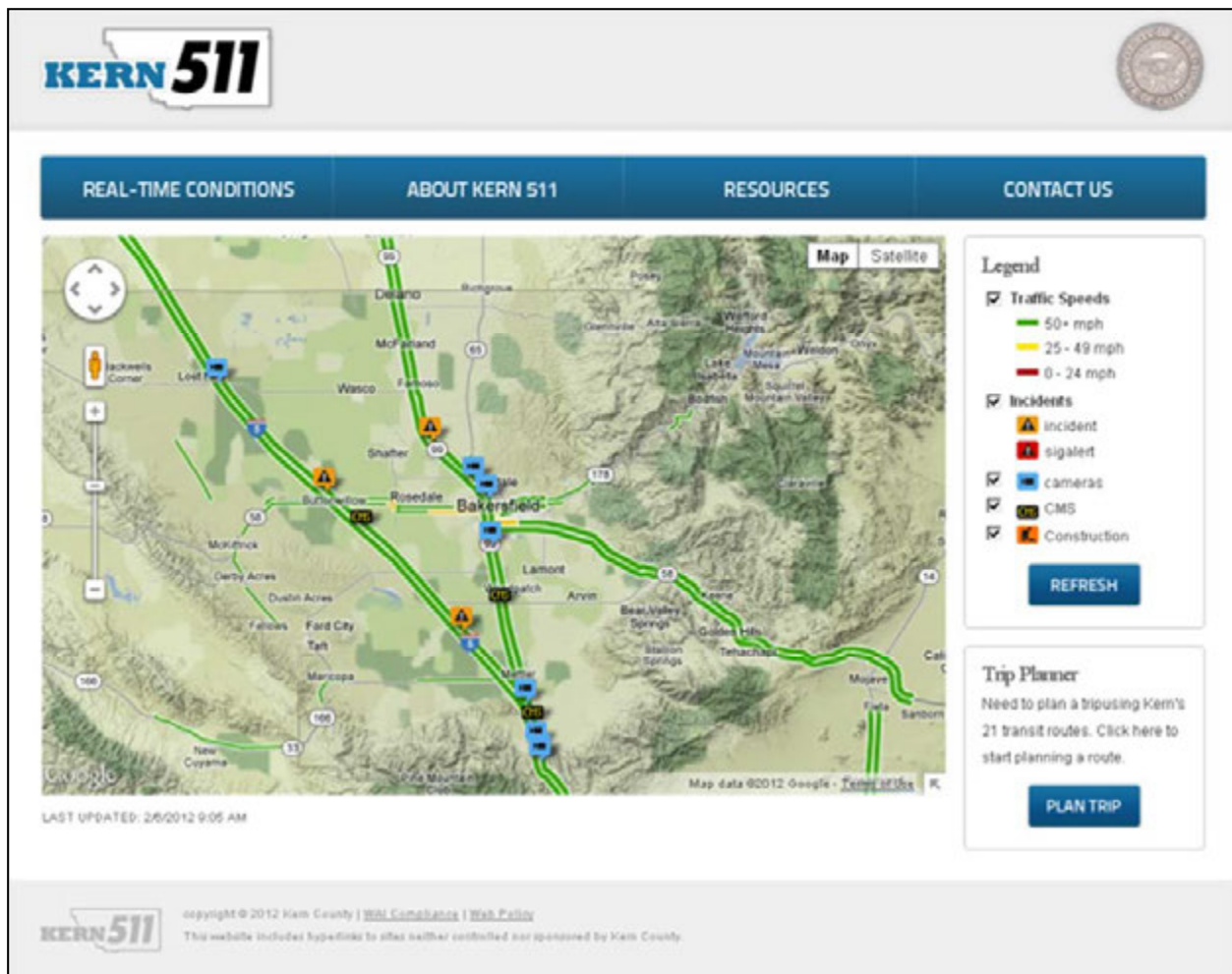
COST BENEFIT RATIO: Unknown

COST OF PROJECT: \$773,762

YEAR ESTABLISHED: 2012

STATUS: In Process

Kern County 511 Website



PROJECT TITLE: San Joaquin Valley Blueprint Integration Project

PROJECT SPONSOR: San Joaquin Valley Blueprint

PROJECT DESCRIPTION:

The San Joaquin Valley Blueprint Integration Project is a valley-wide program to provide support to cities in the valley whose population is under 50,000. The Project integrates Blueprint Smart Growth principles into the cities' General Plan and planning policies. A team of planning consultants will serve as Circuit Planners and will provide hands-on support to local agencies to integrate the appropriate Blueprint principles into local planning programs.

PROJECT BENEFITS:

The SJV Blueprint Integration Project assists in implementing the 12 Blueprint Smart Growth Principles. The Principles include creating walkable neighborhoods, mixing land uses, and providing a variety of transportation choices.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress

Within Kern County, the following small cities are involved in the Project and will be integrating the corresponding Blueprint Integration (BPI) tool:

Ridgecrest – Sign Ordinance

Wasco – Design guidelines SR 46 Corridor

Arvin – Design guidelines

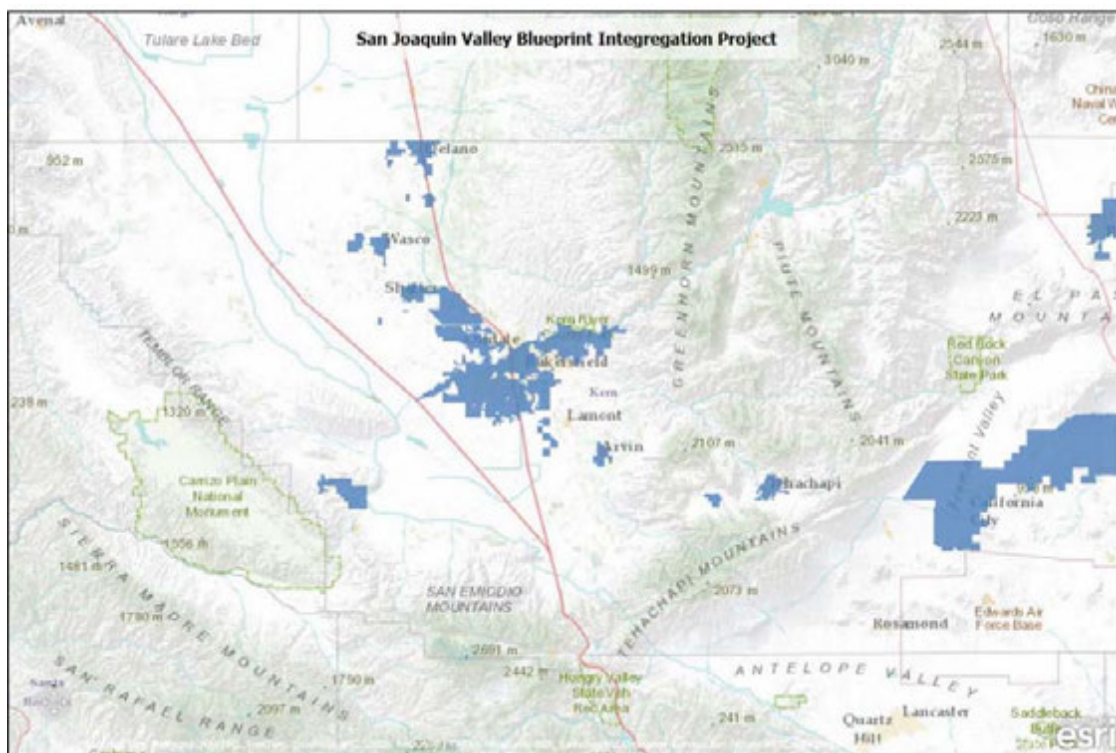
Shafter – Strategy to link transportation/land use

California City – infill strategy

McFarland – Ag mitigation program

Tehachapi – Climate Action Plan Guidance

Taft – Zoning Ordinance audit tool



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Caltrans Detection Systems - State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:

The SR 43 Intersection Improvements in Shafter installed vehicle detection systems (loops, vehicle signal heads, conduit and connectors) and new signal controllers with GPS clocks to reduce traffic congestion and improve operations at the following intersections of SR 43: Lerdo Hwy, Shafter Ave, Central Ave and Kimberlina Rd.

The East Bakersfield Vehicle Detection Systems proposed project will install vehicle detection systems in order to reduce traffic congestion and maximize efficiency of existing highways. The system will be on State Route 58 through the City of Bakersfield from Real Road to Vineyard Street at various locations. The system may be traditional loops installed in roadways or microwave radar detection systems.

PROJECT BENEFITS:

The system will provide travelers with real time information to make decisions to choose alternate routes for more efficient travel. These efficiencies will also help to improve air quality.

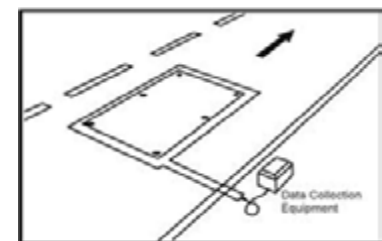
COST BENEFIT RATIO: All emissions – \$7.00 - \$21.00 / lbs.

COST OF PROJECTS: \$1,038,000

YEAR OF CONSTRUCTION: 2010, 2012

STATUS: Operating, In Construction

Detection System



PROJECT TITLE: California Highway Patrol's Safety Corridors

PROJECT SPONSOR: California Highway Patrol

PROJECT DESCRIPTION:

The California Highway Patrol (CHP) has received funds from the Office of Traffic Safety (OTS) to establish task forces comprised of representatives from city, county, regional, state, and federal government agencies, and the private sector. The mission of each task force is to assess a high collision highway or pedestrian corridor, and make recommendations to improve traffic safety on the roadways of interest.

PROJECT BENEFITS:

With the increased CHP presence along these highway safety corridors, drivers will be more sensible of their driving habits. Sensible driving and observing the speed limits can impact fuel efficiency and have a fuel economy benefit of 5% to 33% (fuelconomy.gov). Fuel efficiency can reduce CO2 emissions through reducing the burning of gasoline and diesel.

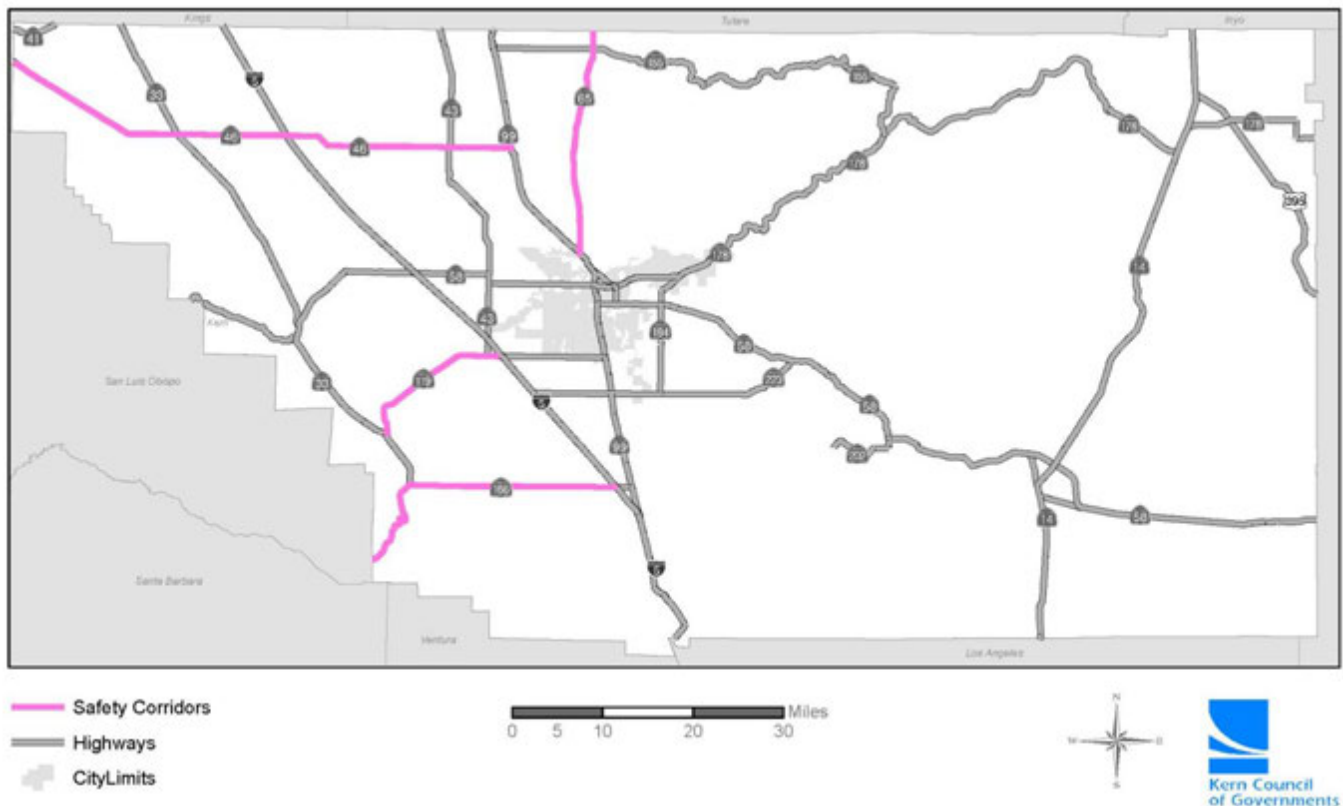
COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Started in 2002

STATUS: In progress

Map of Safety Corridors in Kern County



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Purchase of CNG/RNG Buses**

PROJECT SPONSOR: Golden Empire Transit District, County of Kern Roads/Kern Regional Transit

PROJECT DESCRIPTION:

Purchasing and replacing compressed natural CNG buses for Golden Empire Transit (GET) and Kern Transit (KT). There are three proposed projects that relate to the acquisition of CNG buses for Fiscal Years 2012-present.

The purpose of these projects is to invest in alternate fuel fleets which promote the reduction of automobile trips, while also reducing the emission of harmful pollutants.

PROJECT BENEFITS:

Increasing the available capacity for passengers will encourage the public not to drive their own vehicles and increase the number of buses for services that will reduce fleet emission levels. Use of 20% renewable natural gas (RNG) results in a 5 fold net reduction in greenhouse gas emissions.

COST BENEFIT RATIO: \$ 34+ / lbs.

COST OF PROJECTS: \$400,000 - \$575,000 per bus

YEAR OF CONSTRUCTION: 2013-present

STATUS: Existing/planned

GET CNG/RNG Bus



KT CNG/RNG Bus



PROJECT TITLE: [The Electric Cab Company of Delano](#)

PROJECT SPONSOR: The Electric Cab Corporation and Private Organization

PROJECT DESCRIPTION:

The Electric Cab Company of Delano is a business organization founded in the City of Delano. The company currently provides local transportation services to the community members of Delano.

PROJECT BENEFITS:

The Electric Cab Company provides alternative transportation services to the community of Delano by using electric vehicles which reduce the emission of harmful air pollutants.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2012

STATUS: In progress

<http://www.theelectriccab.com/>

Images of Electric Cab Company's electric vehicles



Photos from: <http://www.theelectriccab.com/>

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Downtown Elementary School (City of Bakersfield)

PROJECT SPONSOR: Bakersfield City School District

PROJECT DESCRIPTION:

Downtown Elementary School is located in the City of Bakersfield's Downtown. The school serves K-8 students and provides extended day programs where the school day is extended before and after school to accommodate working parents. Downtown Elementary was recently expanded to accommodate more students.

PROJECT BENEFITS:

Downtown Elementary was designed to support families of the employees working in the downtown area.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In process



PROJECT TITLE: Traffic Control Devices

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

Implements traffic control devices at numerous locations within the City of Bakersfield. There were a total of four proposed traffic control device projects (total of nine monitoring cameras) for the Fiscal years of 2012-2014.

The purpose of these projects is to improve traffic flow and safety through better signal timing and accident detection through main corridors. The cameras will be controlled and monitored from the City's Traffic Operation Center (TOC), and changes to signal time can be made through the City's existing signal communication system.

PROJECT BENEFITS:

Signal timing improvements as well as visually monitoring traffic flow on central corridors will reduce overall vehicle stops and starts and limit delays in travel time. This reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the harmful pollutants generated by vehicles at low speeds and when idling.

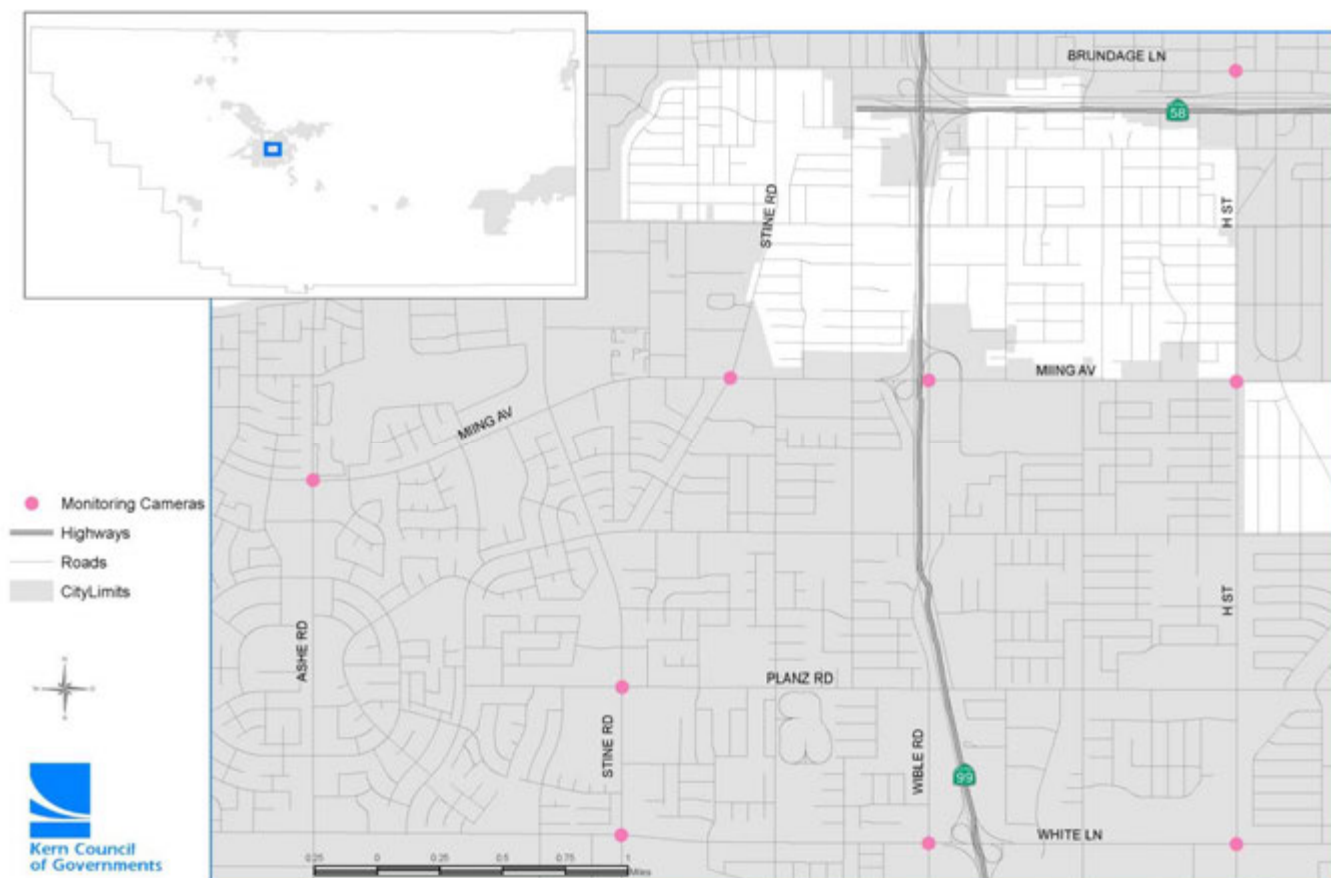
COST BENEFIT RATIO: \$15 – \$30 / lbs.

TOTAL COST OF PROJECTS: \$168,000 - \$460,000

YEAR OF CONSTRUCTION: 2013-2014

STATUS: Planned

Proposed Traffic Control device Projects (Traffic Monitoring Cameras)



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3

PROJECT SPONSORS: Kern Energy Watch Partnership with Southern California Edison (SCE), Pacific Gas & Electric (PG&E), and Southern California Gas Company (SCG)

PROJECT DESCRIPTION:

Kern COG is coordinating Greenhouse Gas Inventories based on energy use and Energy Action Planning (EAP) for ten cities and the County of Kern. Energy Action Plans identify policies, goals, and strategies for the city or county to adopt and enforce or to implement to improve energy efficiency.

Through SCE's Flight #5.6 Funding Opportunity and the Kern Energy Watch Partnership, Kern COG was awarded funding for activities that support California's Long-Term Energy Efficiency Strategic Plan along with the Great Valley Center, which was awarded funding to implement PG&E's Green Communities Program. Kern COG coordinates the efforts of all of the partners and programs. As of October 2013, the County of Kern and ten cities have completed baseline inventories for the years 2005 and 2010. Five cities and the

County of Kern have adopted Energy Action Plans. Work will continue to update the inventories in 2014, to identify strategies to address natural gas use, then to update the plans, and to establish plans for the remaining local government partners.

PROJECT BENEFITS:

Through the development of EAPs, the participating municipalities will be the lead in conducting energy inventories and using energy efficiency to reduce global warming emissions and energy use in both their own facilities and throughout the communities.

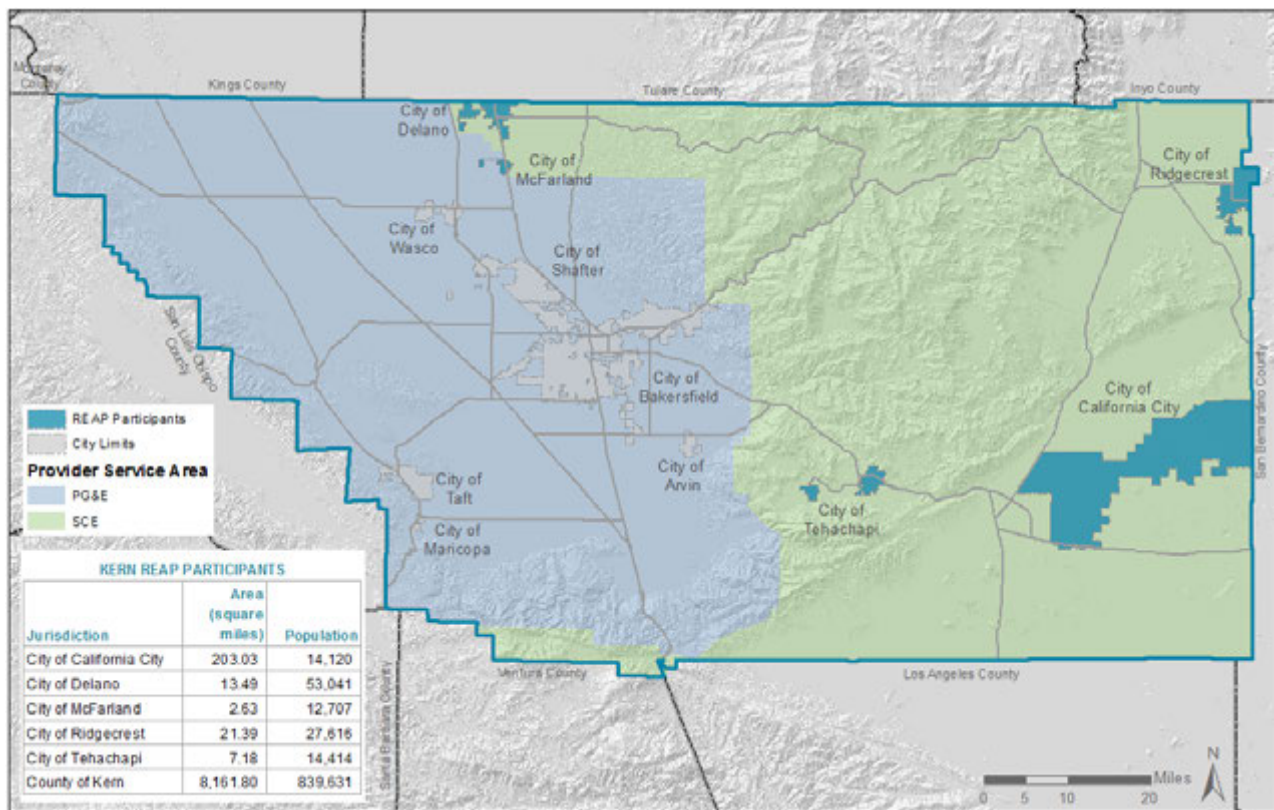
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: N/A

YEAR OF CONSTRUCTION: N/A

STATUS: Completed

Map of Kern Region Energy Action Plans and Utility Service Areas



PROJECT TITLE: Tejon Ranch Conservation and Land Use Corridor Agreement

PROJECT SPONSOR: Tejon Ranch Co.

PROJECT DESCRIPTION:

On June 17, 2008, Tejon Ranch Co. and the nation's major environmental organizations, including The Sierra Club, Natural Resources Defense Council, Audubon California, the Planning and Conservation League and the Endangered Habitats League, unveiled a landmark agreement on the future of the Tejon Ranch. The agreement provides for the permanent protection of 240,000 acres of the historic Ranch — approximately 90 percent of the entire landholding. The remaining 10 percent, or 30,000 acres, of the Ranch is designated for responsible master-planned community development. The agreement and land use plan serve as a major regional sustainability success story, and the scale of the landscape makes it a state-wide and national success.

PROJECT BENEFITS:

The Ranch's location between Bakersfield and Los Angeles and its adjacency to major California and national infrastructure corridors offer opportunities for regionally-beneficial development. The Conservancy has developed and is implementing a Ranch-wide management plan in collaboration with the Tejon Ranch Company.

The agreement also provides new opportunities for public access, including realignment of 37 miles of the Pacific Crest Trail to the Blue Ridge on Tejon Ranch, a potential location for a new CA state park, and a potential UC Reserve research site. In addition, the Conservancy leads public access programs that have brought approximately 5,000 visitors to the Ranch since 2008 and are serving approximately 1,000 per year through docent-led tours.

COST BENEFIT RATIO: Unknown

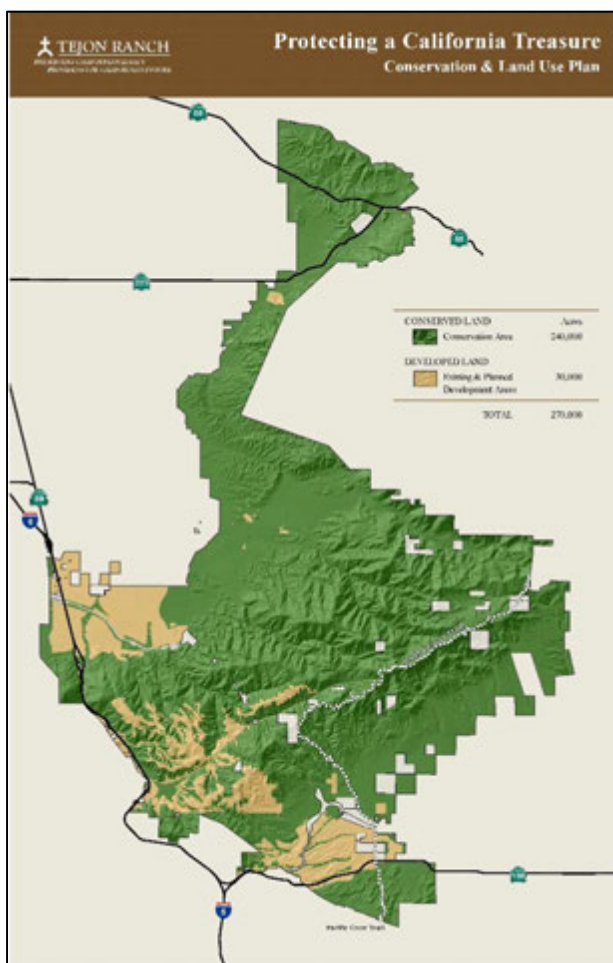
TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

Reference: Tejon Ranch Co.

Tejon Ranch – Conservation and Land Use Plan Map



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern County Community Revitalization Program

PROJECT SPONSORS: County of Kern

PROJECT DESCRIPTION:

With the recent loss of redevelopment agencies, the County of Kern Planning and Community Development Department established a centralized Economic Opportunity Areas and developed the RENEWBIZ grant-funding mechanism to assist communities with initiating projects that improve and enhance the quality of life within the community as well as increase the economic benefit to the County as a whole. The Kern County Community Revitalization Program provides the seed money for a focused visioning process that is tailored to each community to develop a visual road map and unique identity. Each community visioning effort is highly collaborative and requires the County's close collaboration with an outreach/visioning consultant and the local community. Many times, initial funding for the visioning efforts have come from private businesses.

Two of the community vision plans developed through the Kern County Community Revitalization Programs

PROJECT BENEFITS:

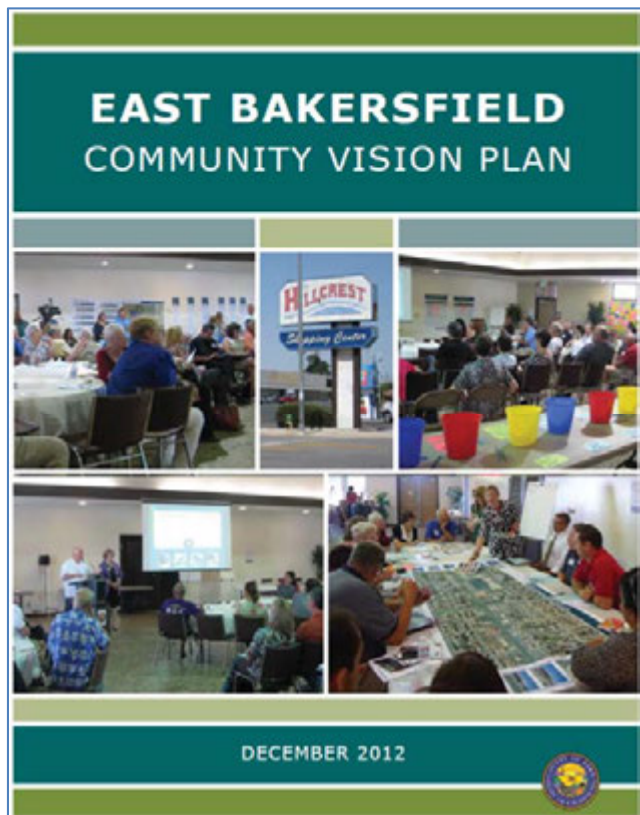
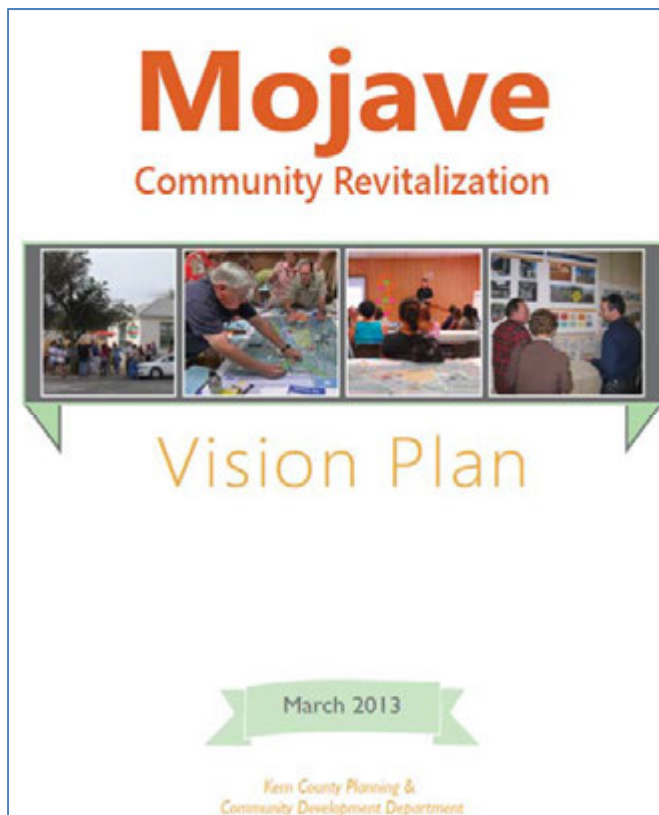
The program has attracted investment and real improvements of over \$4 million in the communities of Oildale, East Bakersfield, Rosamond, Mojave, Boron, and soon, Olde Town Tehachapi. The outreach efforts established a collaboration between residents, businesses, and stakeholders with the county that continues with physical improvements and additional planning efforts to be completed into the future.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: N/A

YEAR OF CONSTRUCTION: N/A

STATUS: In Process



PROJECT TITLE: Kern Transit – Express Route Connections to Intermodal Passenger Rail Stations

PROJECT SPONSOR: Kern Transit – County of Kern

PROJECT DESCRIPTION:

Kern Transit now meets with Antelope Valley Transit Authority's Route 785 that provides commuter service to Downtown Los Angeles, San Fernando Valley, and Century City. The Kern Transit Route 100 also connects with the Metrolink in Lancaster and Route 130 is currently operating between Bakersfield and Santa Clarita Metrolink station. Route 110 stops at Amtrak in Wasco.

PROJECT BENEFITS:

The collaboration with Kern Transit and Antelope Valley Transit Authority provides significant alternative transportation benefits for commuters and enhances air quality.

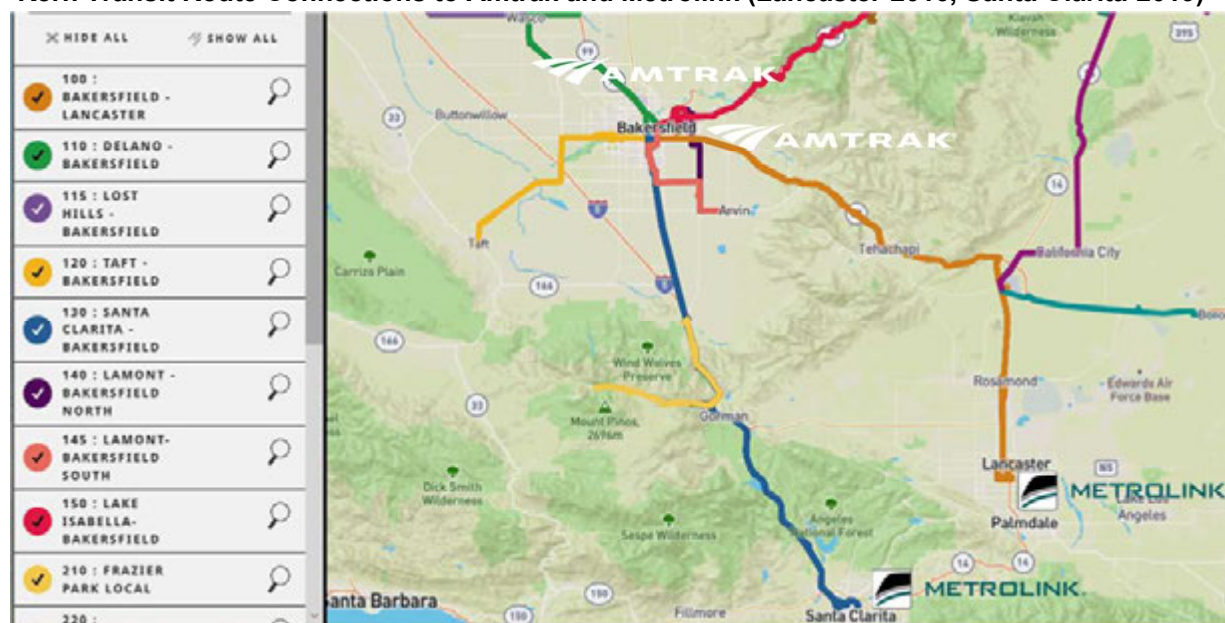
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016 & 2019

STATUS: In progress

Kern Transit Route Connections to Amtrak and Metrolink (Lancaster-2016, Santa Clarita-2019)



CNG/RNG Kern Transit Over-the-Road Coach Connecting to Bakersfield and Wasco Amtrak Stations.



Electric Kern Transit Bus Providing Connections between E. Kern and Metrolink



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: California State University of Bakersfield – Construction of Public Transit Center

PROJECT SPONSOR: Golden Empire Transit District, California State University of Bakersfield

PROJECT DESCRIPTION: The California State University of Bakersfield (CSUB) Transit Center is a partnership between CSUB and Golden Empire Transit District (GET). In GET's Long Range Plan, a new transit center was identified in the Short-Term Service Plan (2013-2020) at CSUB campus. The transit center will facilitate access and travel to several activity centers that include large employers, retail, a hospital, medical offices, and residential neighborhoods.

PROJECT BENEFITS:

The CSUB Transit Center will improve existing transportation choices by enhancing points of

modal connectivity, increasing the number of modes accommodated on existing assets and reducing congestion on existing modal assets. The location of the station is along a bicycle corridor and passengers may also connect with Kern Regional Transit.

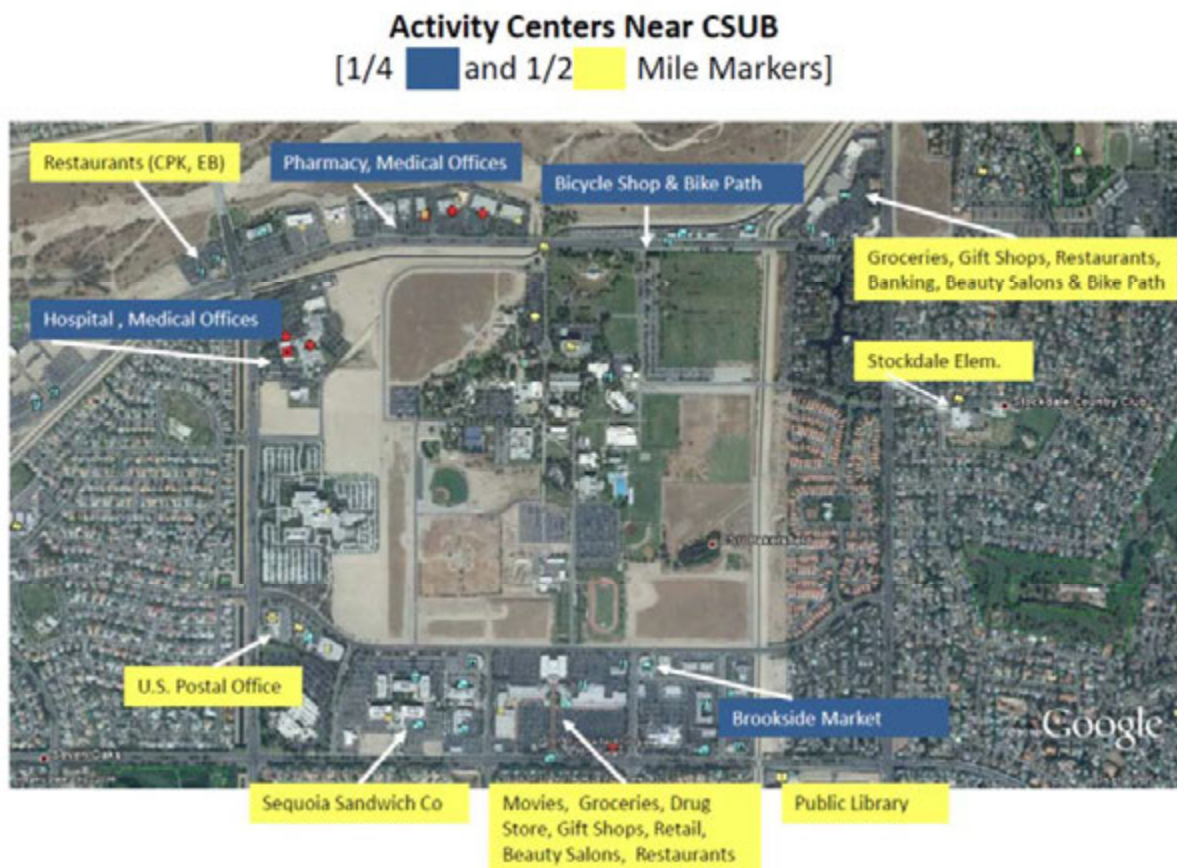
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS:

YEAR OF CONSTRUCTION: 2017, 2018, 2019

STATUS: In progress

Surrounding area of proposed CSUB Transit Center



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

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

**WEDNESDAY
March 4, 2020
1:30 P.M.**

Dial +1 (312) 878-3080
Access Code: 586-617-702

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

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) 635-2910. 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 SUMMARY

- A. RPAC Meeting of February 5, 2020.

IV. 2020-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Comment: The 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>.

Action: Recommend the Kern COG Transportation Planning Policy Committee adopt the 2020-2050 Regional Growth Forecast.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

Action: Information.

VI. ANNOUNCEMENTS

VII. MEMBER ITEMS

VIII. ADJOURNMENT

The next scheduled meeting will be April 1, 2020.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
February 5, 2020
1:30 P.M.

The meeting was called to order at 1:36 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Eric Dhanens Suzanne Forrest Alexander Lee Mark Staples Shawn Monk Asha Chandy Lorena Mendibles Ricardo Perez	Community Member Shafter McFarland Taft (Phone) California City Community Member Caltrans GET
STAFF:	Becky Napier Ben Raymond Michael Heimer Linda Urata Rob Ball Ed Flickinger	Kern COG Kern COG Kern COG Kern COG Kern COG Kern COG
OTHERS:	Johanna Coronado Joshua Champlin Paul Candelaria Ryan Starbuck Troy Hightower Adeyinka Glover	TDH Associates Int. Kern County Kern County Public Works City of Bakersfield TDH Associates Leadership Counsel

II. PUBLIC COMMENTS: This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

None

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Forrest made a motion to approve the discussion summary for September 4 and November 6, 2019; seconded by Committee Member Chandy with all in favor.

IV. REGIONAL PLANNING ADVISORY COMMITTEE BY-LAWS UPDATE (Napier)

Ms. Napier stated that staff is proposing that the Regional Planning Advisory Committee (RPAC) By-Laws be amended to add one permanent voting member for the Tejon Indian Tribe and consider changing Article VI. Meetings, Section 3 as it relates to what constitutes a quorum.

Specifically, a quorum would consist of “a majority of the members appointed in accordance with Article III who are present at the meeting, either in person, by conference call, or by video teleconference”.

Committee Member Dhanens made a motion to recommend to the Kern COG Board approval of the RPAC By-Laws Update; seconded by Committee Member Forrest with all in favor.

V. PUBLIC WORKSHOP/PUBLIC COMMENT – 2020-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Mr. Raymond stated that the 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast is scheduled to be hosted at the Kern COG board meeting in February 2020. Mr. Raymond turned this item over to Mark Schniepp, Consultant, to present a summary of “Updating the Regional Growth Forecast”.

This was an information item.

VI. KERN COUNTS CENSUS 2020 (Raymond)

Mr. Raymond STATED THAT THE Decennial Census will be conducted on April 1, 2020, and to receive the maximum levels of federal funding, all persons needed to be counted. In California, more than 70 federal programs that benefit Kern residents use census data and population counts as part of the funding formulas, including the Community Development Block Grant Program, as well as funding for roads. Kern Counts makes resources available to help.

This was an information item.

VII. KERN ADVANCED TRANSPORTATION TECHNOLOGY PROGRAM STATUS REPORT (Urata)

Ms. Urata stated that to help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information.

This item was an information item.

VIII. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Mr. Ball explained that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill 375 per capita greenhouse gas reduction targets. Mr. Ball discussed the timeline including potential outreach events and public meetings.

This was an information item.

IX. SUSTAINABLE COMMUNITIES STRATEGY SUCCESS STORIES UPDATE (Ball)

Mr. Ball stated that staff compiled the Sustainable Communities Strategy success stories that have been submitted by member agencies and other stakeholders related to SB 375 greenhouse gas reduction goals to be included in the next Regional Transportation Plan/SCS update. Member agencies/stakeholders were asked to submit edits, comments and/or new success stories by Wednesday, April 1, 2020.

This was an information item.

X. ANNOUNCEMENTS

None.

XI. MEMBER ITEMS

None.

XII. ADJOURNMENT

The meeting was adjourned at 2:23 p.m. The next scheduled meeting of the RPAC is March 4, 2020.



IV. RPAC

March 4, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
2020-2050 GROWTH FORECAST DRAFT REPORT

DESCRIPTION:

The 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. 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. This forecast revision will serve as the growth assumption for the 2022 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year. If the growth forecast is more than 1.5% outside of DOF projections, Kern COG will need to provide a detailed explanation why the forecasts differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years

from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

The Kern COG adopted Public Policy and Procedure manual requires an advertised notice of public meetings/workshops regarding the regional growth forecast and 30-day public comment period. Additional, extensive opportunities for public comment on the forecast will be provided as part of the 2022 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet together and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Draft Regional Growth Forecast Report – The Draft Report is available for public review on Kern COG’s website: <https://www.kerncog.org/estimates-and-projections/>. The primary forecasts of the regional growth forecast are for the number of households, population, housing units, and employment. The report also provides forecast data demographic characteristics including: age distribution, housing units by type, average household size, household income, race and ethnicity.

The draft report shows Kern’s total population reaching 1 million by 2028 and by 2050 the population is expected to reach 1.2 million. The number of households are expected to increase to just over 362,000 by 2050 from 270,000 in 2019. Total employment is forecasted to grow from 338,000 in 2019 to 402,000 in 2050.

The report compares the forecasts with other forecasts, projections and trends. The total population forecast stays within 1.5% of the latest DOF projections. The graph below depicts how the forecast for total population compares to other forecasts and projections.

Public Comments – Public comments received thus far fall into the following categories:

How the State’s stance on oil is accounted for?

Response: The forecast looks at what is most probable moving forward from this point in time. At this point in time the state is inhibiting growth in the oil industry and the growth forecast reflects this. It would be too presumptuous to include in the base forecast the State taking further aggressive actions to reduce current oil production, which could have drastic impact on the economic factors of the growth forecast.

Is the net in-migration in the forecast overly optimistic?

Response: There are many economic factors accounted for in the net in-migration, some of the factors that are responsible for the net in-migration increasing in the

forecast compared to the previous 10-year period are: (1) a rising Department of Defense budget (which is responsible for increasing federal civilian job demand at Edwards AFB and China Lake NAS); a construction jobs boost from more housing development (especially in Bakersfield as part of the Tejon Ranch), massive repairs at China Lake Naval Air Station, more energy projects, and no freefall predicted in the price of crude oil (which was partially responsible for the lower migration numbers indicative of the 2014 to 2017 period in Kern County); therefore a lower magnitude of out migration due to stabilizing and recovering oil prices.

Will automation in the workplace take away jobs to the point there would be a large portion of the population without jobs?

Response: At this time, it seems unlikely that a large portion of the population will be without jobs due to automation; many jobs will be reduced in certain sectors as automation increases, but it is likely that other jobs will fill their places. Furthermore, with the slowdown in population growth, there is going to be a reduced growth of the labor force and therefore, there will not be the need for as many jobs to fill in the future. We therefore do not expect to see significantly rising unemployment with the onset of automation.

Do prisons closing impact the regional growth forecast?

Response: Whether persons are incarcerated or not incarcerated will have little impact to the forecast. It is difficult to predict how the State will move forward with releasing incarcerated persons if crime rates continue to rise. The County's inmate population is strongly correlated with the nation's total incarcerated population, thus the forecast for group quarters incorporates the nation's incarcerated population in a regression equation to forecast group quarters population. Therefore, a diminishing volume of incarcerations throughout the State is incorporated into the forecast over time. Kern COG will address effects of prison closures on sub-regional employment during the sub-regional distribution of the forecast (RPAC oversight of sub-regional distribution anticipated in mid to late 2020).

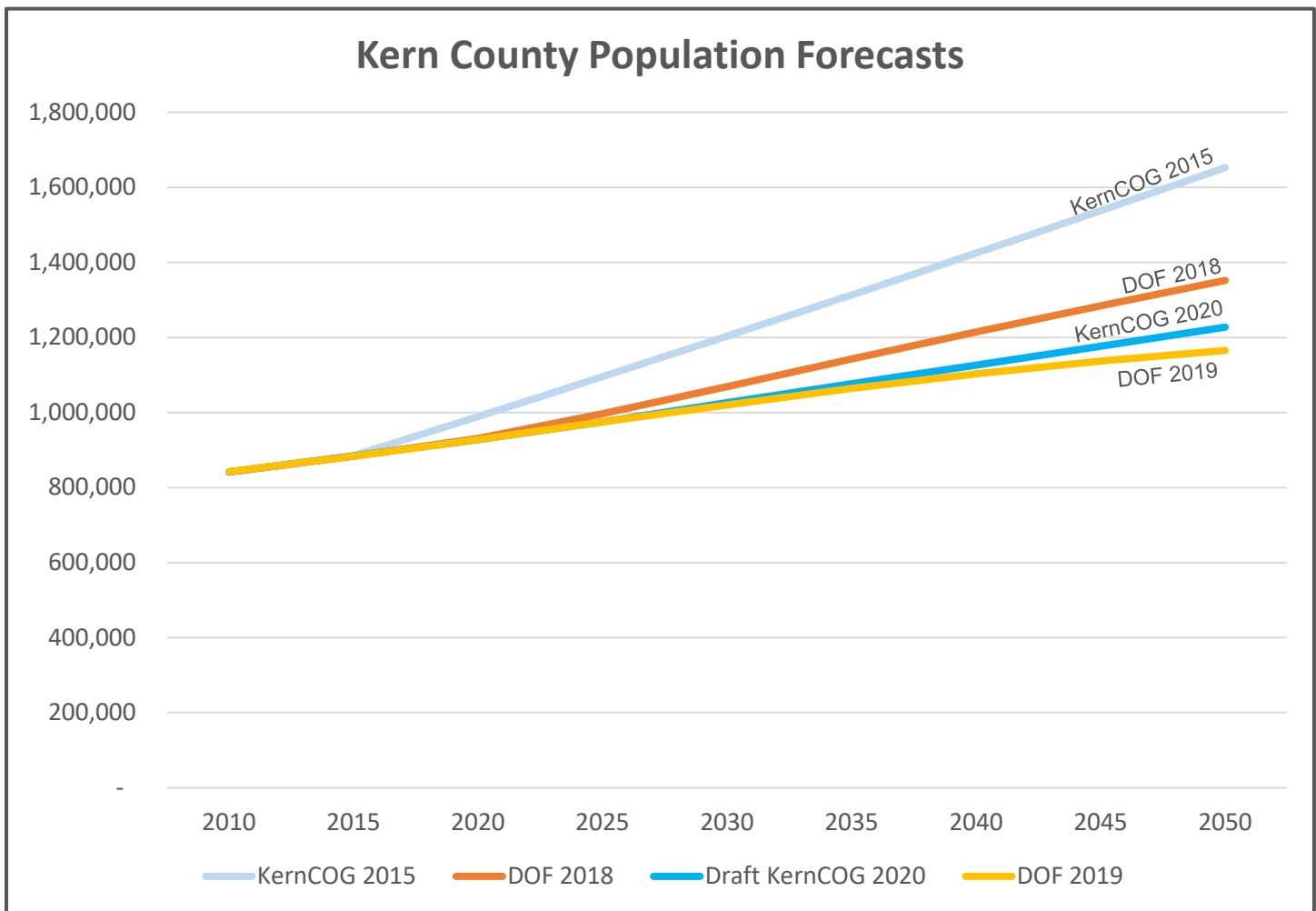


Figure 1. Above image compares latest projections with previous projections from California Department of Finance (DOF) and Kern COG.

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- ~~August 12th, 2019 – Project Kickoff Meeting & review initial data inputs and status update~~
- ~~September 4th, 2019 – Draft white paper on Oil and Ag employment review by RPAC~~
- ~~February 5th, 2020 – Draft growth report presented to RPAC & TTAC members for review and comments~~
- February 7th, 2020 - 30-day public comment period notification (press release/flyers/draft report to be available at www.kerncog.org)
- ~~February 20th, 2020 – Public Workshop on Growth Forecast~~
- ~~February 20th, 2020 – Kern COG Board reviews draft forecast for information and comments~~
- March 9th 2020 - Close of 30-day public review period
- March 2020 - RPAC and TTAC review report and public comments and make recommendation to Kern COG board.
- March 2020 - Kern COG Board considers adoption of the regional growth forecast.

ACTION: Recommend the Kern COG Transportation Planning Policy Committee adopt the 2020-2050 Regional Growth Forecast.



V.
RPAC

March 4, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

DISCUSSION:

This periodic update report chronicles, development and implementation of the SB 375 process in Kern with recent activity listed first. The report also includes a timeline with upcoming events.

February 19, 2020 – California Air Resources Board (ARB) called Kern COG staff in response to an email requesting an update Kern COG's SCS Technical Evaluation. ARB indicated that it plans to accept Kern COG's determination that the SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Kern COG Technical Evaluation will be posted on line at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> when ARB has completed the report. Delays were created by staff changes at ARB.

January 22, 2020 – A 2022 RTP/Sustainable Community Strategy (SCS) Stakeholder Roundtable was held at Kern COG to garner input on the 2022 RTP/SCS public outreach process. Twenty-two (22) participants attended the meeting from various interest areas in the community including

the Tejon Indian Tribe, Lamont/Weedpatch Family Resource Center, Caltrans, Kern County Black Chamber of Commerce, League of Women Voters, Valley Fever Awareness & Resources, Golden Empire Transit, Project Clean Air, Tejon Ranch, Leadership Council for Justice and Accountability, Troy Hightower International, Senator Melissa Hertado's Office, California Alliance for Retired Americans, Congressman TJ Cox's Office, and the cities of Bakersfield, Taft, Shafter, Tehachapi and California City. Participants provided input about how Kern COG can improve the outreach process. Recommendations included: 1) Continue the Kern County Fair Booth; 2) Mini Grant Outreach – consider providing tools to stakeholders to go into communities to gather input rather than having a formal meeting; 3) Use Interactive Social Media; 4) Use Parent Centers connected to the Bakersfield City School District; 5) Use Advisory Councils associated with schools; 6) Provide information to the Kern County Network for Children; 7) Consider going to McDonalds Play Areas – free Wi-Fi for adults and play space for children; 8) Community events such as Taft Oildorado, California City Tortoise Days and other community festivals.

January 21, 2020 2019 - ARB emailed that the Kern 2018 SCS Technical Evaluation should be complete by ARB in mid-February 2019.

January 14, 2020 – San Joaquin Valley Inter-Agency Consultation (IAC) group, quarterly conference call, California Air Resources Board (ARB) announced that the Kern COG 2018 SCS Technical Evaluation should be completed any day now. Of the eight SCS under review, Fresno COG was completed in September, and 4 more are just beginning their review this month.

November 5, 2019 - ARB emailed that the 2018 SCS Technical Evaluation should be complete by ARB in mid-December 2019.

October 14- November 3, 2019 – 12 public workshops/events were held in 8 outlying communities with transit operators (Arvin, Lost Hills, McFarland, Shafter, Wasco, Taft, Tehachapi, and Ridgecrest) on the Long-Range Rural Transit Plan where participants were invited to also provide input on 2022 RTP/SCS principles using an online survey tool open till Nov. 8. The Plan will be used in development of the RTP/SCS to identify new rural transit projects such as Miocar – rural car sharing, EV intercity/dial-a-ride service, “Uber/Lyft” style micro transit and a new volunteer driver program.

October 10, 2019 – At a joint meeting of the ARB and the California Transportation Commission (CTC) in Modesto, Kern COG and Valley MPOs presented an update on the SCS Implementation in the Valley. View webcast recording online at: <https://catc.ca.gov/meetings-events/joint-carb-meetings> . Time stamp: 2:34-3:30 – Kern COG and Valley MPOs presentation (related Q&A in afternoon session as well).

October 1, 2019 – Fresno COG received their SCS Technical Evaluation from ARB which “accepted” Fresno COG’s determination that their SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Technical Evaluation is posted online at <https://ww2.arb.ca.gov/fresno-council-governments-fcog> . Kern’s Evaluation is still under review by ARB management.

September 18-27, 2019 – Outreach booth at the Kern County Fair promoted an interactive online survey on the transportation planning principles for the 2022 RTP/SCS and has received over 200 respondents. The online survey was open from Sept. 18 – Nov. 8.

September 5, 2019 – Met with ARB staff in Modesto to discuss new SB 375 Sustainable SCS guidelines requirement for a plan over plan analysis for the 3 largest Valley MPOs along with the

4 largest state MPOs. Since that meeting ARB revised the guidelines to require the plan over plan analysis for all Valley MPOs regardless of size even though some Valley MPOs are smaller than small MPOs outside the Valley that are not required to do this analysis. Note that these guidelines are administrative and will not be adopted by the ARB. Final Draft Evaluation Guidelines are now available online at - <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources> .

August 21, 2019 – ARB Technical Evaluation of Kern’s 2018 SB 375 SCS is currently being reviewed by ARB management. As soon as they have an update on timeline they will let us know. Fresno COG is at about the same place and staff has indicated that they both appear to be passing. Note: SCS technical reviews are administrative and not adopted by ARB. Kern COG’s evaluation will be posted online at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> .

August 19, 2019 – Indication is that ARB will still require the plan over plan analysis for the 3 largest MPOs in the Valley, San Joaquin, Fresno and Kern.

June 3, 2019 – Kern COG staff met with Mary Nichols in Modesto to discuss issues with several new requirements under the guidelines including: 85% elasticity threshold and a new requirement for plan-over-plan analysis.

May 1, 2019 – Kern Transportation Foundation hosted an industry outreach event in Bakersfield on goods movement, garnering input on freight projects in Kern to help inform development of the 2022 RTP/SCS. The event was attended by 90 business/industry stakeholders.

February 25, 2019 – Kern COG staff’s third conference call with California Air Resources Board (ARB) staff on Kern COG’s December 11, 2018 submittal of the 2018 RTP technical evaluation data requested by ARB for making their determination whether the SCS, if implemented, would meet the ARB GHG reduction targets set back in 2011. ARB is still reviewing the data and asking questions after two months and three conferences calls. The previous two calls were on January 14 & 29, 2019. The seven other Valley COGs are seeing similar levels of examination from ARB staff. ARB has two months to make their determination after they deem the submittal complete.

February 14, 2019 – San Diego Association of Governments announces they can NOT meet their new SCS GHG targets and ask for two more years to develop their 3rd cycle SCS. <https://www.voiceofsandiego.org/topics/government/san-diego-cant-hit-state-climate-goals-without-major-transportation-changes/> .

February 7, 2019 – ARB Deputy Exec. Ofc. Steven Cliff, met w/ the eight San Joaquin Valley COG directors on concerns about the Draft ARB SB 375 SCS Evaluation Guidelines <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>.

January 31, 2019 – Valley COG directors met with ARB member Alexander Sherriffs on the non-responsiveness of ARB staff about Valley comments on the SB 375 SCS Evaluation Guidelines.

January 3, 2019 – The Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC) were presented this update on SB 375 implementation in Kern along with a copy of the SB 375 data submittal to ARB.

December 11, 2018 - Kern COG staff submitted the technical evaluation data requested for making a determination whether the SCS, if implemented, would meet the ARB targets set back 2011. The data request took nearly 4 months to fulfil.

December 4, 2018 - Kern COG Executive Director Ahron Hakimi provided verbal comments on the SB 150 report to a joint meeting of ARB and the California Transportation Commission (CTC) <http://www.catc.ca.gov/meetings/> (video not posted yet at the time this staff report was written). The report shows that although SCS targets are being met, overall emissions per capita from gasoline sales are on the rise. For more info on SB 150 report go to: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

On December 3, 2018, Kern COG received federal approval of the 2018 RTP air quality conformity analysis concurring that planned RTP expenditures will NOT delay air district attainment plans.

October 9, 2018 - Kern COG submitted comments on the Draft SCS Evaluation Guidelines.

August 20, 2018 - Kern COG staff had a conference call with ARB staff on the process for ARB's SCS evaluation and began preparing the requested data.

August 15, 2018 - the Kern COG Board adopted the 2018 RTP/SCS and associated documents.

Table 1 – 2011 & 2018 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
Targets for 2014 & 18 RTP/SCS (set in 2011 by ARB)*	-5%	-10%
2018 RTP/SCS demonstration (August 15, 2018)*	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)	n.a.	-15%

**Note: as required by ARB, the target demonstration methodology changed significantly between 2014 and 2018 even though the targets remained the same as allowed under SB 375. This makes comparison of the 2014 target demonstration results (not reported here) incompatible with these 2018 results. For a full explanation of this issue see the discussion on pages B79-84 of ARB's 2022 SB 375 Target setting staff report Appendix B. https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf*

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

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Preliminary Adoption Timeline 2022 RTP/SCS

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- Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
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- Summer 2022 Adopt RTP/SCS, RHNA, environmental document and associated documents

ACTION: Information



March 24, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for **Wednesday, April 1, 2020 has been cancelled.**

The next regularly scheduled meeting will be Wednesday, May 6, 2020. Agenda materials will be mailed approximately one week prior to the meeting.

We hope everyone is staying safe and well. Thank you.



April 29, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for **Wednesday, May 6, 2020 has been cancelled.**

The next regularly scheduled meeting will be Wednesday, June 3, 2020. Agenda materials will be mailed approximately one week prior to the meeting.

We hope everyone is staying safe and well. Thank you.

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

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

**WEDNESDAY
June 3, 2020
1:30 P.M.**

*On March 17, 2020 Governor Newsom issued [Executive Order, N-29-20](#). This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS, THE SCHEDULED JUNE 3, 2020 REGIONAL TRANSPORTATION PLANNING ADVISORY COMMITTEE MEETING AT 1:30 P.M. WILL BE HELD VIA TELECONFERENCE.

CALL-IN INFORMATION:

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You can also dial in using your phone.

United States: [+1 \(312\) 878-3080](tel:+13128783080)

Access Code: 586-617-702

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

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.**

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III. APPROVAL OF DISCUSSION SUMMARY

A. RPAC Meeting of March 4, 2020.

IV. 2020-2050 GROWTH FORECAST BY SUBREGION (Raymond)

Comment: The 2020-2050 Growth Forecast distribution by Kern's Regional Statistical Areas (RSA) and sub-regions.

Action: Information.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 REGIONAL TRANSPORTATION PLAN (Ball)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

Action: Information.

VI. ANNOUNCEMENTS

VII. MEMBER ITEMS

VIII. ADJOURNMENT

The next scheduled meeting will be July 1, 2020.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
March 4, 2020
1:30 P.M.

The meeting was called to order at 1:35 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Suzanne Forrest Mark Staples Shawn Monk Mitzy Cuxum Lorena Mendibles Ricardo Perez	Shafter Taft (Phone) California City (Phone) Arvin Caltrans GET
STAFF:	Becky Napier Ben Raymond Rob Ball	Kern COG Kern COG Kern COG
OTHERS:	Johanna Coronado Paul Candelaria Susanna Kormendi Ryan Starbuck	TDH Associates Kern County Public Works City of Bakersfield City of 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 SUMMARIES

Committee Member Forrest made a motion to approve the discussion summary for February 5, 2020, seconded by Committee Member Cuxum with all in favor.

IV. 2020-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Mr. Raymond stated that the 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop for the forecast was held during the February 2020 Kern COG Board Meeting. Public comments received thus far fall into the following categories:

- How the State's stance on oil is accounted for;
- Is the net in-migration in the forecast overly optimistic;
- Will Automation in the workplace take away jobs to the point there would be a large portion of the population without jobs;

- Do prisons closing impact the regional growth forecast?

Mr. Raymond also discussed the Department of Finance growth projects and how they will be incorporated during the Regional Housing Needs Assessment process.

Committee Member Forrest made a motion to recommend the Kern COG Transportation Planning Policy Committee adopt the 2020-2050 Regional Growth Forecast; seconded by committee Member Cuxum with all in favor.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Mr. Ball explained that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill 375 per capita greenhouse gas reduction targets. Mr. Ball informed the Committee that ARB contacted him and indicated that they were going to find that the 2018 SCS if implemented would meet the greenhouse gas emission targets if implemented.

This was an information item.

VI. ANNOUNCEMENTS

None.

VII. MEMBER ITEMS

None.

VIII. ADJOURNMENT

The meeting was adjourned at 1:46 p.m. The next scheduled meeting of the RPAC is April 1, 2020.



IV. RPAC

June 3, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
GROWTH FORECAST BY SUB-REGION

DESCRIPTION:

The 2020-2050 Growth Forecast distribution by Kern's Regional Statistical Areas (RSA) and sub-regions.

DISCUSSION:

Background

The 2020-2050 Regional Growth Forecast – The Kern COG board adopted the 2020-2050 regional growth forecast at its March 19th Board meeting. The growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. 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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The countywide forecasts as adopted by Kern COG board are provided on page 2 of this staff report.

Regional Statistical Areas (RSA) – Kern COG has developed 16 RSA's for analyzing the transportation system. The RSA boundaries group Transportation Analysis Zones by regions within the county.

Uplan Growth Model – The Uplan model allocates growth based on latest land use and planning assumptions. This tool allows Kern COG to develop and present the public with scenarios as required for the development of Kern’s SCS. Kern’s Uplan model is a sub-county model which allows input of growth numbers for county sub-areas. Working with the RPAC and Transportation Modeling Committee (TMC), Kern COG selected 12 sub-regions aggregated from the 16 RSA’s. A map depicting the 12 sub-regions and 16 RSA is included as Attachment A.

Growth Forecast by Regional Statistical Areas (RSA) – The Growth Forecast for the 2018 RTP was distributed to the aggregated RSAs in 2016 by the RPAC and TMC. The latest growth forecast shows a significant slowing in growth compared to the previous forecast. Kern COG staff will generate updated household numbers by RSA and apply the new growth numbers to the percentage of growth each sub-region was allocated in the 2018 RTP to generate new county sub-region growth forecast estimates.

The RPAC and TMC are charged with overseeing changes to the growth forecast distributions based on latest planning assumptions; requested changes may be made up to 4 times per year. Kern COG staff will present additional data tables for the RSA Growth Forecast at the June 3rd RPAC meeting and will be taking comments on the proposed distribution until June 27th.

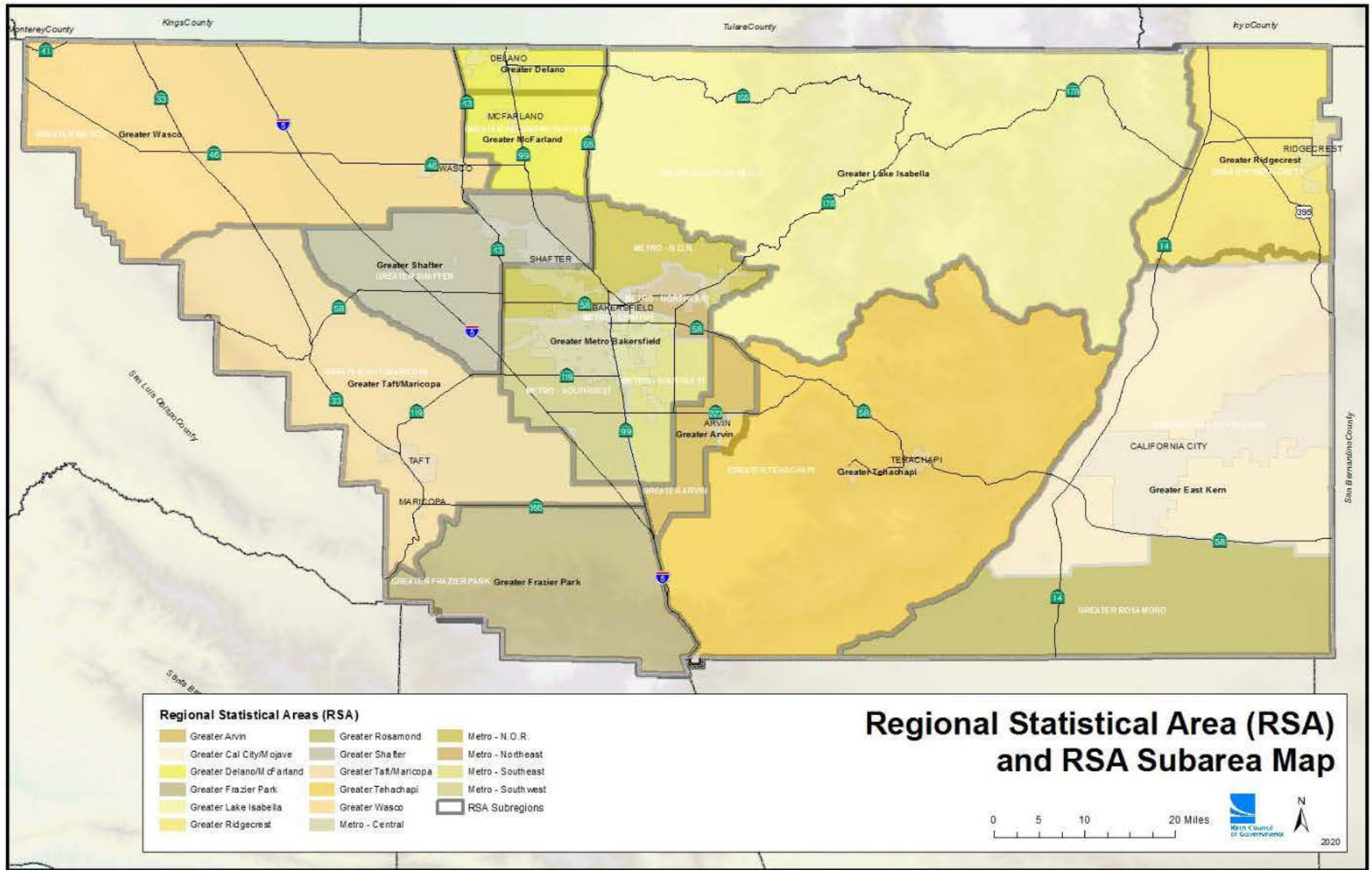
Kern Regional Growth Forecast 2020-2050				
	Total Number of Households	Total Population	Total Number of Jobs	
2010	252,202	841,189	275,000	
2015	262,008	883,799	317,220	
2020	272,900	927,500	341,000	
2025	287,000	974,600	352,500	
2030	302,800	1,025,700	364,700	
2035	318,200	1,076,100	374,800	
2040	333,200	1,126,000	384,100	
2045	347,800	1,176,400	393,300	
2050	362,100	1,227,200	402,200	

ACTION: Information.

Attachments:

ATTACHMENT A – RSA and RSA Sub-region Map

Attachment A





V. RPAC

June 3, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: Regional Planning Advisory Committee Agenda Item: V.
Update: SB 375 Greenhouse Gas Emission Reduction from Passenger Vehicles
and Adoption Timeline for the 2022 Regional Transportation Plan

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

DISCUSSION:

This periodic update report chronicles, development and implementation of the SB 375 process in Kern with recent activity listed first. The report also includes a timeline with upcoming events.

May 6, 2020 – California Air Resources Board (ARB) hosted a Valley SCS Technical Methodology Process Discussion/call. They are developing guidance for the 2022 SCS process. Also re-confirmed that they will be approving the Kern COG Technical Methodology but that it requires one more review by upper management. Their review findings may be available in June.

February 19, 2020 – ARB called Kern COG staff in response to an email requesting an update Kern COG's SCS Technical Evaluation. ARB indicated that it plans to accept Kern COG's determination that the SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Kern COG Technical Evaluation will be posted on line at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> when ARB has completed the report. Delays were created by staff changes at ARB.

January 22, 2020 – A 2022 RTP/Sustainable Community Strategy (SCS) Stakeholder Roundtable was held at Kern COG to garner input on the 2022 RTP/SCS public outreach process. Twenty-two (22) participants attended the meeting from various interest areas in the community including the Tejon Indian Tribe, Lamont/Weedpatch Family Resource Center, Caltrans, Kern County Black Chamber of Commerce, League of Women Voters, Valley Fever Awareness & Resources, Golden Empire Transit, Project Clean Air, Tejon Ranch, Leadership Council for Justice and Accountability, Troy Hightower International, Senator Melissa Hertado's Office, California Alliance for Retired Americans, Congressman TJ Cox's Office, and the cities of Bakersfield, Taft, Shafter, Tehachapi and California City. Participants provided input about how Kern COG can improve the outreach process. Recommendations included: 1) Continue the Kern County Fair Booth; 2) Mini Grant Outreach – consider providing tools to stakeholders to go into communities to gather input rather than having a formal meeting; 3) Use Interactive Social Media; 4) Use Parent Centers connected to the Bakersfield City School District; 5) Use Advisory Councils associated with schools; 6) Provide information to the Kern County Network for Children; 7) Consider going to McDonalds Play Areas – free Wi-Fi for adults and play space for children; 8) Community events such as Taft Oildorado, California City Tortoise Days and other community festivals.

January 21, 2020 2019 - ARB emailed that the Kern 2018 SCS Technical Evaluation should be complete by ARB in mid-February 2019.

January 14, 2020 – San Joaquin Valley Inter-Agency Consultation (IAC) group, quarterly conference call, California Air Resources Board (ARB) announced that the Kern COG 2018 SCS Technical Evaluation should be completed any day now. Of the eight SCS under review, Fresno COG was completed in September, and 4 more are just beginning their review this month.

November 5, 2019 - ARB emailed that the 2018 SCS Technical Evaluation should be complete by ARB in mid-December 2019.

October 14- November 3, 2019 – 12 public workshops/events were held in 8 outlying communities with transit operators (Arvin, Lost Hills, McFarland, Shafter, Wasco, Taft, Tehachapi, and Ridgecrest) on the Long-Range Rural Transit Plan where participants were invited to also provide input on 2022 RTP/SCS principles using an online survey tool open till Nov. 8. The Plan will be used in development of the RTP/SCS to identify new rural transit projects such as Miocar – rural car sharing, EV intercity/dial-a-ride service, "Uber/Lyft" style micro transit and a new volunteer driver program.

October 10, 2019 – At a joint meeting of the ARB and the California Transportation Commission (CTC) in Modesto, Kern COG and Valley MPOs presented an update on the SCS

Implementation in the Valley. View webcast recording online at: <https://catc.ca.gov/meetings-events/joint-carb-meetings> . Time stamp: 2:34-3:30 – Kern COG and Valley MPOs presentation (related Q&A in afternoon session as well).

October 1, 2019 – Fresno COG received their SCS Technical Evaluation from ARB which “accepted” Fresno COG’s determination that their SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Technical Evaluation is posted online at <https://ww2.arb.ca.gov/fresno-council-governments-fcog> . Kern’s Evaluation is still under review by ARB management.

September 18-27, 2019 – Outreach booth at the Kern County Fair promoted an interactive online survey on the transportation planning principles for the 2022 RTP/SCS and has received over 200 respondents. The online survey was open from Sept. 18 – Nov. 8.

September 5, 2019 – Met with ARB staff in Modesto to discuss new SB 375 Sustainable SCS guidelines requirement for a plan over plan analysis for the 3 largest Valley MPOs along with the 4 largest state MPOs. Since that meeting ARB revised the guidelines to require the plan over plan analysis for all Valley MPOs regardless of size even though some Valley MPOs are smaller than small MPOs outside the Valley that are not required to do this analysis. Note that these guidelines are administrative and will not be adopted by the ARB. Final Draft Evaluation Guidelines are now available online at - <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources> .

August 21, 2019 – ARB Technical Evaluation of Kern’s 2018 SB 375 SCS is currently being reviewed by ARB management. As soon as they have an update on timeline they will let us know. Fresno COG is at about the same place and staff has indicated that they both appear to be passing. Note: SCS technical reviews are administrative and not adopted by ARB. Kern COG’s evaluation will be posted online at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> .

August 19, 2019 – Indication is that ARB will still require the plan over plan analysis for the 3 largest MPOs in the Valley, San Joaquin, Fresno and Kern.

June 3, 2019 – Kern COG staff met with Mary Nichols in Modesto to discuss issues with several new requirements under the guidelines including: 85% elasticity threshold and a new requirement for plan-over-plan analysis.

May 1, 2019 – Kern Transportation Foundation hosted an industry outreach event in Bakersfield on goods movement, garnering input on freight projects in Kern to help inform development of the 2022 RTP/SCS. The event was attended by 90 business/industry stakeholders.

February 25, 2019 – Kern COG staff’s third conference call with California Air Resources Board (ARB) staff on Kern COG’s December 11, 2018 submittal of the 2018 RTP technical evaluation data requested by ARB for making their determination whether the SCS, if implemented, would meet the ARB GHG reduction targets set back in 2011. ARB is still reviewing the data and asking questions after two months and three conferences calls. The previous two calls were on January 14 & 29, 2019. The seven other Valley COGs are seeing similar levels of examination from ARB staff. ARB has two months to make their determination after they deem the submittal complete.

February 14, 2019 – San Diego Association of Governments announces they can NOT meet their new SCS GHG targets and ask for two more years to develop their 3rd cycle SCS.

<https://www.voiceofsandiego.org/topics/government/san-diego-cant-hit-state-climate-goals-without-major-transportation-changes/> .

February 7, 2019 – ARB Deputy Exec. Ofc. Steven Cliff, met w/ the eight San Joaquin Valley COG directors on concerns about the Draft ARB SB 375 SCS Evaluation Guidelines

<https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>.

January 31, 2019 – Valley COG directors met with ARB member Alexander Sherriffs on the non-responsiveness of ARB staff about Valley comments on the SB 375 SCS Evaluation Guidelines.

January 3, 2019 – The Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC) were presented this update on SB 375 implementation in Kern along with a copy of the SB 375 data submittal to ARB.

December 11, 2018 - Kern COG staff submitted the technical evaluation data requested for making a determination whether the SCS, if implemented, would meet the ARB targets set back 2011. The data request took nearly 4 months to fulfil.

December 4, 2018 - Kern COG Executive Director Ahron Hakimi provided verbal comments on the SB 150 report to a joint meeting of ARB and the California Transportation Commission (CTC) <http://www.catc.ca.gov/meetings/> (video not posted yet at the time this staff report was written).

The report shows that although SCS targets are being met, overall emissions per capita from gasoline sales are on the rise. For more info on SB 150 report go to:

https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

On December 3, 2018, Kern COG received federal approval of the 2018 RTP air quality conformity analysis concurring that planned RTP expenditures will NOT delay air district attainment plans.

October 9, 2018 - Kern COG submitted comments on the Draft SCS Evaluation Guidelines.

August 20, 2018 - Kern COG staff had a conference call with ARB staff on the process for ARB's SCS evaluation and began preparing the requested data.

August 15, 2018 - the Kern COG Board adopted the 2018 RTP/SCS and associated documents.

Table 1 – 2011 & 2018 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
Targets for 2014 & 18 RTP/SCS (set in 2011 by ARB)*	-5%	-10%
2018 RTP/SCS demonstration (August 15, 2018)*	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)	n.a.	-15%

Note: as required by ARB, the target demonstration methodology changed significantly between 2014 and 2018 even though the targets remained the same as allowed under SB 375. This makes comparison of the 2014 target

demonstration results (not reported here) incompatible with these 2018 results. For a full explanation of this issue see the discussion on pages B79-84 of ARB's 2022 SB 375 Target setting staff report Appendix B.
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ACTION: Information

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

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

**WEDNESDAY
July 1, 2020
1:30 P.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
July 1, 2020 Regional Planning Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **July 1, 2020, at 1:30 p.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 1:00 p.m. June 30, 2020**. Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 1:00 p.m. June 30, 2020**.

Please join my meeting from your computer, tablet or smartphone.
<https://global.gotomeeting.com/join/586617702>

You can also dial in using your phone.
United States: [+1 \(312\) 878-3080](tel:+13128783080)

Access Code: 586-617-702

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I. ROLL CALL:

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III. APPROVAL OF DISCUSSION SUMMARY

A. RPAC Meeting of June 4, 2020.

IV. GROWTH FORECAST BY SUBREGION (Raymond)

Comment: The 2020-2050 Growth Forecast distribution by Kern's Regional Statistical Areas (RSA) and sub-regions.

Action: Approve sub-region distribution for use in 2022 RTP development.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 REGIONAL TRANSPORTATION PLAN (Ball)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

Action: Information.

VI. ELECTION OF OFFICERS (Napier)

Comment: Each year, the Regional Planning advisory Committee selects a Chairman and a Vice Chairman.

Action: Select a Chairman and Vice-Chairman for the Regional Planning Advisory Committee.

VII. ANNOUNCEMENTS

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be August 5, 2020.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
June 3, 2020
1:30 P.M.

The meeting was called to order at 1:34 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Suzanne Forrest Mark Staples Shawn Monk Eric Dhanens Derek Abbott Asha Chandy Ricardo Perez	Shafter Taft (Acted as Chair) California Community Member Community Member Community Member GET
STAFF:	Becky Napier Ben Raymond Rob Ball	Kern COG Kern COG Kern COG
OTHERS:	Troy Hightower	TDH Associates

II. PUBLIC COMMENTS: This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

None

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Perez made a motion to approve the discussion summary for March 4, 2020, seconded by Committee Member Forrest with all in favor.

IV. 2020-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Mr. Raymond provided the Committee with a presentation summarizing the 2020-2050 Growth Forecast distribution by Kern's Regional Statistical Areas (RSAs). Maps and charts were presented showing a comparison of the 2018 RTP and the 2022 RSA distribution as of June 3, 2020 and the 2022 RTP RSA distribution annualized growth draft. Ben requested feedback by June 27, 2020 for the July RPAC meeting.

Committee Member Monk asked what RSA California City was a part of and Mr. Raymond indicated that California City is a part of the Eastern Kern RSA with Mojave and Rosamond. Committee Member Monk asked if the Eastern Kern RSA could be renamed Greater California City RSA and Mr. Raymond indicated yes.

Committee Member Abbott asked if he was correct and there are 12 subregions per map and Mr. Raymond indicated that this was correct. Committee Member Abbott asked if there were sub areas of Technical Statistical Areas (TAZs) and Mr. Raymond indicated yes. Mr. Abbott asked how the growth is applied and Mr. Raymond indicated that it is based on all the member agencies General Plans and that Kern COG will be collecting the most current land use layers in the near future.

This was an information item.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 REGIONAL TRANSPORTATION PLAN (Ball)

Mr. Ball explained that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill 375 per capita greenhouse gas reduction targets. Mr. Ball informed the Committee that ARB has still not given final approval of the Technical Review of the 2018 Sustainable Communities Strategy (SCS). He also stated that there is Guidance for the developing the 2022 RTP.

Mr. Hightower asked what the difference was between the Technical Review and the Guidance. Mr. Ball indicated that the Technical Review is for the 2018 SCS and the Guidance is for the 2022 RTP development. Mr. Hightower asked if there have been any challenges with the model. Mr. Ball stated that the model has been fully implemented and that Kern COG is starting to collect land use input layers for use in the model.

This was an information item.

VI. ANNOUNCEMENTS

Mr. Ball mentioned the Clean Mobility Option Voucher Pilot Program that Kern COG applied for on June 1, 2020.

Ms. Napier mentioned the Local Early Action Planning Grant applications are due July 1, 2020.

VII. MEMBER ITEMS

None.

VIII. ADJOURNMENT

The meeting was adjourned at 2:09 p.m. The next scheduled meeting of the RPAC is July 3, 2020.



IV. RPAC

July 1, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
GROWTH FORECAST BY SUB-REGION

DESCRIPTION:

The 2020-2050 Growth Forecast distribution by Kern's Regional Statistical Areas (RSA) and sub-regions.

DISCUSSION:

Background

The 2020-2050 Regional Growth Forecast – The Kern COG board adopted the 2020-2050 regional growth forecast at its March 19th Board meeting. The growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. 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 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The countywide forecasts as adopted by Kern COG board are provided on page 2 of this staff report.

Regional Statistical Areas (RSA) – Kern COG has developed 16 RSA's for analyzing the transportation system. The RSA boundaries group Transportation Analysis Zones by regions within the county.

Uplan Growth Model – The Uplan model allocates growth based on latest land use and planning assumptions. This tool allows Kern COG to develop and present the public with scenarios as required for the development of Kern’s SCS. Kern’s Uplan model is a sub-county model which allows input of growth numbers for county sub-areas. Working with the RPAC and Transportation Modeling Committee (TMC), Kern COG selected 12 sub-regions aggregated from the 16 RSA’s. A map depicting the 12 sub-regions and 16 RSA is included as Attachment A.

Growth Forecast by Regional Statistical Areas (RSA) – The Growth Forecast for the 2018 RTP was distributed to the aggregated RSAs in 2016 by the RPAC and TMC. The latest growth forecast shows a significant slowing in growth compared to the previous forecast. Kern COG staff has generated updated household and employment numbers by RSA and applied the new growth numbers to the percentage of growth each sub-region will be allocated in the 2022 RTP to generate new county sub-region growth forecast estimates.

The RPAC and TMC are charged with overseeing changes to the growth forecast distributions based on latest planning assumptions; requested changes may be made up to 4 times per year. Data tables summarizing the RSA Growth Forecast are provided in Attachment B.

Kern Regional Growth Forecast 2020-2050				
	Total Number of Households	Total Population	Total Number of Jobs	
2010	252,202	841,189	275,000	
2015	262,008	883,799	317,220	
2020	272,900	927,500	341,000	
2025	287,000	974,600	352,500	
2030	302,800	1,025,700	364,700	
2035	318,200	1,076,100	374,800	
2040	333,200	1,126,000	384,100	
2045	347,800	1,176,400	393,300	
2050	362,100	1,227,200	402,200	

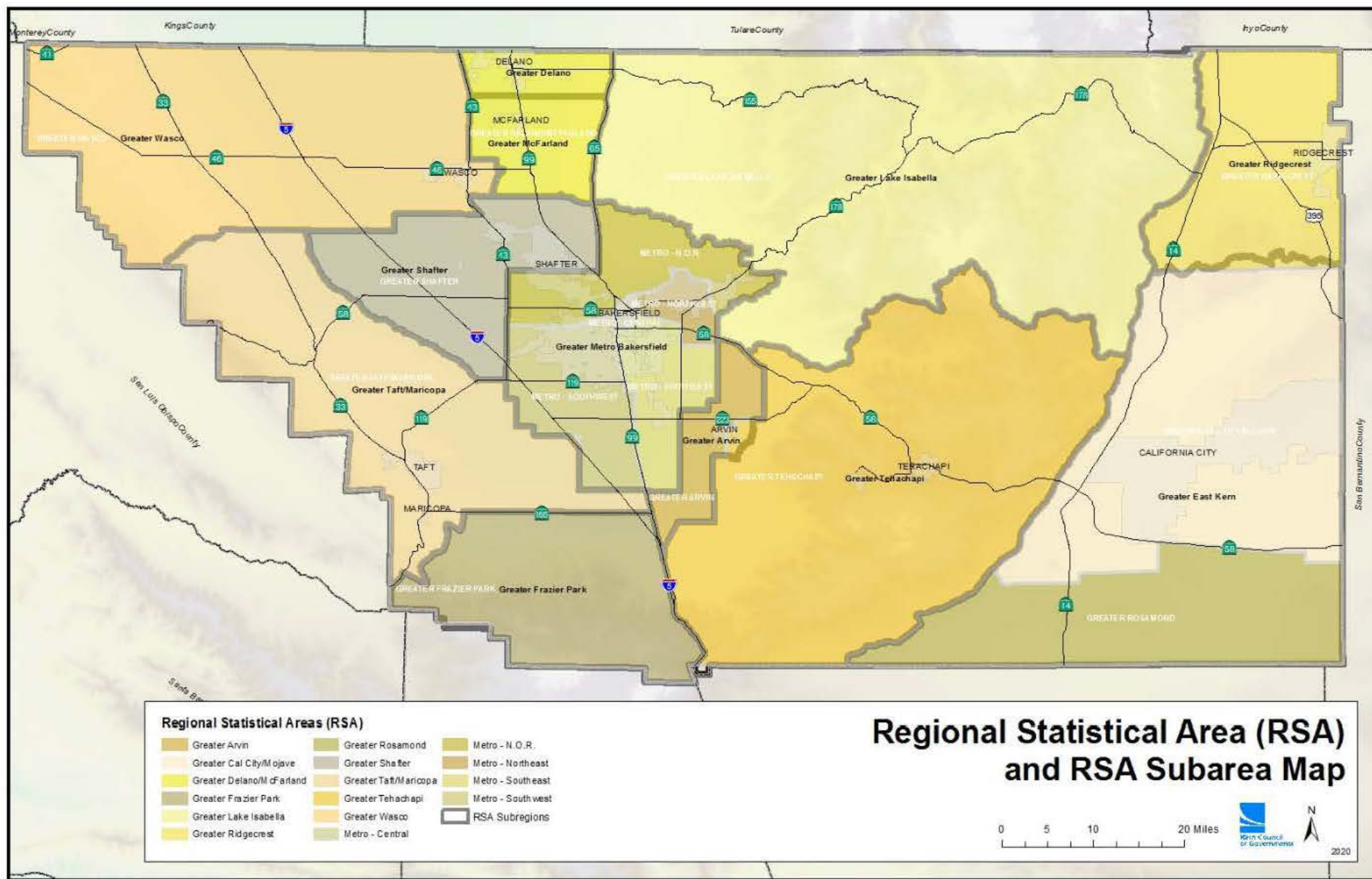
ACTION: Approve sub-region distribution for use in 2022 RTP development.

Attachments:

ATTACHMENT A – RSA and RSA Sub-region Map

ATTACHMENT B – RSA Sub-region data tables

Attachment A



Attachment B

2018 RTP Final RSA Summary	2015		2020		2035		2042	
	Households	Employment	Households	Employment	Households	Employment	Households	Employment
Greater Arvin	4,722	8,106	5,030	8,620	6,390	10,270	7,000	11,210
Greater Delano	10,943	17,485	11,560	18,480	12,540	21,530	13,170	23,030
Greater East Kern	14,930	15,204	16,480	17,390	23,220	25,020	26,890	29,130
Greater Frazier Park	3,519	3,042	4,790	4,480	6,900	4,930	8,650	5,860
Greater Lake Isabella	7,639	2,775	9,070	3,210	9,670	4,600	10,950	4,810
Greater McFarland	3,134	7,660	3,610	7,970	4,310	8,910	5,200	9,470
Greater Metro Bakersfield	173,573	200,278	190,320	210,150	251,650	256,770	286,620	280,500
Greater Ridgecrest	13,921	11,350	15,040	12,520	16,280	18,060	17,650	20,840
Greater Shafter	6,399	18,725	8,560	25,220	14,410	33,460	17,840	38,890
Greater Taft/Maricopa	6,218	12,780	6,860	13,450	8,310	15,790	9,260	17,050
Greater Tehachapi	11,739	10,065	13,840	12,740	24,580	18,970	29,520	23,520
Greater Wasco	6,263	14,460	6,840	15,390	10,140	17,800	11,730	19,200
Total	263,000	321,931	292,000	349,620	388,400	436,110	444,480	483,510

2022 RTP RSA Summary (Draft 6/3/20)	2015		2020		2035		2042		2046	
	Households	Employment	Households	Employment	Households	Employment	Households	Employment	Households	Employment
Greater Arvin	4,722	8,106	5,073	8,844	5,710	9,490	5,870	9,670	6,060	9,890
Greater Delano	10,943	17,485	11,281	18,307	11,740	19,500	11,910	19,790	12,110	20,140
Greater East Kern	14,930	15,204	15,187	15,708	18,350	18,690	19,330	19,500	20,480	20,460
Greater Frazier Park	3,519	3,042	3,580	3,144	4,570	3,320	5,040	3,500	5,590	3,720
Greater Lake Isabella	7,639	2,775	7,728	2,851	8,010	3,390	8,350	3,430	8,750	3,480
Greater McFarland	3,134	7,660	3,258	8,089	3,590	8,460	3,830	8,570	4,110	8,700
Greater Metro Bakersfield	173,573	200,278	180,186	211,166	208,980	229,360	218,310	234,030	229,260	239,550
Greater Ridgecrest	13,921	11,350	14,193	11,753	14,780	13,920	15,150	14,470	15,580	15,120
Greater Shafter	6,399	18,725	7,180	21,339	9,930	24,560	10,850	25,630	11,920	26,890
Greater Taft/Maricopa	6,218	12,780	6,268	13,086	6,950	14,000	7,200	14,250	7,500	14,540
Greater Tehachapi	11,739	10,065	12,087	10,525	17,130	12,960	18,450	13,850	20,000	14,910
Greater Wasco	6,263	14,460	6,912	16,210	8,460	17,150	8,880	17,430	9,380	17,760
Total	263,000	321,931	272,934	341,023	318,190	374,780	333,160	384,100	350,720	395,120

Attachment B

2018 RTP Final RSA Summary	2020		2035		2042	
Annualized Growth	Households	Employment	Households	Employment	Households	Employment
Greater Arvin	62	103	83	108	84	115
Greater Delano	123	199	80	202	82	205
Greater East Kern	310	437	415	491	443	516
Greater Frazier Park	254	288	169	94	190	104
Greater Lake Isabella	286	87	102	91	123	75
Greater McFarland	95	62	59	62	77	67
Greater Metro Bakersfield	3,349	1,974	3,904	2,825	4,187	2,971
Greater Ridgecrest	224	234	118	336	138	351
Greater Shafter	432	1,299	401	737	424	747
Greater Taft/Maricopa	128	134	105	150	113	158
Greater Tehachapi	420	535	642	445	659	498
Greater Wasco	115	186	194	167	202	176
Total	5,800	5,538	6,270	5,709	6,721	5,984

2022 RTP RSA Summary (Draft 6/3/20)	2020		2035		2042		2046	
Annualized Growth	Households	Employment	Households	Employment	Households	Employment	Households	Employment
Greater Arvin	70	148	49	69	43	58	43	58
Greater Delano	68	164	40	101	36	85	38	86
Greater East Kern	51	101	171	174	163	159	179	170
Greater Frazier Park	12	20	53	14	56	17	67	22
Greater Lake Isabella	18	15	19	31	26	24	36	23
Greater McFarland	25	86	23	40	26	34	31	34
Greater Metro Bakersfield	1,323	2,178	1,770	1,454	1,657	1,250	1,796	1,267
Greater Ridgecrest	54	81	43	129	46	116	54	122
Greater Shafter	156	523	177	292	165	256	178	263
Greater Taft/Maricopa	10	61	37	61	36	54	41	57
Greater Tehachapi	70	92	270	145	249	140	266	156
Greater Wasco	130	350	110	134	97	110	101	106
Total	1,987	3,818	2,760	2,642	2,599	2,303	2,830	2,361



V.
RPAC

July 1, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022
REGIONAL TRANSPORTATION PLAN

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

DISCUSSION:

This periodic update report chronicles, development and implementation of the SB 375 process in Kern with recent activity listed first. The report also includes a timeline with upcoming events.

June 15, 2020 – California Air Resources Board (ARB) hosted a Valley SCS Technical Methodology Process Discussion/call. They discussed proposed changes to draft guidance for the 2022 SCS process based on input from COGs statewide. Information on the guidelines process is available at <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>. They also re-confirmed that they will be approving the Kern COG Technical Methodology for the 2018 SCS and that their internal edits requested by management were being sent back to for management review by June

19. When all changes are approved the document would be posted at <https://ww2.arb.ca.gov/kern-council-governments-kerncog>. Their review findings may be available in June.

May 29, 2020 – ARB hosted a webinar on the new SCS submittal package guidance. The webinar recording is available on their website <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>

May 6, 2020 – ARB hosted their first Valley SCS Technical Methodology Process Discussion/call. Also re-confirmed that they will be approving the Kern COG Technical Methodology but that it requires one more review by upper management. Their review findings may be available in June.

February 19, 2020 – ARB called Kern COG staff in response to an email requesting an update Kern COG's SCS Technical Evaluation. ARB indicated that it plans to accept Kern COG's determination that the SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. Delays were created by staff changes at ARB.

January 22, 2020 – A 2022 RTP/Sustainable Community Strategy (SCS) Stakeholder Roundtable was held at Kern COG to garner input on the 2022 RTP/SCS public outreach process. Twenty-two (22) participants attended the meeting from various interest areas in the community including the Tejon Indian Tribe, Lamont/Weedpatch Family Resource Center, Caltrans, Kern County Black Chamber of Commerce, League of Women Voters, Valley Fever Awareness & Resources, Golden Empire Transit, Project Clean Air, Tejon Ranch, Leadership Council for Justice and Accountability, Troy Hightower International, Senator Melissa Hertado's Office, California Alliance for Retired Americans, Congressman TJ Cox's Office, and the cities of Bakersfield, Taft, Shafter, Tehachapi and California City. Participants provided input about how Kern COG can improve the outreach process. Recommendations included: 1) Continue the Kern County Fair Booth; 2) Mini Grant Outreach – consider providing tools to stakeholders to go into communities to gather input rather than a having a formal meeting; 3) Use Interactive Social Media; 4) Use Parent Centers connected to the Bakersfield City School District; 5) Use Advisory Councils associated with schools; 6) Provide information to the Kern County Network for Children; 7) Consider going to McDonalds Play Areas – free Wi-Fi for adults and play space for children; 8) Community events such as Taft Oildorado, California City Tortoise Days and other community festivals.

January 21, 2020 2019 - ARB emailed that the Kern 2018 SCS Technical Evaluation should be complete by ARB in mid-February 2019.

January 14, 2020 – San Joaquin Valley Inter-Agency Consultation (IAC) group, quarterly conference call, California Air Resources Board (ARB) announced that the Kern COG 2018 SCS Technical Evaluation should be completed any day now. Of the eight SCS under review, Fresno COG was completed in September, and 4 more are just beginning their review this month.

November 5, 2019 - ARB emailed that the 2018 SCS Technical Evaluation should be complete by ARB in mid-December 2019.

October 14- November 3, 2019 – 12 public workshops/events were held in 8 outlying communities with transit operators (Arvin, Lost Hills, McFarland, Shafter, Wasco, Taft, Tehachapi, and Ridgecrest) on the Long-Range Rural Transit Plan where participants were invited to also provide

input on 2022 RTP/SCS principles using an online survey tool open till Nov. 8. The Plan will be used in development of the RTP/SCS to identify new rural transit projects such as Miocar – rural car sharing, EV intercity/dial-a-ride service, “Uber/Lyft” style micro transit and a new volunteer driver program.

October 10, 2019 – At a joint meeting of the ARB and the California Transportation Commission (CTC) in Modesto, Kern COG and Valley MPOs presented an update on the SCS Implementation in the Valley. View webcast recording online at: <https://catc.ca.gov/meetings-events/joint-carb-meetings> . Time stamp: 2:34-3:30 – Kern COG and Valley MPOs presentation (related Q&A in afternoon session as well).

October 1, 2019 – Fresno COG received their SCS Technical Evaluation from ARB which “accepted” Fresno COG’s determination that their SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Technical Evaluation is posted online at <https://ww2.arb.ca.gov/fresno-council-governments-fcog> . Kern’s Evaluation is still under review by ARB management.

September 18-27, 2019 – Outreach booth at the Kern County Fair promoted an interactive online survey on the transportation planning principles for the 2022 RTP/SCS and has received over 200 respondents. The online survey was open from Sept. 18 – Nov. 8.

September 5, 2019 – Met with ARB staff in Modesto to discuss new SB 375 Sustainable SCS guidelines requirement for a plan over plan analysis for the 3 largest Valley MPOs along with the 4 largest state MPOs. Since that meeting ARB revised the guidelines to require the plan over plan analysis for all Valley MPOs regardless of size even though some Valley MPOs are smaller than small MPOs outside the Valley that are not required to do this analysis. Note that these guidelines are administrative and will not be adopted by the ARB. Final Draft Evaluation Guidelines are now available online at - <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources> .

August 21, 2019 – ARB Technical Evaluation of Kern’s 2018 SB 375 SCS is currently being reviewed by ARB management. As soon as they have an update on timeline they will let us know. Fresno COG is at about the same place and staff has indicated that they both appear to be passing. Note: SCS technical reviews are administrative and not adopted by ARB. Kern COG’s evaluation will be posted online at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> .

August 19, 2019 – Indication is that ARB will still require the plan over plan analysis for the 3 largest MPOs in the Valley, San Joaquin, Fresno and Kern.

June 3, 2019 – Kern COG staff met with Mary Nichols in Modesto to discuss issues with several new requirements under the guidelines including: 85% elasticity threshold and a new requirement for plan-over-plan analysis.

May 1, 2019 – Kern Transportation Foundation hosted an industry outreach event in Bakersfield on goods movement, garnering input on freight projects in Kern to help inform development of the 2022 RTP/SCS. The event was attended by 90 business/industry stakeholders.

February 25, 2019 – Kern COG staff’s third conference call with California Air Resources Board (ARB) staff on Kern COG’s December 11, 2018 submittal of the 2018 RTP technical evaluation

data requested by ARB for making their determination whether the SCS, if implemented, would meet the ARB GHG reduction targets set back in 2011. ARB is still reviewing the data and asking questions after two months and three conferences calls. The previous two calls were on January 14 & 29, 2019. The seven other Valley COGs are seeing similar levels of examination from ARB staff. ARB has two months to make their determination after they deem the submittal complete.

February 14, 2019 – San Diego Association of Governments announces they can NOT meet their new SCS GHG targets and ask for two more years to develop their 3rd cycle SCS. <https://www.voiceofsandiego.org/topics/government/san-diego-cant-hit-state-climate-goals-without-major-transportation-changes/> .

February 7, 2019 – ARB Deputy Exec. Ofc. Steven Cliff, met w/ the eight San Joaquin Valley COG directors on concerns about the Draft ARB SB 375 SCS Evaluation Guidelines <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>.

January 31, 2019 – Valley COG directors met with ARB member Alexander Sherriffs on the non-responsiveness of ARB staff about Valley comments on the SB 375 SCS Evaluation Guidelines.

January 3, 2019 – The Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC) were presented this update on SB 375 implementation in Kern along with a copy of the SB 375 data submittal to ARB.

December 11, 2018 - Kern COG staff submitted the technical evaluation data requested for making a determination whether the SCS, if implemented, would meet the ARB targets set back 2011. The data request took nearly 4 months to fulfil.

December 4, 2018 - Kern COG Executive Director Ahron Hakimi provided verbal comments on the SB 150 report to a joint meeting of ARB and the California Transportation Commission (CTC) <http://www.catc.ca.gov/meetings/> (video not posted yet at the time this staff report was written). The report shows that although SCS targets are being met, overall emissions per capita from gasoline sales are on the rise. For more info on SB 150 report go to: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

On December 3, 2018, Kern COG received federal approval of the 2018 RTP air quality conformity analysis concurring that planned RTP expenditures will NOT delay air district attainment plans.

August 20, 2018 - Kern COG staff had a conference call with ARB staff on the process for ARB's SCS evaluation and began preparing the requested data.

August 15, 2018 - the Kern COG Board adopted the 2018 RTP/SCS and associated documents.

Table 1 – 2011 & 2018 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
Targets for 2014 & 18 RTP/SCS (set in 2011 by ARB)*	-5%	-10%
2018 RTP/SCS demonstration (August 15, 2018)*	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)	n.a.	-15%

**Note: as required by ARB, the target demonstration methodology changed significantly between 2014 and 2018 even though the targets remained the same as allowed under SB 375. This makes comparison of the 2014 target demonstration results (not reported here) incompatible with these 2018 results. For a full explanation of this issue see the discussion on pages B79-84 of ARB's 2022 SB 375 Target setting staff report Appendix B. https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf*

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB 2022 target setting staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf . Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter.

April 20, 2017 - the Kern COG Transportation Planning Policy Committee (TPPC) recommendation to ARB was unchanged from the December 2016 submittal at -9% and -13% reduction in per capita GHG consistent with the RPAC recommendation.

Preliminary Adoption Timeline 2022 RTP/SCS

- August 15, 2018 – Adopted 2018 RTP/SCS
- October 1, 2018 - Effective Date for 3rd Cycle SCS Target (-15%/capita reduction by 2035)
- Spring 2019 to Spring 2022 – Annual Community Phone Surveys - Ongoing
- Spring 2019 – Adopt Public Involvement Procedure for 2022 RTP/SCS - Complete
- Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
- October 14 – November 3 – Rural Long Range Transit Plan & RTP/SCS Workshops
- Fall 2019 to Fall 2021 – Fairs/Festivals/Farmer's Market Outreach
- January 22, 2020 – Stakeholder roundtable sessions to vet outreach and performance measures process.
- January 24-March 13 – Online Interactive Survey No. 2 www.kerncog.org
- March 2020 – Adopt Regional Growth Forecast Update
- Summer 2020 – Begin Regional Housing Needs Assessment (RHNA) update process
- Fall 2020 to Spring 2021 – Mini-Grant Stakeholder Hosted Workshops
- Spring 2021 – U.S. Census population voting district file available
- Winter 2021/22 – Release of RTP/SCS environmental document
- Spring 2022 – Publicly agendized meetings with all 11 City Councils and the County Board of Supervisors
- Summer 2022 Adopt RTP/SCS, RHNA, environmental document and associated documents

ACTION: Information.



VI. RPAC

July 1, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
ELECTION OF OFFICERS

DESCRIPTION:

Each year, the Regional Planning Advisory Committee selects a Chairman and a Vice Chairman.

DISCUSSION:

The Secretary will take nominations for the position of Chairman. Each member of the Regional Planning Advisory Committee is eligible to be nominated as Chairman or Vice Chairman. After selection of a Chairman, the gavel will be transferred to the new Chairman who will take nominations for Vice-Chairman.

ACTION

Select a Chairman and a Vice-Chairman for the Regional Planning Advisory Committee.



July 27, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for **Wednesday, August 5, 2020 has been cancelled.**

The next regularly scheduled meeting will be Wednesday, September 2, 2020. Agenda materials will be mailed approximately one week prior to the meeting.

We hope everyone is staying safe and well. Thank you.

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

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

**WEDNESDAY
September 2, 2020
1:30 P.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
September 2, 2020 Regional Planning Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **September 2, 2020, at 1:30 p.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 1:00 p.m. September 1, 2020.** Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 1:00 p.m. September 1, 2020.**

Please join my meeting from your computer, tablet or smartphone.

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

You can also dial in using your phone.

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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) 635-2910. 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 SUMMARY

- A. RPAC Meeting of July 1, 2020.

IV. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

Action: Information.

V. GENERALIZED LAND USE LAYER – LAND USE MODEL (Raymond)

Comment: The generalized land use map layer is being developed to update land use model assumptions in preparation of developing the 2022 RTP/SCS.

Action: Information.

VI. SB 743 – VMT ANALYSIS REQUIREMENT – TRANSPORTATION MODELING COMMITTEE (TMC) REPORT (Ball)

Comment: The TMC held a web meeting on August 19, 2020 to develop consensus on a modeling script for Senate Bill (SB) 743 requiring analysis of Vehicle Miles Traveled (VMT) for new developments.

Action: Information.

VII. SUSTAINABLE COMMUNITY GRANTS AND KERN COG ASSISTANCE REQUESTS EMAIL REQUESTS DUE TO KERN COG FRIDAY, SEPTEMBER 30, 2020 (Ball)

Comment: The 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most. This is an annual process reviewed by the TTAC and the RPAC.

Action: Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by September 30, 2020.

VIII. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT (Urata)

Comment: To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

Action: Information.

IX. ANNOUNCEMENTS

- a. Kern COG's new RTP survey is ready, take it at <https://www.kerncog.org/rtp-survey/>

X. MEMBER ITEMS

XI. ADJOURNMENT

The next scheduled meeting will be September 30, 2020 (October Meeting).

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
July 1, 2020
1:30 P.M.

The meeting was called to order at 1:34 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Paul Johnson Shawn Monk Alexander Lee Suzanne Forrest Mark Staples Ricardo Perez Eric Dhanens Stephanie Smith	Bakersfield California City McFarland Shafter Taft GET Community Member Tejon Tribe
STAFF:	Becky Napier Ben Raymond Rob Ball	Kern COG Kern COG Kern COG
OTHERS:	Troy Hightower Johanna Commado Colin Rambo Susanna Kormendi Josh Champlin Paul Candelaria Catherine Carr Chris Mynk	TDH Associates TDH Associates Tejon Tribe City of Bakersfield County of Kern County of Kern Caltrans District 9 Delano

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

None

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Dhanens made a motion to approve the discussion summary for June 4, 2020, seconded by Committee Member Forrest with all in favor.

IV. 2020-2050 GROWTH FORECAST DRAFT REPORT (Raymond)

Mr. Raymond provided information summarizing the 2020-2050 Growth Forecast distribution by Kern's Regional Statistical Areas (RSAs). Charts and a map were presented as part of the staff report. A presentation was given on this information during the June 4 RPAC Meeting.

Committee Member Lee made a motion to approve the sub-regional distribution for use in 2022 RTP Development, seconded by Committee Member Monk with all in favor.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 REGIONAL TRANSPORTATION PLAN (Ball)

Mr. Ball explained that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill 375 per capita greenhouse gas reduction targets. Mr. Ball informed the Committee that ARB has still not given final approval of the Technical Review of the 2018 Sustainable Communities Strategy (SCS). He also stated that there is Guidance for the developing the 2022 RTP.

Mr. Hightower asked if Rob could share information about the conference call with CARB that was held on June 15. Mr. Ball stated that it was a San Joaquin Valley MPO conference call discussing new guidelines for the Technical Review of the 2022 SCS. This was an information item.

VI. ELECTION OF OFFICERS (Napier)

Ms. Napier stated that each year the Regional Planning Advisory Committee selects a Chairman and a Vice Chairman. She opened nominations for Chairman. Committee Member Forrest nominated Ricardo Perez to remain as Chairman. Mr. Perez thanked the Committee but said he had to respectfully decline because of his workload at GET. Mr. Perez then nominated Mr. Staples as Chairman. Mr. Staples accepted the nomination but advised that he would not be available in person for most meetings due to his Planning Commission Meeting usually falling on the same day. The Committee was asked if there were any issues, there were none expressed. Committee Member Forrest made a motion to close nominations, seconded by Committee Member Perez. Chairman Staples opened nominations for Vice-Chairman. Committee Member Monk nominated himself and stated that he would like to service as Vice-Chairman. Committee Member Forrest made a motion to accept the nomination of Mr. Monk for Vice-Chairman, seconded by Committee Member Dhanens with all in favor.

Mark Staples, Chairman
Shawn Monk, Vice-Chairman

VII. ANNOUNCEMENTS

Colin Rambo of the Tejon Tribe asked the Committee if there was interest in a project the Tribe has been working on. He stated that the Tribe has been identifying the original aboriginal names of roads, meadows, streams, etc. in the region. He stated that the Tribe would like to provide signing for these areas of interest and potentially have pictorial displays in some rest stops. There was discussion and recommendations given to Mr. Rambo. He stated that he would send Mr. Ball an email to request a policy for the 2022 RTP.

Stephanie Smith of the Tejon Tribe announced that the Casino EIS is open for public comment until July 27, 2020.

VIII. MEMBER ITEMS

None.

IX. ADJOURNMENT

The meeting was adjourned at 2:09 p.m. The next scheduled meeting of the RPAC is August 5, 2020. Chairman Staples reminded the Committee that this meeting may be dark.



IV. RPAC

September 2, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball, Deputy Director/Planning Director 

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

DISCUSSION:

This periodic update report chronicles, development and implementation of the SB 375 process in Kern with recent activity listed first. The report also includes a timeline with upcoming events.

July 27, 2020 – Congratulations to our member agencies and the public! California Air Resources Board (ARB) published its technical evaluation of the Kern COG 2018 RTP/Sustainable Communities Strategy (SCS) methodology now available online at <https://ww2.arb.ca.gov/kern-council-governments-kerncog> . The thorough 2-year evaluation finds: *“Based on a review of all available evidence, CARB accepts Kern COG’s determination that its 2018 SCS would meet the targets of a 5 percent reduction in GHG per capita emissions from light-duty passenger vehicles in 2020 and a 10 percent reduction in 2035, compared to 2005 levels, when fully implemented.”* Failure to receive acceptance would have triggered a requirement to prepare an Alternative Planning Strategy with additional voluntary strategies needed to meet the target. Some are concerned that litigation could result in APS strategies being made mandatory. Note that the next SCS update is scheduled to be adopted and submitted in summer 2022. The target for Kern will go up 50% from 10 to 15 percent reduction in GHG per capita reduction by 2035. Every effort is needed to implement existing, and develop new strategies in the SCS to meet the more stringent target. The timeline below provides background how the current target was approved and how the new target was set. Kern COG’s is the 2nd SCS technical evaluation from the 8-San Joaquin Valley regional planning agencies to be accepted by ARB as part of the 2nd round of SCS submittals.

July 7, 2020 – ARB hosted a video call with Kern COG staff to present to them a preview of what was in the Kern 2018 SCS Technical Methodology review document by ARB. The document is

still under review by ARB management and affirms that the technical methodology used by Kern would meet the SCS targets if fully implemented. ARB staff anticipates that the document will be posted to their website sometime in July, 11 months after they deemed Kern COG data originally submittal to them was complete. The delay in approval was attributed to staff changes at ARB.

June 15, 2020 – ARB hosted a Valley SCS Technical Methodology Process Discussion/call. They discussed proposed changes to draft guidance for the 2022 SCS process based on input from COGs statewide. Information on the guidelines process is available at <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>. They also re-confirmed that they will be approving the Kern COG Technical Methodology for the 2018 SCS and that their internal edits requested by management were being sent back for management review by June 19.

May 29, 2020 – ARB hosted a webinar on the new SCS submittal package guidance for the third round SCS process scheduled for 2022. The webinar recording is available on their website <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>

February 19, 2020 – ARB called Kern COG staff in response to an email requesting an update Kern COG's SCS Technical Evaluation. ARB indicated that it plans to accept Kern COG's determination that the SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented.

January 22, 2020 – A 2022 RTP/SCS Stakeholder Roundtable was held at Kern COG to garner input on the 2022 RTP/SCS public outreach process. Twenty-two (22) participants attended the meeting from various interest areas in the community including the Tejon Indian Tribe, Lamont/Weedpatch Family Resource Center, Caltrans, Kern County Black Chamber of Commerce, League of Women Voters, Valley Fever Awareness & Resources, Golden Empire Transit, Project Clean Air, Tejon Ranch, Leadership Council for Justice and Accountability, Troy D. Hightower International, Senator Melissa Hertado's Office, California Alliance for Retired Americans, Congressman TJ Cox's Office, and the cities of Bakersfield, Taft, Shafter, Tehachapi and California City. Participants provided input about how Kern COG can improve the outreach process. Recommendations included: 1) Continue the Kern County Fair Booth; 2) Mini Grant Outreach – consider providing tools to stakeholders to go into communities to gather input rather than a having a formal meeting; 3) Use Interactive Social Media; 4) Use Parent Centers connected to the Bakersfield City School District; 5) Use Advisory Councils associated with schools; 6) Provide information to the Kern County Network for Children; 7) Consider going to McDonalds Play Areas – free Wi-Fi for adults and play space for children; 8) Community events such as Taft Oildorado, California City Tortoise Days and other community festivals.

January 14, 2020 – San Joaquin Valley Inter-Agency Consultation (IAC) group, quarterly conference call, California Air Resources Board (ARB) announced that the Kern COG 2018 SCS Technical Evaluation should be completed any day now. Of the eight SCS under review, Fresno COG was completed in September, and 4 more are just beginning their review this month.

October 14- November 3, 2019 – 12 public workshops/events were held in 8 outlying communities with transit operators (Arvin, Lost Hills, McFarland, Shafter, Wasco, Taft, Tehachapi, and Ridgecrest) on the Long-Range Rural Transit Plan where participants were invited to also provide

input on 2022 RTP/SCS principles using an online survey tool open till Nov. 8. The Plan will be used in development of the RTP/SCS to identify new rural transit projects such as Miocar – rural car sharing, EV intercity/dial-a-ride service, “Uber/Lyft” style micro transit and a new volunteer driver program.

October 10, 2019 – At a joint meeting of the ARB and the California Transportation Commission (CTC) in Modesto, Kern COG and Valley MPOs presented an update on the SCS Implementation in the Valley. View webcast recording online at: <https://catc.ca.gov/meetings-events/joint-carb-meetings> . Time stamp: 2:34-3:30 – Kern COG and Valley MPOs presentation (related Q&A in afternoon session as well).

October 1, 2019 – Fresno COG received their SCS Technical Evaluation from ARB which “accepted” Fresno COG’s determination that their SCS would meet the 5 and 10 percent reduction targets compared to 2005 levels, when fully implemented. The Technical Evaluation is posted online at <https://ww2.arb.ca.gov/fresno-council-governments-fcog> . Kern’s Evaluation is still under review by ARB management.

September 18-27, 2019 – Outreach booth at the Kern County Fair promoted an interactive online survey on the transportation planning principles for the 2022 RTP/SCS and has received over 200 respondents. The online survey was open from Sept. 18 – Nov. 8.

September 5, 2019 – Met with ARB staff in Modesto to discuss new SB 375 Sustainable SCS guidelines requirement for a plan over plan analysis for the 3 largest Valley MPOs along with the 4 largest state MPOs. Since that meeting ARB revised the guidelines to require the plan over plan analysis for all Valley MPOs regardless of size even though some Valley MPOs are smaller than small MPOs outside the Valley that are not required to do this analysis. Note that these guidelines are administrative and will not be adopted by the ARB. Final Draft Evaluation Guidelines are now available online at - <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources> .

August 21, 2019 – ARB Technical Evaluation of Kern’s 2018 SB 375 SCS is currently being reviewed by ARB management. Fresno COG is at about the same place and staff has indicated that they both appear to be passing. Note: SCS technical reviews are administrative and not adopted by ARB.

August 19, 2019 – Indication is that ARB will still require the plan over plan analysis for the 3 largest MPOs in the Valley, San Joaquin, Fresno and Kern. Kern already includes a rudimentary plan over plan analysis in its 2018 RTP/SCS.

August 9, 2019 – Kern COG responded to the last set of questions on the 2018 RTP/SCS technical evaluation submittal originally submitted December 11, 2018. ARB has two months to make their determination after they deem the submittal complete. ARB staff never informed us that our submittal was complete. There is no penalty if they fail to meet the two month requirement.

June 3, 2019 – Kern COG staff met with Mary Nichols in Modesto to discuss issues with several new requirements under the SCS guidelines including: 85% elasticity threshold and a new requirement for plan-over-plan analysis.

May 1, 2019 – Kern Transportation Foundation hosted an industry outreach event in Bakersfield on goods movement, garnering input on freight projects in Kern to help inform development of the 2022 RTP/SCS. The event was attended by 90 business/industry stakeholders.

February 25, 2019 – Kern COG staff's third conference call with California Air Resources Board (ARB) staff on Kern COG's December 11, 2018 submittal of the 2018 RTP technical evaluation data requested by ARB for making their determination whether the SCS, if implemented, would meet the ARB GHG reduction targets set back in 2011. ARB is still reviewing the data and asking questions after two months and three conferences calls. The previous two calls were on January 14 & 29, 2019. The seven other Valley COGs are seeing similar levels of examination from ARB staff. ARB has two months to make their determination after they deem the submittal complete.

February 14, 2019 – San Diego Association of Governments announces they can NOT meet their new SCS GHG targets and ask for two more years to develop their 3rd cycle SCS. <https://www.voiceofsandiego.org/topics/government/san-diego-cant-hit-state-climate-goals-without-major-transportation-changes/> .

February 7, 2019 – ARB Deputy Exec. Ofc. Steven Cliff, met w/ the eight San Joaquin Valley COG directors on concerns about the Draft ARB SB 375 SCS Evaluation Guidelines <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>.

January 31, 2019 – Valley COG directors met with ARB member Alexander Sherriffs on the non-responsiveness of ARB staff about Valley comments on the SB 375 SCS Evaluation Guidelines.

January 3, 2019 – The Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC) were presented this update on SB 375 implementation in Kern along with a copy of the SB 375 data submittal to ARB.

December 11, 2018 - Kern COG staff submitted the technical evaluation data requested for determining whether the SCS, if implemented, would meet the ARB targets set back 2011. The extensive data request required special analysis that took nearly 4 months to fulfill. It is important to note that the prior SCS from the 2014 RTP remains in effect while the new one is under review.

December 4, 2018 - Kern COG Executive Director Ahron Hakimi provided verbal comments on the SB 150 report to a joint meeting of ARB and the California Transportation Commission (CTC) <http://www.catc.ca.gov/meetings/> (video not posted yet at the time this staff report was written). The report shows that although SCS targets are being met, overall emissions per capita from gasoline sales are on the rise. For more info on SB 150 report go to: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

On December 3, 2018, Kern COG received federal approval of the 2018 RTP air quality conformity analysis concurring that planned RTP expenditures will NOT delay air district attainment plans.

August 20, 2018 - Kern COG staff had a conference call with ARB staff on the process for ARB's SCS evaluation and began preparing the requested data.

August 15, 2018 - the Kern COG Board adopted the 2018 RTP/SCS and associated documents.

Table 1 – 2011 & 2018 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
Targets for 2014 & 18 RTP/SCS (set in 2011 by ARB)*	-5%	-10%
2018 RTP/SCS demonstration (August 15, 2018)*	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)	n.a.	-15%

*Note: as required by ARB, the target demonstration methodology changed significantly between 2014 and 2018 even though the targets remained the same as allowed under SB 375. This makes comparison of the 2014 target demonstration results (not reported here) incompatible with these 2018 results. For a full explanation of this issue see the discussion on pages B79-84 of ARB's 2022 SB 375 Target setting staff report Appendix B. https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035 based on local modeling. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB 2022 target setting staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf . Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter.

April 20, 2017 - the Kern COG Transportation Planning Policy Committee (TPPC) recommendation to ARB was unchanged from the December 2016 submittal at -9% and -13% reduction in per capita GHG consistent with the RPAC recommendation.

Preliminary Adoption Timeline 2022 RTP/SCS

- August 15, 2018 – Adopted 2018 RTP/SCS
- October 1, 2018 - Effective Date for 3rd Cycle SCS Target (15%/capita reduction by 2035)
- Spring 2019 to Spring 2022 – Annual Community Phone Surveys - Ongoing
- Spring 2019 – Adopt Public Involvement Procedure for 2022 RTP/SCS - Complete
- Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
- October 14 – November 3, 2019 – Rural Long Range Transit Plan & RTP/SCS Workshops
- Fall 2019 to Fall 2021 – Fairs/Festivals/Farmer's Market Outreach
- January 22, 2020 – Stakeholder roundtable sessions to vet outreach and performance measures process.
- January 24-March 13 – Online Interactive Survey No. 2 www.kerncog.org
- March 2020 – Adopt Regional Growth Forecast Update
- Summer 2020 – Begin Regional Housing Needs Assessment (RHNA) update process
- September 22, 2020-Oct. 10 (tent.) – KUZZ Virtual Kern County Fair – Online Outreach Event
- Fall 2020 to Spring 2021 – Mini-Grant Stakeholder Hosted Workshops
- Spring 2021 – U.S. Census population voting district file available
- Winter 2021/22 – Release of RTP/SCS environmental document
- Spring 2022 – Publicly agendized meetings with all 11 City Councils and the County Board of Supervisors
- Summer 2022 Adopt RTP/SCS, RHNA, environmental document and associated documents

ACTION: Information.



V.
RPAC

September 2, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
GENERALIZED LAND USE LAYER – LAND USE MODEL

DESCRIPTION:

The generalized land use map layer is being developed to update land use model assumptions in preparation of developing the 2022 RTP/SCS.

DISCUSSION:

Background

Consistent with the previous RTP/SCS cycles and to meet the requirements of SB 375, Kern COG is updating inputs for the land use model.

Uplan Growth Model (land use model) – The Uplan model allocates growth based on latest land use and planning assumptions. This tool allows Kern COG to develop and present the public with scenarios as required for the development of Kern's SCS. One of the base layers for the land use model is a generalized land use map layer.

Discussion

Generalized Land Use Layer - In July, Kern COG contacted each member agency to collect the latest land use maps for each jurisdiction. Kern COG has begun working to load all the land use maps into GIS and fill in areas missing data, such as roads.

Land use categories from multiple jurisdictions are aggregated into thirteen categories to be used by UPlan. Residential types are divided into six categories based upon dwelling units per gross acre and employment is divided into three types based upon usage. The remaining four categories represent two types of publicly owned land, resource areas (agriculture, mining, etc.), and mixed use areas. Areas currently classified as mixed use will be manually divided into residential and employment categories based upon jurisdiction input.

An interactive version of the map will be available online at:
<http://kerncog.maps.arcgis.com/>

Please review your jurisdiction's area and provide comments to Michael Heimer at mheimer@kerncog.org.

Attraction Layers – Additional attraction layers are used to inform the land use model of planning assumptions that may attract future growth (i.e. Tentative Tract maps, General Plan amendments for planned development, etc.). In August, Kern COG contacted each member agency with a survey to collect additional planning assumptions for the land use model. Kern COG staff would like to receive all attraction layers by Friday, September 11th. If you have any question or comments regarding attraction layers please contact Ben Raymond at braymond@kerndcog.org.

ACTION: Information




VI. RPAC

September 2, 2020

TO: Transportation Technical Advisory Committee (TTAC) and
Regional Planning Advisory Committee (RPAC)

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Deputy Director/Planning Director 

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
SB 743–VMT ANALYSIS REQUIREMENT–TRANSPORTATION MODELING
COMMITTEE (TMC) REPORT

DESCRIPTION:

The TMC held a web meeting on August 19, 2020 to develop consensus on a modeling script for Senate Bill (SB) 743 requiring analysis of Vehicle Miles Traveled (VMT) for new developments.

DISCUSSION:

The TMC is a subcommittee of both the TTAC and the RPAC and usually meets jointly with the RPAC but will hold separate meetings on an as needed basis. On July 31, 2020, Kern COG received a request from the City of Shafter to develop a modeling script to output data from the travel model in a format required by SB 743. The meeting was attended by representatives from the Cities of Shafter, Bakersfield, Taft, the County, Caltrans, Rutgers & Schuler and DKS Consultants.

Consensus of the group was for Kern COG to take the following actions:

- 1) Develop a high-quality transit-areas map that can be used to help pre-screen projects.
- 2) Develop a work order with the Kern COG on-call modeling maintenance consultant DKS for the following tasks.
 - Task 1: Output Table of Countywide Total VMT by Purpose and Mode similar to Total Trips Table
 - Task 2: Enhanced Select Zone Analysis that outputs selected zonal trips and VMT by trip purpose and employment/land use type to be able to calculate both gross and net VMTs.

The committee reached consensus on these tasks. The activity is budgeted under the adopted Kern COG Overall Work Program, Work Element 604.1 – Regional Travel Demand Model Maintenance.

Here are some online background resources on SB 743.

<https://opr.ca.gov/ceqa/updates/sb-743/>

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

ACTION: Information.



VII. RPAC

September 2, 2020

TO: Transportation Technical Advisory Committee (TTAC) and
Regional Planning Advisory Committee (RPAC)

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Deputy Director/Planning Director
Becky Napier, Deputy Director/Administration
Linda Urata, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VII.
SUSTAINABLE COMMUNITY GRANTS AND KERN COG ASSISTANCE REQUESTS
EMAIL REQUESTS DUE TO KERN COG FRIDAY, SEPTEMBER 30, 2020

DESCRIPTION:

The 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most. This is an annual process reviewed by the TTAC and RPAC.

DISCUSSION:

A new strategy was proposed in the 2014 RTP to help our member agencies voluntarily monitor their progress toward the region's air emission goals. To help our member agencies develop projects that will better compete under the new policies that emphasizes sustainability, Kern COG provides technical assistance and grant writing assistance. In addition, to help inform our member agencies on how they are doing related to the region's air emission goals, Kern COG provides sub-regional monitoring feedback and assistance based using the regional travel model as part of this process.

COG Assistance - The 2014 RTP was the first to contain an SCS as required by the state Climate Protection Act of 2008 (SB 375). Kern COG began work with member agencies on developing more sustainable projects and strategies immediately after the adoption of the 2008 Kern Regional Blueprint. Local member agency staff suggested the need for a reporting method to provide member agencies with feedback on how they are doing toward regional air emission reduction goals. Kern COG has been providing reports to the RPAC on vehicle miles traveled per capita for each community sub area since 2009 as part of each RTP/SCS update.

Since 2009, Kern COG has awarded over \$500,000 in technical assistance grants and/or staff time support to provide member agencies with resources to identify transportation projects that would further the goals of the Kern Regional Blueprint and now the SCS. This year there is \$30k budgeted for Kern COG technical assistance grants, and additional funding is available for staff time to assist member agencies in applying for the numerous grant resources. This program has helped fund:

- In kind staff-time match for sustainable community planning grants for modeling/public outreach
- Regional travel demand modeling and GIS mapping support
- community bike and complete street plans
- community visioning/design workshops

- 2D/3D community visualizations
- transportation impact fee programs
- general plan circulation element updates
- Early transportation project development planning studies

Member Agencies Email Sustainable Community Planning/Project Development Ideas to Kern COG by Friday, September 30, 2020 - Under this Kern COG local government assistance program, staff can recommend that technical assistance resources be prioritized for agencies with the greatest potential need (see monitoring section below). Agencies must request technical assistance in writing by September 30, 2020 for consideration. Requests may be made by email and should include a brief preliminary scope and budget regarding the planning level work needed. Agencies are encouraged to contact COG staff for assistance in developing the request for sustainable community strategy and planning funds. Staff will provide assistance in deciding which grant resources (see attachment 1) are most appropriate. Please contact Rob Ball - 661-635-2902, rball@kerncog.org or Linda Urata - 661-635-2904, lurata@kerncog.org.

Member Agencies Provided with Free Access to GrantFinder.com - Kern COG has secured GrantFinder software licenses on behalf of its member agencies, and local public transit agencies for the period ending May 31, 2021, which may be extended. GrantFinder (<http://grantfinder.com>) is a real-time database of federal, state, and private grant opportunities tailored to municipalities and nonprofits. The program allows users to tailor their grant searches to their needs. To receive access, the member agency may designate up to two users on the attached form and return it to Linda Urata, Regional Planner. Currently all member agencies have access except for Shafter and the County (which reported maintains their own licenses). GrantFinder training is available by request; Kern COG hosted a workshop most recently on June 23, 2020. Program contact: Linda at 661-635-2904 or lurata@kerncog.org or Susanne Campbell scampbell@kerncog.org.

Prioritized Funding Policy for More Sustainable Projects - In November 2012 and most recently updated in March 2019, the Kern COG Board adopted the new project delivery policies and procedure (<https://www.kerncog.org/policies/>) to assist the region in promoting projects that better match the goals of the RTP/SCS. Dependent on the funding category, the procedure provides points for ranking projects for future funding. Based on the ranking, up to half of the points go to projects that promote more sustainable/livable communities and lower air emissions. Since this policy and procedure update, Kern COG has funded park & ride facilities in California City and South Bakersfield, the Golden Empire Transit District has implemented a new/more convenient rapid bus corridor/microtransit network, and the City of Tehachapi has adopted the first city-wide “form-based-code” General Plan in California. These types of projects are now more common.

Monitoring - The table in Attachment 2 shows the latest modeling of auto Vehicle Miles Traveled (VMT) per person (household population + employment by place of work) from the adoption of the 2018 RTP. The total shows a 3.2 percent decrease in VMT. All regions show lower VMT per capita household population + employment by 2042 compared to 2017. The following regions have seen an increase in VMT compared to the prior RTP: Greater Arvin, Tehachapi, Ridgecrest, Maricopa, Frazier Park, Shafter, McFarland, Wasco, Lake Isabella, and Cal City/Mojave.

This technical and grant writing assistance program is a strategy in the 2018 RTP and will continue to be funded as planning funds and grants are available. Subject to the Board’s direction, Kern COG resources could be prioritized to communities that may be showing difficulty in making progress towards reducing emissions and passenger vehicle travel. Grants and incentives are subject to state and federal funding requirements.

Attachments

Attachment 1 - Kern Sustainable Community Grant Resources – September 2020
Attachment 2 – 2018 RTP/SCS Change in Daily Auto Miles Traveled
Attachment 3 - Kern Sub Area Index and Vehicle Miles Traveled Maps

ACTION:

Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by September 30, 2020.

Attachment 1

Kern Sustainable Community Grant Resources – September 2020

Kern Council of Governments

Technical Assistance Program – Email Request to Rob Ball rball@kerncog.org or Becky Napier bnapier@kerncog.org due by Wednesday, 5PM September 30, 2020.

Requests may be made by email and should include a draft scope, budget and timeline regarding the planning need. Agencies are encouraged to contact COG staff for assistance in developing the request for planning resources and strategizing which sources are most appropriate. Awards are subject to available funding, need, and past geographic distribution of past awards. The awards will be used in developing the programming for next fiscal year's Kern COG Overall Work Program. Past awards have included:

- Travel modeling and GIS mapping support technical support
- In-kind staff time in data collection/outreach to help match a sustainable planning grant
- Grant writing assistance
- Community bike and complete street plans
- Community visioning/design workshops
- Transportation impact fee programs
- General plan circulation element updates
- Transportation project development planning studies

San Joaquin Valley Air District

Grants and Incentive Programs - <http://valleyair.org/grants/> - Some applications accepted year-round.

- **Bike Paths** provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths
- **E-Mobility Commerce** provides funds to develop or expand electronic telecommunication services
- **Public Benefit** provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems
- **Charge Up!** Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use.
- **Plug in Electric Vehicle Resources Center** provides information about plug-in electric vehicles including available incentive funding, charging infrastructure and locations, and the District's activities to increase and sustain electric vehicles in the Valley
- **Public Transportation Subsidy and Park & Ride Lots** provides funds to subsidize transportation passes for bus, shuttle and commuter rail services. Funds are also available for the construction of park and ride lots
- **Alternate Fuel Mechanic Training - Heavy Duty Waste Haulers - School Bus Programs - more**

Eastern Kern Air Pollution Control District

DMV Grant and Voucher Program – www.kernair.org – Contact: Jeremiah Cravens: 661-862-5251.

- **DMV Vehicle Voucher Program** (\$1-\$4k) funding available ongoing for eligible low or no emission vehicles for residents, businesses, schools, organizations, government agencies, municipalities located within Eastern Kern County.
- **DMV Grant Program (\$50k max. per project)** EV Charging or CNG refilling stations, Alternative Fuel Mechanics Training, Public Education, and Innovative Vehicle-Related Emission Reduction Proposals accepted. . **Applications opened annually. 2020 program closed in February.**

Caltrans

Sustainable Transportation Planning Grants FY 2021-2022 - Applications scheduled to be released in early fall 2020 with a due date in mid-fall 2020. <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

Active Transportation Program (ATP) – <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>

The California Transportation Commission (CTC) announced the ATP Cycle 5 Call for Projects on March 25, 2020. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding/programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years. Applications due for Quick-Build Projects July 15, 2020. All other project applications due September 15, 2020.

Transportation Planning Resources – <http://www.dot.ca.gov/hq/tpp/grants.html>

Strategic Growth Council

Affordable Housing/Sustainable Communities (AHSC) - <http://sgc.ca.gov/programs/ahsc/> -

Applications due February 2021 – Draft round 6 guidelines are out for public review. The program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit

Transformative Communities - <https://sgc.ca.gov/programs/tcc/>

-Round 3 Applications were due February 28, 2020. There have been no announcements for a Round 4. The website offers reports of past programs and resources for communities.

California Housing and Community Development Department

The California Department of Housing and Community Development (HCD) has a list of housing programs that currently have funding available: <http://www.hcd.ca.gov/grants-funding/nofas.shtml>

- **Senate Bill 2 (SB 2) Planning Grants** – SB 2 established a permanent source of funding intended to increase the affordable housing stock. SB 2 Planning Grants are limited to, general plans, community plans, specific plans, local planning related to implementation of sustainable communities strategies, local coastal plans, zoning ordinances, environmental analyses, local process improvements, and any other planning activities that can demonstrate a nexus to housing production. To view where awards were made, you may visit the Planning Grants and Local Housing Strategies Map here: <http://cahcd.maps.arcgis.com/apps/MapSeries/index.html?appid=c0b0f1f398774e9c805ef0ebcf4ebd45> . For more information, see Section 300 of the Guidelines. SB2 information website: <http://www.hcd.ca.gov/grants-funding/active-funding/planning-grants.shtml>

California Natural Resources Agency - <https://resources.ca.gov/grants>

The California Natural Resources Agency Bonds and Grant unit administers various programs. They offer listserv registration for some program notifications. For instance, the Environmental Enhancement and Mitigation Program is an annual program offering grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Visit the website to obtain information about the various programs, project eligibility requirements and application due dates.

California Air Resources Board – <https://www.arb.ca.gov/ba/fininfo.htm>

Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates.

California Energy Commission - <https://www.energy.ca.gov/funding-opportunities>

The California Energy Commission offers a variety of funding opportunities to advance the state's transition to clean energy and transportation through innovation, efficiency, and the development and deployment of advanced technologies.

United States Department of Energy | Energy Efficiency & Renewable Energy | Alternative Fuels Data Center - <https://afdc.energy.gov/states/ca>

California Transportation Data for Alternative Fuels and Vehicles - Find transportation data and information about alternative fuels and advanced vehicles in California, including laws and incentives, fueling stations, fuel prices, and more.

UpLift California Resource Guide – <http://upliftca.org/resource-finder/> Whether you're a community group looking to plant trees or expand clean transit, or a family looking to cut your electricity bill, find electric car rebates or get help with energy conservation, find out how California's climate investments can help you.

Attachment 2 – How Sub Areas of Kern County are Doing on Reducing Vehicle Miles Traveled.

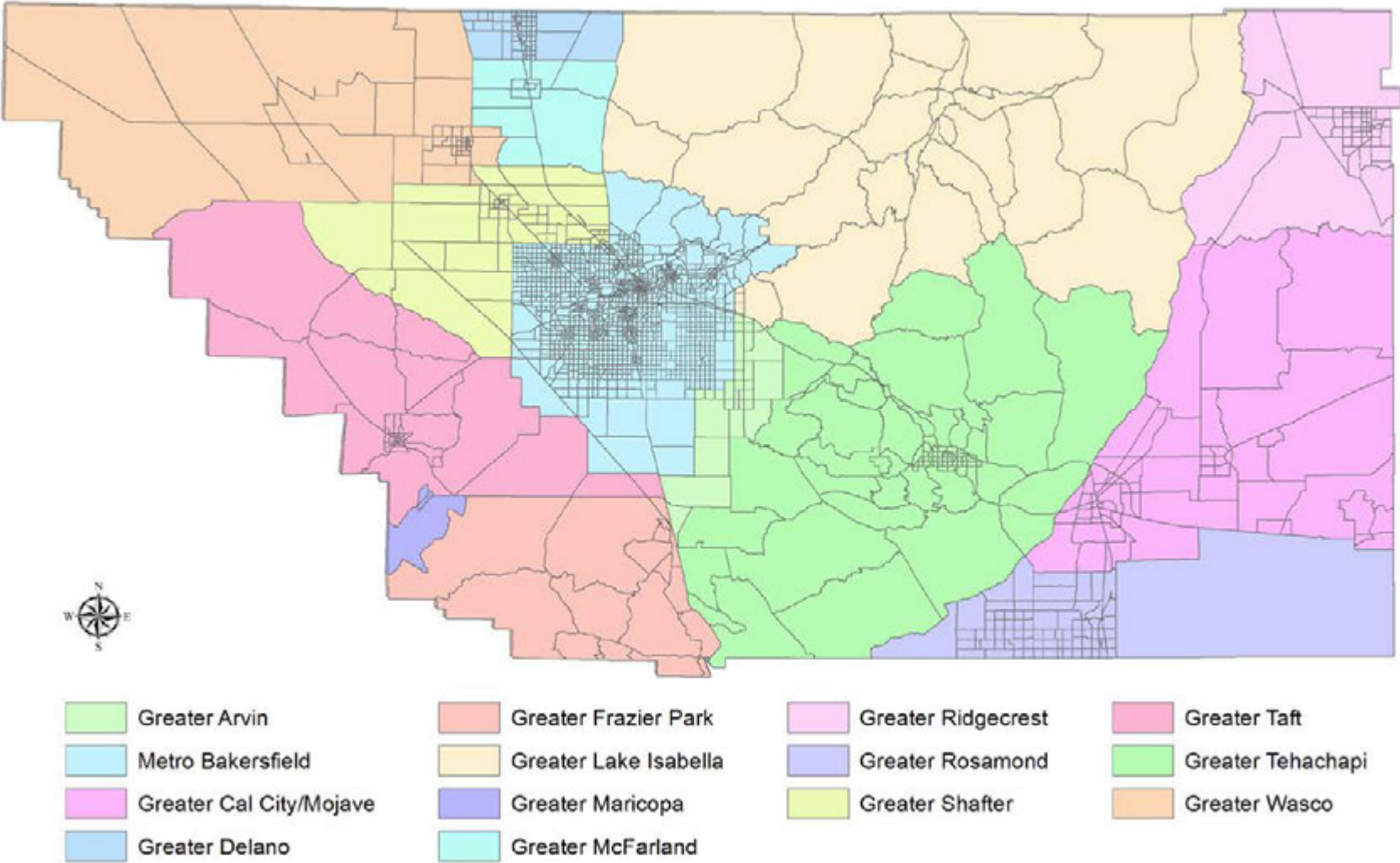
2018 RTP Change in Daily Auto Miles Traveled Compared to the Old Plan

	Auto Vehicle Miles Traveled within Kern (no pass thru travel)			Persons = Household Population + Employment (by place of work)			Auto Miles Traveled/Person			% Change from Base 2017		Progress Compared to Old Plan
	Base	Old Plan	Plan	Base	Old Plan	Plan	Base	Old Plan	Plan	2017 & Old Plan	2017 & Plan	
	2017	2042		2017	2042		2017	2042			2042	
	(miles)			(persons)			(miles/person)			(percent)		
Greater Rosamond	1,424,287	2,857,622	1,926,427	32,986	80,062	48,509	43.18	39.71	35.69	-8.0%	-17.3%	-9.3%
Greater Delano	2,896,802	3,314,385	3,570,784	63,899	77,019	78,076	45.33	45.73	43.03	0.9%	-5.1%	-6.0%
Greater Taft	1,322,416	2,024,318	2,115,757	30,996	43,508	44,182	42.66	47.89	46.53	12.2%	9.1%	-3.2%
Metro Bakersfield	14,823,804	22,794,427	23,382,511	773,107	1,184,550	1,204,425	19.17	19.41	19.24	1.2%	0.4%	-0.9%
Greater Cal City/Mojave	1,390,083	3,053,367	2,966,993	26,837	59,127	57,995	51.80	51.16	51.64	-1.2%	-0.3%	0.9%
Greater Lake Isabella	727,496	1,357,489	1,167,005	20,366	33,158	28,940	35.72	40.32	40.94	12.9%	14.6%	1.7%
Greater Wasco	1,729,971	2,504,823	2,467,648	40,350	63,343	66,109	42.87	37.33	39.54	-12.9%	-7.8%	5.2%
Greater McFarland	1,027,697	1,306,578	1,405,134	21,585	27,256	31,270	47.61	44.94	47.94	-5.6%	0.7%	6.3%
Greater Shafter	2,044,258	4,362,884	4,148,898	45,996	102,333	107,422	44.44	38.62	42.63	-13.1%	-4.1%	9.0%
Greater Frazier Park	669,126	1,638,896	1,386,417	12,784	30,084	28,084	52.34	49.37	54.48	-5.7%	4.1%	9.8%
Greater Maricopa	54,688	73,434	62,391	1,523	1,685	1,621	35.90	38.50	43.59	7.3%	21.4%	14.2%
Greater Ridgecrest	1,066,753	2,137,742	1,734,660	48,158	71,568	66,669	22.15	26.02	29.87	17.5%	34.8%	17.4%
Greater Tehachapi	1,703,499	5,361,752	4,765,416	43,286	100,215	102,761	39.35	46.37	53.50	17.8%	36.0%	18.1%
Greater Arvin	870,717	1,400,931	1,455,938	29,633	34,694	42,537	29.38	34.23	40.38	16.5%	37.4%	20.9%
Total / Average:	31,751,596	54,188,649	52,555,979	1,191,506	1,908,604	1,908,600	26.65	28.39	27.54	6.5%	3.3%	-3.2%

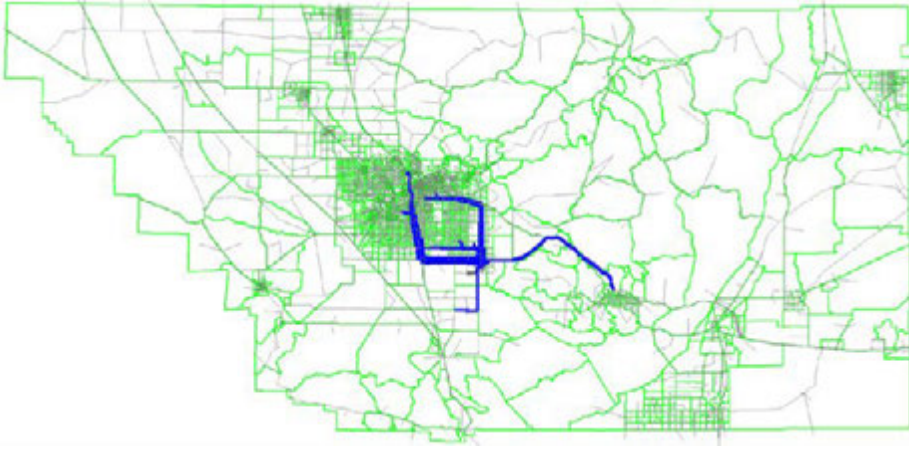
Note that this reporting is voluntary and for advisory purposes only. Future year values are estimated based on the latest land use assumptions and are updated every four years. These assumptions can vary widely from year to year based on recent changes in the local development activity and other variables. Although average travel per person includes areas outside each sub area (see spider diagram maps below), they do not include travel outside the county possibly skewing the results of sub areas nearer the edge of the County. This analysis is updated with the RTP once every 4 years. The analysis shows that Bakersfield and Ridgecrest have the lowest travel per person possibly because these regions are fairly self-contained having sufficient amenities such as hospitals.

Attachment 3 – Map of Sub Areas

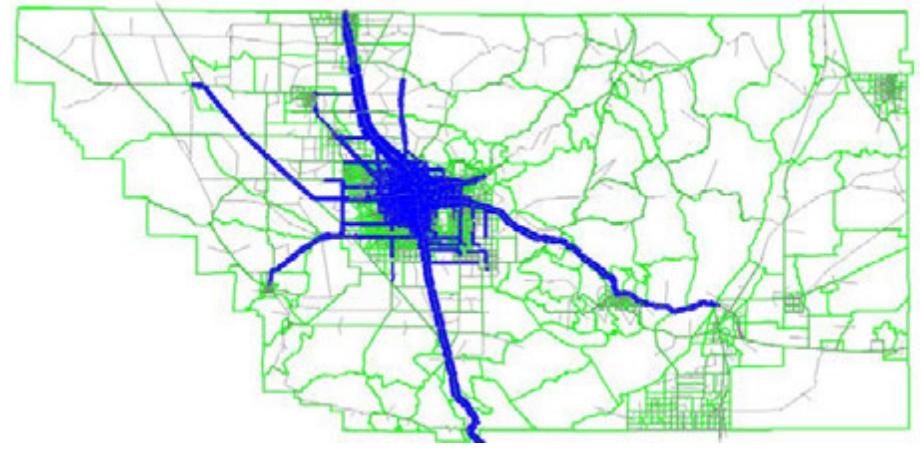
Transportation Analysis Zones (TAZs) by Regional Statistical Areas (RSAs)



Greater Arvin



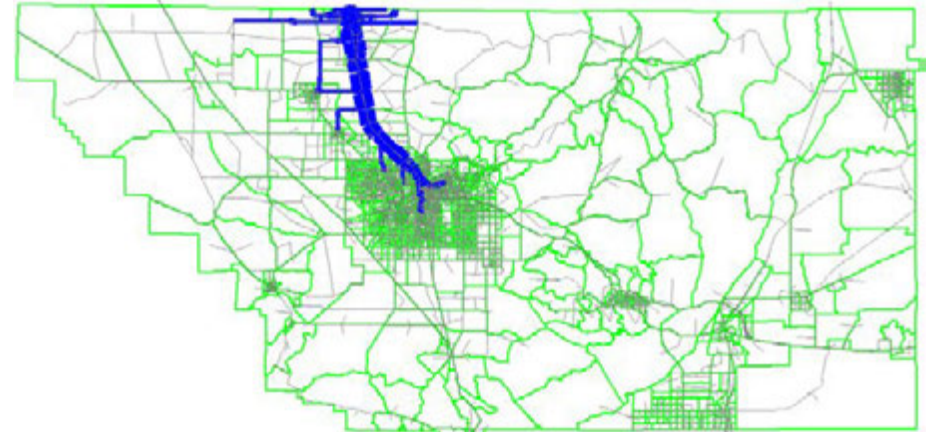
Greater Bakersfield



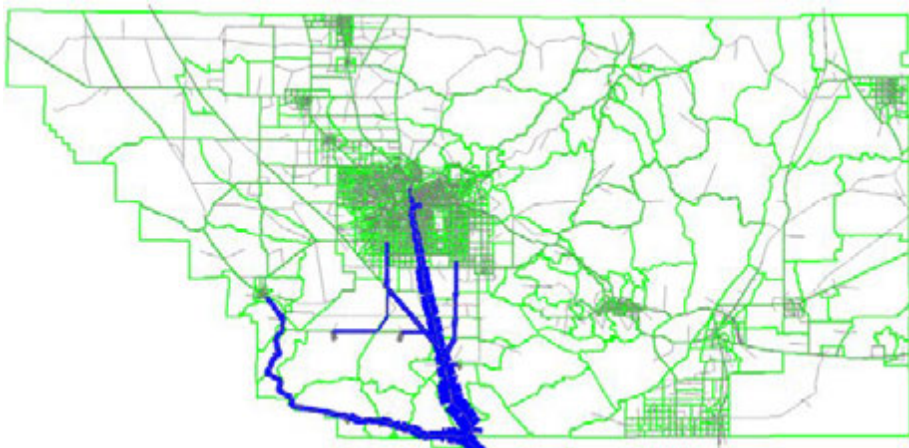
Greater California City / Mojave



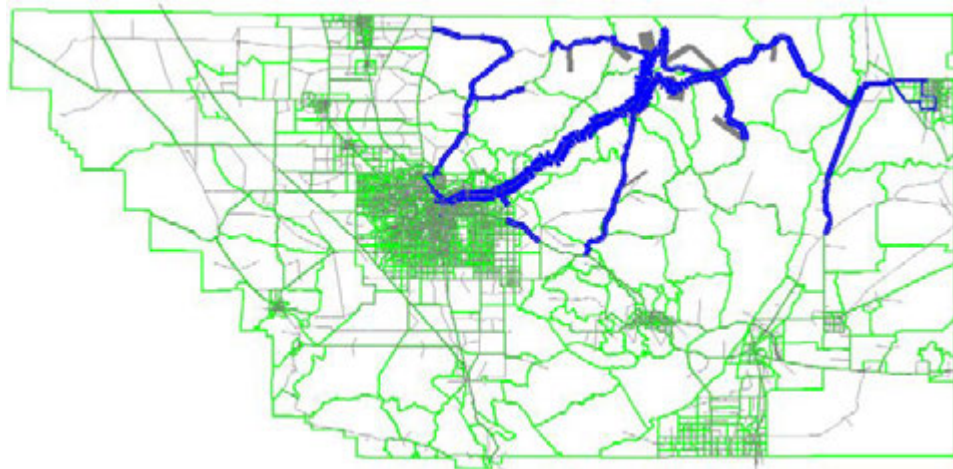
Greater Delano



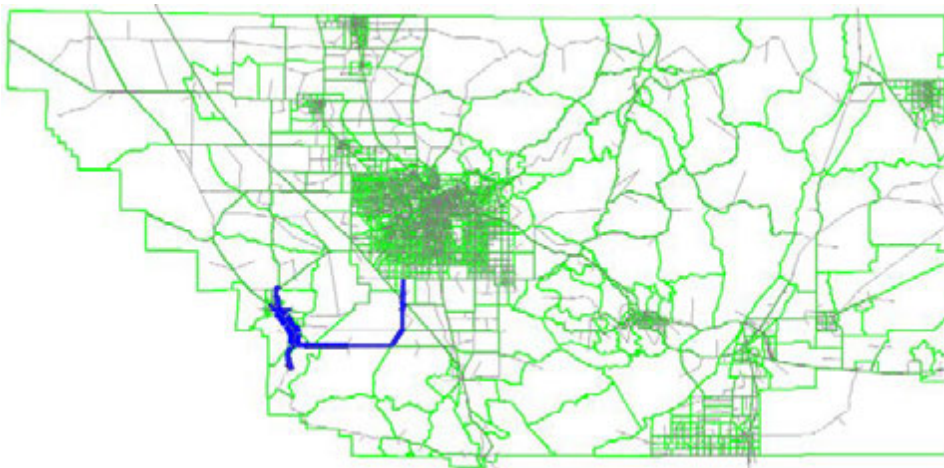
Greater Frasier Park



Greater Lake Isabella



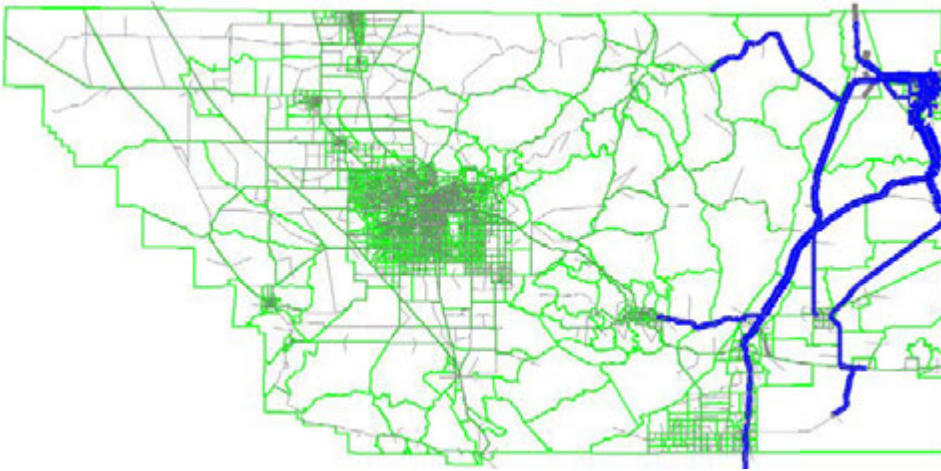
Greater Maricopa



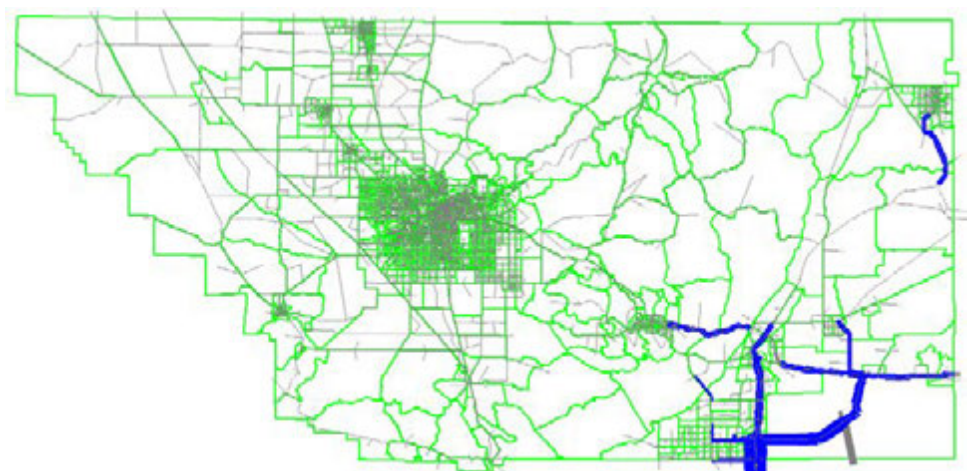
Greater McFarland



Greater Ridgecrest



Greater Rosamond



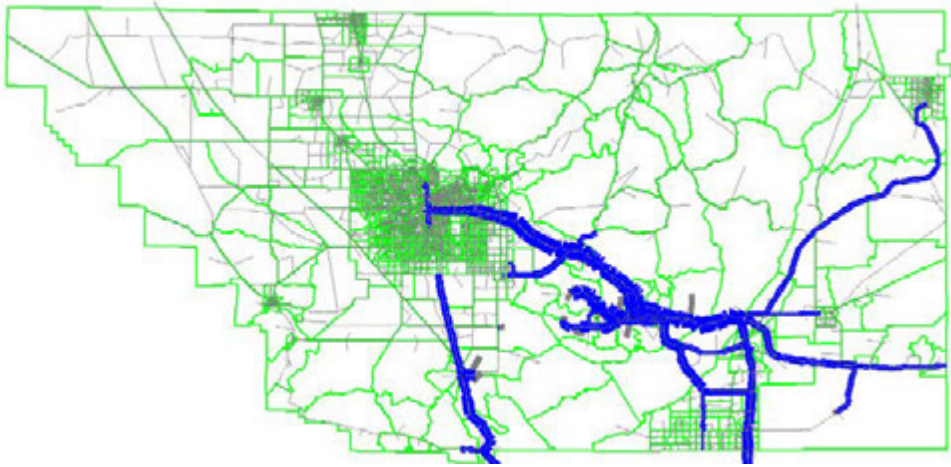
Greater Shafter



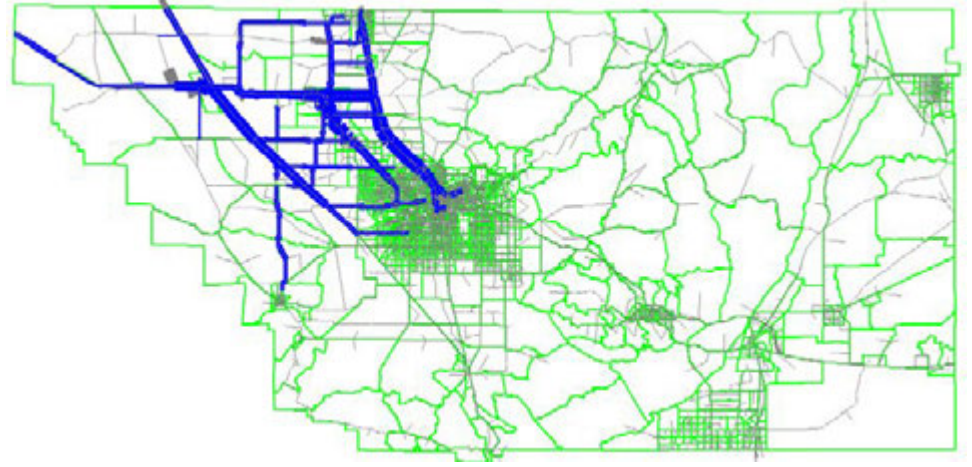
Greater Taft



Greater Tehachapi



Greater Wasco





VIII. RPAC

September 2, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE

FROM: Ahron Hakimi
Executive Director

By: Linda Urata
Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VIII.
MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

DISCUSSION:

Kern COG staff have continued to address Mobility Innovations and Incentives Program elements while working remotely during COVID-19 Shelter-in-Place orders. This is a summary report and may not be comprehensive of all activities in July and August 2020.

The California Energy Commission (CEC) is going through a public process to create the 2020 Integrated Energy Policy Report (IEPR). The IEPR provides a cohesive approach to identifying and solving the state's pressing energy needs and issues. This year, the Transportation element is in part, exploring the deployment of electric vehicle charging stations (EVCS) in disadvantaged communities (DACs). This policy document will drive future CEC investments affecting EVCS installation in DACs. Linda Urata was invited to speak on a panel on August 4th during an IEPR workshop. IEPR information may be found online here: <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update>

Staff continues to monitor the progress of EV Charging Station projects submitted for CALeVIP (California Energy Commission) and Charge-UP! (San Joaquin Valley APCD) and East Kern Air Pollution Control District funding. Specifically, staff communicated with TurnKey Solar and Construction, Bakersfield City School District, the City of Bakersfield, and the San Joaquin Valley Air Pollution Control District during this reporting period. The various project partners have expressed delays and in the awarding of CALeVIP funding and the impact to projects of the delays. ChargeUp! Funding awards are on track, and the SJVAPCD is working with recipients experiencing CALeVIP delays. Applications were submitted in December 2019 for charging station sites in the following cities and communities: Arvin, Bakersfield, Buttonwillow, Delano, Lost Hills, McFarland, North Edwards, Ridgecrest, Shafter, Taft and Wasco.

In light of the impact COVID-19 is having on both private business and local government budgets, Kern COG is continuously looking for funding opportunities that may be used as matching funds on or replacement funds for the CALeVIP and ChargeUp! funding.

Kern COG has been awarded funding from the Clean Mobility Options program to conduct a Needs Assessment in various DACs to support bicycling program development and EV Charging Station deployment in those communities. A Needs Assessment must be conducted to support project applications for Clean Mobility Options funding. Clean Mobility Options is funded through the California Air Resources Board's program California Climate Investments. <https://www.cleanmobilityoptions.org/>

MioCar: As of Friday, August 14, 2020 Arvin, Lamont and Wasco all have 1-2 MioCars available for members to use. MioCar plans to deploy additional vehicles to Kern County in the following weeks and, in the meantime, they are thoroughly cleaning the vehicles and testing them to ensure that they are ready for deployment.

For continued training on new vehicle technologies, Linda Urata attends Advanced Clean Transportation webinars which replaced the ACT EXPO conference in Long Beach which was cancelled in May due to COVID-19. Utilities and funding agencies also offer training webinars, usually at no cost to the attendee.

The San Joaquin Valley Electric Vehicle Partnership is making plans for participation in a virtual National Drive Electric Week, September 26 to October 4, 2020. The SJVEVP received DMV Fee Funding from the East Kern Air Pollution Control District to conduct two events in east Kern, including a Ride and Drive event and a Solar Car Curriculum workshop for teachers. The SJVEVP is also working to host workshops for First Responders.

California VW Mitigation Trust: The California Air Resources Board and the San Joaquin Valley Air Pollution Control District have launched the following Volkswagen Appendix D Mitigation funded program.

- Zero-Emission Transit, School and Shuttle Buses will spend \$130 million over two cycles, with \$65 million available starting in December 2019. 50% of the funding must be spent in Disadvantaged Communities. The school bus portion of the funding is oversubscribed. Transit and shuttle bus funding remains. www.vwbusmoney.valleyair.org

The CEC provided funding to Kern COG to develop an EV Charging Station Blueprint in 2018. The EV Ready Communities Phase II- Blueprint Implementation solicitation (GFO-19-603) was released on Thursday, August 12, 2020. Should Kern COG elect to respond to the solicitation, applications are due by 5pm on October 2, 2020. The 2018 EV Charging Station Blueprint and Toolkits for Kern COG website <https://www.kerncog.org/?s=EV+CS+Blueprint>

ACTION: Information.



September 23, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for **Wednesday, September 30, 2020 (October Meeting) has been cancelled.**

The next regularly scheduled meeting will be Wednesday, November 4, 2020. Agenda materials will be mailed approximately one week prior to the meeting.

We hope everyone is staying safe and well. Thank you.

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

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

**WEDNESDAY
November 4, 2020
1:30 P.M.**

SPECIAL NOTICE

**Public Participation and Accessibility
November 4, 2020 Regional Planning Advisory Committee**

On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20, which includes a waiver of Brown Act provisions requiring physical presence of the Council or the public in light of the COVID-19 pandemic. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's order, the following adjustments have been made:

- The meeting scheduled for **November 4, 2020, at 1:30 p.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with the Executive Order, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee as follows:

If you wish to comment on a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 1:00 p.m. November 4, 2020**. Please clearly indicate which agenda item number your comment pertains to. If you wish to make a general public comment not related to a specific agenda item, submit your comment via email to feedback@kerncog.org **no later than 1:00 p.m. November 4, 2020**.

Please join my meeting from your computer, tablet or smartphone.

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

You can also dial in using your phone.

United States: [+1 \(312\) 878-3080](tel:+13128783080)

Access Code: 586-617-702

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

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

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) 635-2910. 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 SUMMARY

A. RPAC Meeting of September 2, 2020.

IV. GENERALIZED LAND USE LAYER – LAND USE MODEL (Raymond)

Comment: The generalized land use map layer is being developed to update land use model assumptions in preparation of developing the 2022 RTP/SCS.

Action: Information.

V. KERN COG OFFERS GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES AND MAPPING SUPPORT AGREEMENTS TO MEMBER AGENCIES (Liu)

Comment: Arvin, Delano, McFarland, Ridgecrest, Wasco, the East Kern Resource Conservation District and the Kern County Water Agency have on-going agreements with Kern COG to provide on call, priority GIS mapping and technical support on an as needed basis for a fixed hourly rate in addition to Kern COG normal level of technical assistance at no charge as resources are available.

Action: Information.

VI. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP (Ball)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

Action: Information.

VII. DRAFT Technical Methodology to Estimate Greenhouse Gas Emission Reduction for Kern COG's 2022 RTP/SCS (Ball)

Comment: Senate Bill (SB) 375 requires a Technical Methodology be provided to the California Air Resources Board (ARB) that is anticipated to be used to demonstrate attainment of the per capita greenhouse gas (GHG) reduction targets in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

Action: Information.

VIII. RHNA/Housing Element Process Update (Invina)

Comment: The Kern Council of Governments, acting in the capacity as the state-designated Regional Planning Agency, prepares the state mandated Regional Housing Needs Assessment (RHNA), which includes a forecast of low-income housing need to be included in local housing element updates due in 2023.

Action: Information.

IX. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT (Urata)

Comment: To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

Action: Information.

X. DRAFT LOW-STRESS BIKEWAY NETWORK IN THE VICINITY OF THE BAKERSFIELD HIGH-SPEED RAIL STATION (Snoddy)

Comment: Kern COG contracted with the California Bicycle Coalition (CALBIKE) to prepare a **Low-Stress Bikeway Network in the Vicinity of the Bakersfield High-Speed Rail Station for \$405,933.**

Action: Information.

XI. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Comment: Update schedule for the 2018 Regional Transportation Plan Amendment No. 1, 2021 Federal Transportation Improvement Program, and Air Quality Conformity Analysis.

Action: Recommend that the Transportation Planning Policy Committee approve the development timeline.

XII. ANNOUNCEMENTS

- a. Kern COG's RTP survey is ready, take it at <https://www.kerncog.org/rtp-survey/>

XIII. MEMBER ITEMS

XIV. ADJOURNMENT

The next scheduled meeting will be December 2, 2020 (May be Dark).

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
September 2, 2020
1:30 P.M.

The meeting was called to order at 1:32 p.m.

I. ROLL CALL

MEMBERS PRESENT:

Mitzy Cuxum	Arvin
Paul Johnson	Bakersfield
Shawn Monk	California City
Suzanne Forrest	Shafter
Mark Staples	Taft
Keri Cobb	Wasco
Craig Murphy	Kern County
Derek Abbott	Community Member
Colin Rambo	Tejon Tribe

STAFF:

Becky Napier	Kern COG
Ben Raymond	Kern COG
Rob Ball	Kern COG
Rochelle Invina	Kern COG
Linda Urata	Kern COG

OTHERS:

Troy Hightower	TDH Associates
Stephanie Smith	Tejon Tribe
Susanna Kormendi	City of Bakersfield
Ryan Starbuck	City of 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 SUMMARIES

Committee Member Forrest made a motion to approve the discussion summary for July 2, 2020, seconded by Committee Member Johnson with all in favor.

IV. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION OF TIMELINE FOR THE 2022 RTP (Ball)

Mr. Ball stated that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social

equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. Mr. Ball stated that ARB gave final approval recently of the Technical Review of the 2018 Sustainable Communities Strategy (SCS).

Mr. Hightower stated that he reviewed the Technical Methodology for the 2018 RTP and would like staff to provide a summary of recommendations for the next SCS on Page 9-12. Mr. Ball stated that many of the recommendations cited in the Technical Methodology are based on the new guidance document released earlier this year for the 2022 RTP/SCS

This was an information item.

V. GENERALIZED LAND USE LAYERS (Raymond)

Mr. Raymond stated that the generalized land use map layer is being developed to update land use model assumptions in preparation of developing the 2022 RTP/SCS. In July, Kern COG contacted each member agency to collect the latest land use maps for each jurisdiction. Kern COG has begun working to load all the land use maps into GIS and fill in areas missing data, such as roads. Land use categories from multiple jurisdictions are aggregated into thirteen categories to be used by UPlan. Residential types are divided into six categories based upon dwelling units per gross acre and employment is divided into three types based upon usage. The remaining four categories represent two types of publicly owned land, resource areas (agriculture, mining, etc.), and mixed-use areas. Areas currently classified as mixed use will be manually divided into residential and employment categories based upon jurisdiction input. Additional attraction layers are used to inform the land use model of planning assumptions that may attract future growth.

This was an information item.

VI. SB 743 – VMT ANALYSIS REQUIREMENT – TRANSPORTATION MODELING COMMITTEE REPORT (Ball)

Mr. Ball informed the Committee that the Transportation Modeling Committee held a web meeting on August 19, 2020 to develop consensus on a modeling script for Senate Bill (SB) 743 requiring analysis of Vehicle Miles Traveled (VMT) for new developments. . On July 31, 2020, Kern COG received a request from the City of Shafter to develop a modeling script to output data from the travel model in a format required by SB 743. The meeting was attended by representatives from the Cities of Shafter, Bakersfield, Taft, the County, Caltrans, Rutgers & Schuler and DKS Consultants.

Consensus of the group was for Kern COG to take the following actions:

- Develop a high-quality transit-areas map that can be used to help pre-screen projects.
- Develop a work order with the Kern COG on-call modeling maintenance consultant DKS for the following tasks.
 - Task 1: Output Table of Countywide Total VMT by Purpose and Mode similar to Total Trips Table
 - Task 2: Enhanced Select Zone Analysis that outputs selected zonal trips and VMT by trip purpose and employment/land use type to be able to calculate both gross and net VMTs.

There was discussion concerning residential development and what the model will provide.

This was an information item.

VII. SUSTAINABLE COMMUNITY GRANTS AND KERN COG ASSISTANCE REQUESTS (Ball)

Mr. Ball stated that the 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most. This is an annual process reviewed by the TTAC and the RPAC. Mr. Ball requested that if any member agency has a need for technical assistance to provide Kern COG a written request by September 30, 2020.

This was an information item.

VIII. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM – STATUS REPORT (Urata)

Ms. Urata stated that to help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

This was an information item.

IX. ANNOUNCEMENTS

The new Kern COG RTP survey is ready and can be accessed at <https://www.kerncog.org/rtp-survey/>.

Shawn Monk stated that California City passed the first Tiny Home Ordinance in the State.

Colin Rambo of the Tejon Tribe stated that the Tribe's exploratory interest in proposing formal policies for consideration by the RPAC & Kern COG. He stated that the Tejon Tribe Sustainable Transportation Planning focused on:

- Environmental, Social, and Restorative Justice Efforts important to Indian Country (i.e., Native American Community at large), which can also be couched as a focus on enhancing eco- and historical-tourism resources.
- Long-term transportation planning focused on the enhancement of the Tejon Tribe's economic development project in Mettler, CA (south-central Kern County) (see <https://www.tejoneis.com/>)

Mr. Rambo asked when he need to get policy requests for the 2022 RTP to Kern COG. Mr. Ball indicated that the Tejon Tribe is a member of the RPAC and as a member they just need to send an email to Kern COG.

X. MEMBER ITEMS

None.

XI. ADJOURNMENT

The meeting was adjourned at 2:35 p.m. The next scheduled meeting of the RPAC is September 30, 2020 (October Meeting).



IV. RPAC

November 4, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
GENERALIZED LAND USE LAYER – LAND USE MODEL

DESCRIPTION:

The generalized land use map layer is being developed to update land use model assumptions in preparation of developing the 2022 RTP/SCS.

DISCUSSION:

Background

Consistent with the previous RTP/SCS cycles and to meet the requirements of SB 375, Kern COG is updating inputs for the land use model.

Uplan Growth Model (land use model) – The Uplan model allocates growth based on latest land use and planning assumptions. This tool allows Kern COG to develop and present the public with scenarios as required for the development of Kern's SCS. One of the base layers for the land use model is a generalized land use map layer.

Discussion

Generalized Land Use Layer - In July, Kern COG contacted each member agency to collect the latest land use maps for each jurisdiction. Kern COG has begun working to load all the land use maps into GIS and fill in areas missing data, such as roads.

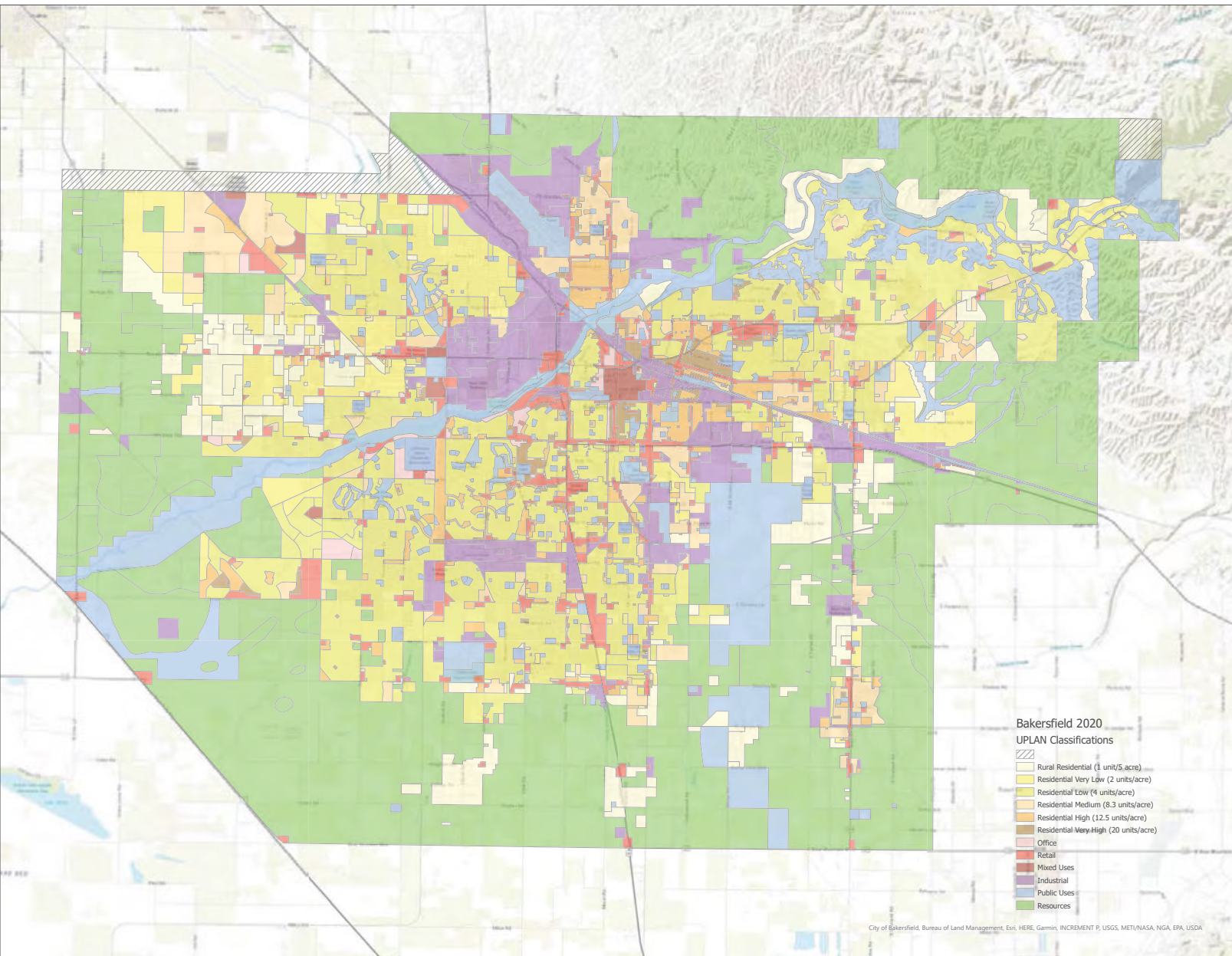
Land use categories from multiple jurisdictions are aggregated into thirteen categories to be used by UPlan. Residential types are divided into six categories based upon dwelling units per gross acre and employment is divided into three types based upon

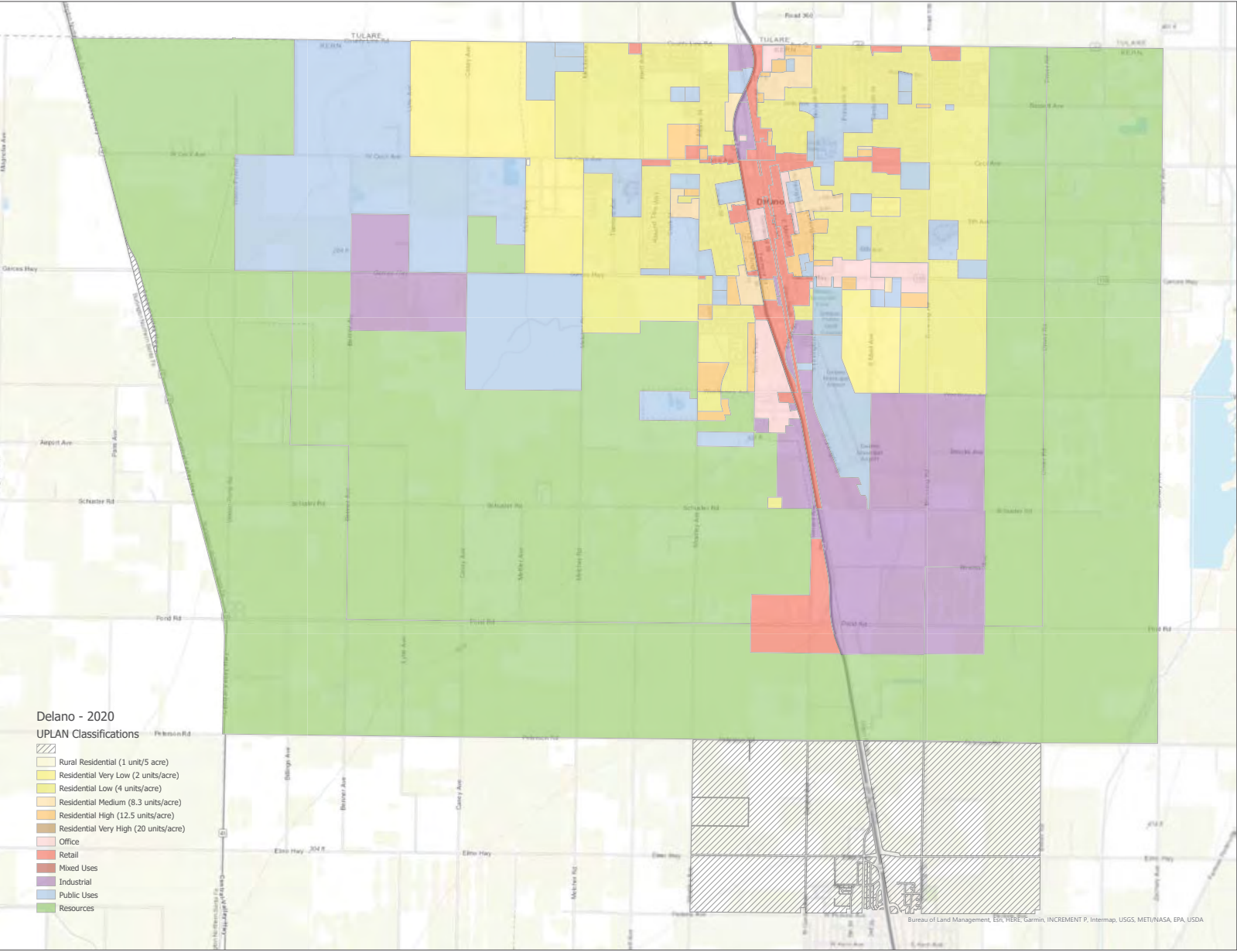
usage. The remaining four categories represent two types of publicly owned land, resource areas (agriculture, mining, etc.), and mixed-use areas. Areas currently classified as mixed use will be manually divided into residential and employment categories based upon jurisdiction input.

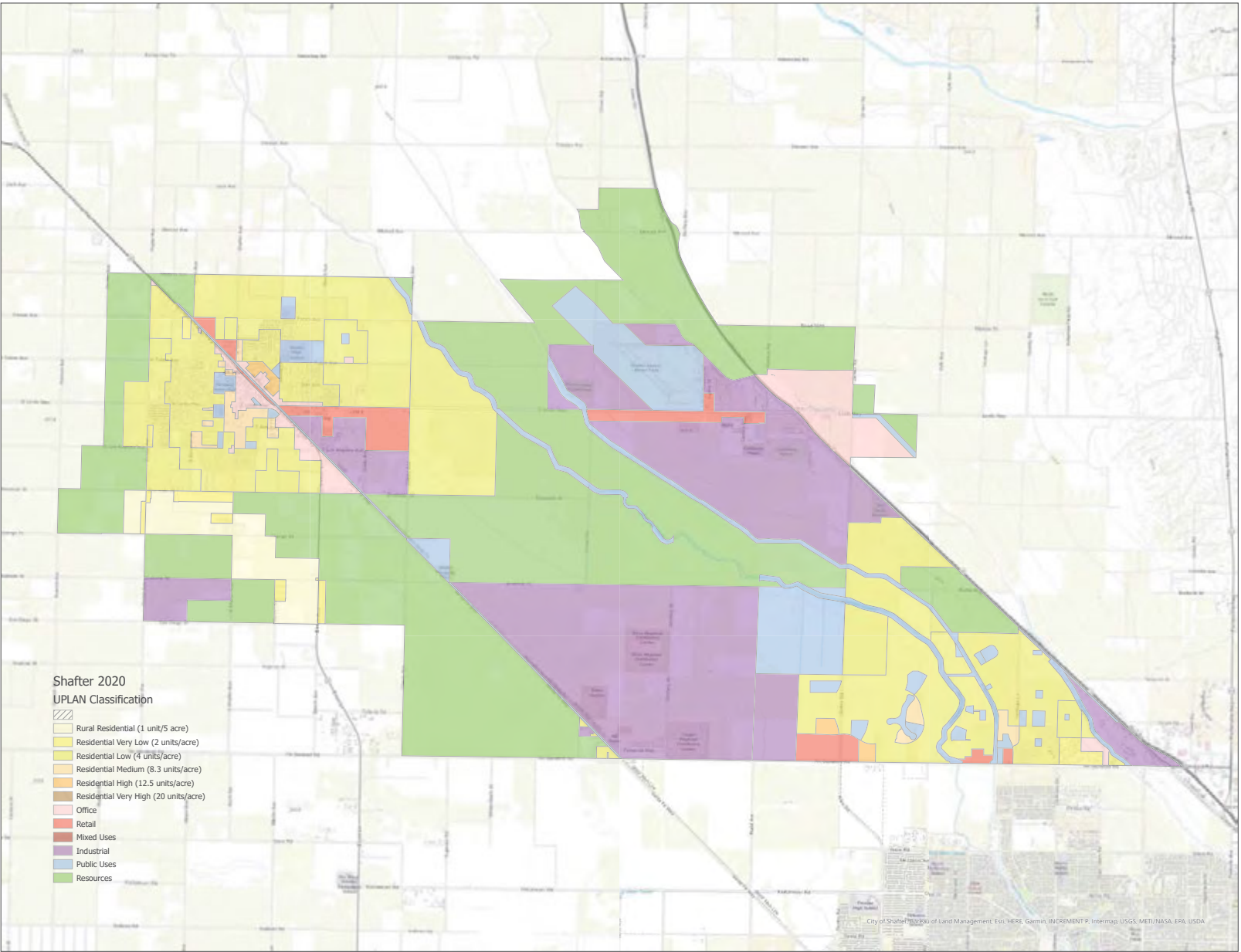
The generalized land use completed at the time this staff report was created are provided in Attachment A. By November 4th there will be an interactive version of the map available online at: <http://kerncog.maps.arcgis.com/> with additional areas added. Please review your jurisdiction's area and provide comments to Michael Heimer at mheimer@kerncog.org.

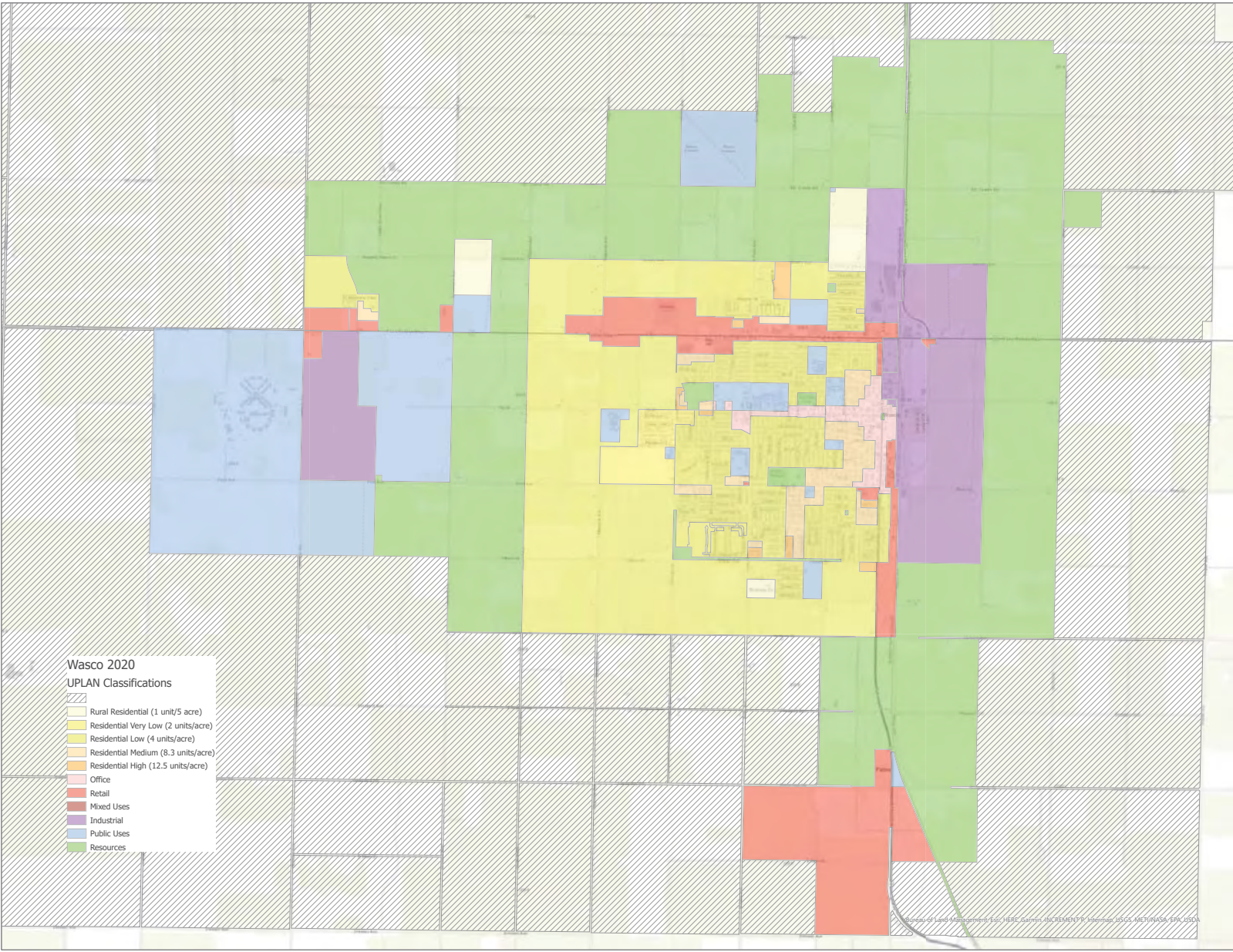
Attachments – Attachment 1: Generalized Land Use Maps

ACTION: Information











V.
RPAC

November 4, 2020

TO: TPPC

FROM: Ahron Hakimi,
Executive Director

BY: Vincent Liu
Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
Kern COG Offers Geographic Information System (GIS) Services and Mapping
Support Agreements to Member Agencies

DESCRIPTION:

Arvin, Delano, McFarland, Ridgecrest, Wasco, the East Kern Resource Conservation District and the Kern County Water Agency have on-going agreements with Kern COG to provide on call, priority GIS mapping and technical support on an as needed basis for a fixed hourly rate in addition to Kern COG normal level of technical assistance at no charge as resources are available.

DISCUSSION:

Kern COG provides technical services and support to member agencies on a variety transportation related modeling and data requests at no charge. However, the resources for these services are limited. In an effort to supplement this service the Kern COG Board has entered into agreements to provide support, primarily to our smaller members and other local government agencies.

Since year 2001, Kern Council of Governments (Kern COG) has provided for agreements with our member agencies to provide Geographic Information System (GIS) and mapping services and technical support. Under the agreements, Kern COG provides priority data and technical support for the agency for assistance with grant applications, research and analysis on an on-call, first-come-first-serve basis. Services are provided at the current average staff rate of \$82.00 per hour with overhead. The member agency is only billed for actual hours worked in an amount not to exceed the annual amount budgeted. Kern COG will use the

agreement to program staff time to support member agency agreements. Interested member agencies can contact Rob Ball or Vincent Liu for further information.

Work Element -- 201.2 Mapping Services and Technical Support -- offers on-call services to our member agencies. The objective of the Work Element is to provide specialized mapping services and technical support for local agencies and to provide an incubator service to assist in the efficient development and implementation of GIS technology in the region. The goal of this work element is that each agency will eventually develop the expertise in-house to maintain their GIS mapping needs.

Through this agreement the contracted member agency will be provided with an update of the GIS data and an arrangement for future maintenance and support. The GIS services to be provided will include: mapping, creation and maintenance of GIS files for zoning or general plan, resource data, cultural data, and census data. Other services to be provided include creation of an on-line Internet repository and training and technical support.

The agreement is open ended; requiring the contracted member agencies to compensate Kern COG certain amount annually for any future requested maintenance, training, or support to be billed on an hourly basis as needed in an amount not to exceed the annual budget.

Kern COG currently maintains similar mapping service agreements with the Cities of Arvin, McFarland, Delano, and Wasco, the East Kern Resource Conservation District and the Kern County Water Agency. Other member agencies are encouraged to contact Kern COG if they have interest in this member agency service.

ACTION:

Information.

Attachment:

Sample Kern COG GIS service agreement.

DRAFT GIS SERVICES AGREEMENT

THIS AGREEMENT is made and entered into this ___ day of ____, 20__, by and between the CITY OF ____ ("CITY"), with its principal location at _____, CA 93____, and the KERN COUNCIL OF GOVERNMENTS, ("**Kern COG**") whose principal place of business is at 1401 19th Street, Suite 300, Bakersfield, CA 93301;

RECITALS:

(A) Kern COG has developed the Kern Geographic Information Network to coordinate development of Geographic Information in the region and to eliminate duplication of effort among government agencies in the region; and

(B) CITY and Kern COG have a history of collaboration in the past on the creation of digital aerial imagery countywide and wish to further this relationship; and

(C) CITY and Kern COG have common data requirements for transportation planning issues for Kern County; and

(D) Kern COG is developing digital data with the County of Kern that will be made available to the CITY through this agreement; and

(E) CITY desires to engage Kern COG to provide said services and Kern COG, by reason of its qualifications, experience, and facilities for doing the type of work herein contemplated, has offered to provide the required services on the terms set forth herein.

AGREEMENT:

1. **Services to be Rendered.** A description of the services available to be provided is contained in Exhibit "A", Scope of Work, attached hereto and incorporated herein by this reference. Services and supplies contained in Exhibit "A" are to be used as an example of available services and not as a comprehensive list.

2. **Compensation.**

- a. **Compensation to Kern COG.** CITY shall compensate Kern COG, and Kern COG shall complete requested services pursuant to Exhibit "A", at the rate of eighty-two dollars (\$82.00) per hour plus itemized supplies and services, in an aggregate amount not to exceed _____, dollars (\$_____) for services rendered through June 30, 2019. Except as otherwise indicated in Exhibit "A", this hourly rate shall include all of Kern COG's necessary and reasonable costs incurred on behalf of CITY.

- b. **Open Ended Clause.** Beginning in Fiscal Year 20__-20__ Kern COG shall provide services upon request of the CITY in support of the deliverables of this contract and continuing thereafter until this Agreement is terminated. The CITY shall compensate Kern COG on an hourly basis at the rate then in effect as adopted by the Kern COG Board in the Kern COG Policy and Procedure Manual Appendix B, Schedule of Fees, Charges and Memberships, under the category of Planning and Information Management Fees, (currently \$82.00 per hour). Services provided by Kern COG may include, but are not limited to, updates of various data layers including base map, cultural data and on-going technical support and training. The aggregate amount of services rendered shall not to exceed _____ dollars (\$____) per year, unless approved by the CITY's Council. This amount shall include all of Kern COG's necessary and reasonable costs incurred on behalf of the CITY. The CITY shall only be billed for services requested by the CITY during that fiscal year.

3. **Billing Requirements.** Kern COG shall submit, no more frequently than quarterly, an itemized written invoice to the CITY identifying the services (including an itemization of all travel expenses incurred) for which payment is being requested. Payment will be made to Kern COG within thirty days of receipt and approval of each invoice.

4. **Term.** This Agreement shall remain in effect until terminated by either party as provided in Section 9 below.

5. **Representations.** Kern COG makes the following representations which are agreed to be material to and form a part of the inducement for this Agreement:

- a. Kern COG has the expertise, support staff and facilities necessary to provide the services described in this Agreement; and
- b. Kern COG does not have any actual or potential interests adverse to CITY nor does Kern COG represent a person or firm with an interest adverse to CITY with reference to the subject of this Agreement; and
- c. Kern COG shall diligently provide all required services in a timely and professional manner in accordance with the terms and conditions stated in this Agreement.

6. **Assignment.** Kern COG shall not assign, sublet or transfer this Agreement, or any part hereof. Kern COG shall not assign any monies due or which become due to Kern COG under this Agreement without the prior express and written approval by the CITY.

7. **Negation of Partnership.** In the performance of all services under this Agreement, Kern COG shall be, and acknowledges that Kern COG is, in fact and law, an independent contractor and not an agent or employee of CITY. Kern COG has and retains the right to exercise full supervision and control of the manner and methods of providing services to CITY under this Agreement. Kern COG retains full supervision and control over the employment, direction, compensation and discharge of all persons assisting Kern COG in the provision of services under this Agreement. With respect to Kern COG's employees, Kern COG shall be solely responsible for payment of wages, benefits and other compensation, compliance with all occupational safety, welfare and civil rights laws, tax withholding and payment of employee taxes, whether federal, state or local, and compliance with any and all other laws regulating employment.

8. **Disclaimer of Liability and Warranties.** CITY understands and agrees that it is possible that errors and omissions will occur in data input or programming done by Kern COG to provide the data in the form desired. CITY further understands and agrees that it is possible that errors and omissions will occur in record keeping processes and that data (including data provided by CITY to Kern COG for inclusion in the deliverables under this Agreement) may not be entirely accurate or complete. CITY agrees to take the mapping data provided by Kern COG under this Agreement “as is”, understanding that there may be errors and omissions associated with the data. CITY further understands and agrees that Kern COG makes no warranty whatsoever, whether expressed or implied, as to the accuracy, merchantability, suitability or fitness for a particular purpose of the data or any programming used to obtain the mapping data. CITY agrees to waive any and all rights, claims, causes of action or other recourse that it might otherwise have against Kern COG for any injuries or damages of any type resulting from any error or omission in the mapping data. Damages incurred by CITY due to negligence by Kern COG in programming used to obtain or deliver the data shall be limited to the amount paid by CITY for said data. It is further understood and agreed that Kern COG will have access to and use of the mapping data produced pursuant to this Agreement for its own use and Kern COG agrees, to the extent that Kern COG relies on any data provided by CITY in delivering the final product pursuant to this Agreement, that such data is taken “as is”, understanding that there may be errors and omissions associated with the data. Kern COG further agrees to waive any and all rights, claims, causes of action or other recourse that it might otherwise have against CITY for any damages or injuries or any type resulting from any error or omission in the data provided to Kern COG by CITY pursuant to this Agreement.

9. **Termination.** Both CITY and Kern COG may terminate this Agreement on ninety (90) days written notice to the other party. The ninety (90) day notice period will be deemed to begin immediately after personal delivery, or five (5) days after mailing by regular U.S. Mail, postage prepaid. In addition, either party may immediately terminate this Agreement should the other party fail to substantially perform in accordance with the terms and conditions of this Agreement through no fault of the party initiating the termination. In the event this Agreement is terminated by either Kern COG or the CITY, Kern COG shall submit to the CITY all files, memoranda, documents, correspondence and other items generated in the course of performing this Agreement, within fifteen (15) days after the effective date of any written Notice of Termination. Should either party terminate this Agreement as provided herein, CITY shall pay Kern COG for all satisfactory services rendered by Kern COG prior to the effective date of termination in an amount not to exceed the maximum dollar amounts indicated in Section 2 herein.

10. **Ownership of Documents.** All reports, documents and other items generated or gathered in the course of providing services to CITY under this Agreement are and shall remain the property of the CITY, and shall be returned to CITY upon full completion of all services by Kern COG or termination of this Agreement, whichever first occurs. Kern COG may retain copies of all reports, documents and other items generated or gathered in the course of providing services to CITY under this Agreement and may use and distribute said documents in any manner it may wish.

11. **Notices.** All notices required or provided for in this Agreement shall be provided to the parties at the following addresses, by personal delivery or deposit in the U.S. Mail, postage prepaid, registered or certified mail, addressed as specified below. Notices delivered personally shall be deemed received upon receipt; mailed or expressed notices shall be deemed received five (5) days after deposit. A party may change the address to which notice is to be given by giving notice as provided above.

To CITY: City of _____

_____, California 93____

To Kern COG: Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Nothing in this Agreement shall be construed to prevent or render ineffective delivery of notices required or permitted under this Agreement by leaving such notice with the receptionist or other person of like capacity employed in Kern COG's office, or the office of the CITY.

12. **Sole Agreement.** This document contains the entire agreement of the parties relating to the services, rights, obligations and covenants contained herein and assumed by the parties respectively. No inducements, representations or promises have been made, other than those recited in this Agreement. No oral promise, modification, change or inducement shall be effective or given any force or effect.

13. **Authority to Bind CITY.** It is understood that Kern COG, in Kern COG's performance of any and all duties under this Agreement, except as otherwise provided in this Agreement, has no authority to bind CITY to any agreements or undertakings.

14. **Modifications of Agreement.** This Agreement may be modified in writing only, signed by the parties in interest at the time of the modification.

15. **Nonwaiver.** No covenant or condition of this Agreement can be waived except by the written consent of CITY and Kern COG. Forbearance or indulgence by either party in any regard whatsoever shall not constitute a waiver of the covenant or condition to be performed by the other party. CITY and Kern COG shall be entitled to invoke any remedy available to them under this Agreement or by law or in equity despite said forbearance or indulgence.

16. **Choice of Law/Venue.** The parties hereto agree that the provisions of this Agreement will be construed pursuant to the laws of the State of California. This Agreement has been entered into and is to be performed in Kern County. Accordingly, the parties agree that the venue of any action relating to this Agreement shall be in the County of Kern.

17. **Confidentiality.** Kern COG shall not, without the written consent of CITY, communicate confidential information, designated in writing or identified in this Agreement as such, to any third party and shall protect such information from inadvertent disclosure to any third party in the same manner that they protect their own confidential information, unless such disclosure is required in response to a validly issued subpoena or other legal requirement. Upon completion of this Agreement, the provisions of this paragraph shall continue to survive.

18. **Enforcement of Remedies.** No right or remedy herein conferred on or reserved to CITY or Kern COG is exclusive of any other right or remedy herein or by law or equity provided or permitted, but each shall be cumulative of every other right or remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise, and may be enforced concurrently or from time to time.

19. **Severability.** Should any part, term, portion or provision of this Agreement be decided finally to be in conflict with any law of the United States or the State of California, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions shall be

deemed severable and shall not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the agreement which the parties intended to enter into in the first instance.

20. **Compliance with Law.** Kern COG and CITY shall observe and comply with all applicable local, state and federal laws, ordinances, rules and regulations now in effect or hereafter enacted, each of which are hereby made a part hereof and incorporated herein by reference.

21. **Captions and Interpretation.** Paragraph headings in this Agreement are used solely for convenience, and shall be wholly disregarded in the construction of this Agreement. No provision of this Agreement shall be interpreted for or against a party because that party or its legal representative drafted such provision, and this Agreement shall be construed as if jointly prepared by the parties.

22. **Time of Essence.** Time is hereby expressly declared to be of the essence of this Agreement and of each and every provision hereof, and each such provision is hereby made and declared to be a material, necessary and essential part of this Agreement.

23. **Nondiscrimination.** Neither Kern COG, nor any officer, agent, employee, servant or subcontractor of Kern COG shall discriminate in the treatment or employment of any individual or groups of individuals on the grounds of race, color, religion, national origin, age, or sex, either directly, indirectly or through contractual or other arrangements.

24. **Audit, Inspection and Retention of Records.** Kern COG agrees to maintain and make available to CITY accurate books and records relative to all its activities under this Agreement. Kern COG shall permit CITY to audit, examine and make excerpts and transcripts from such records, and to conduct audits of all invoices, materials, records of personnel, or other data related to all other matters covered by this Agreement. Kern COG shall maintain such data and records in an accessible location and condition for a period of not less than three (3) years from the date of final payment under this Agreement, or until after the conclusion of any audit, whichever occurs last. The State of California and/or any federal agency having an interest in the subject of this Agreement shall have the same rights conferred upon CITY herein.

Kern COG shall maintain a financial management system which complies with the applicable regulations found at 24 CFR Part 85.20, "Standards for Financial Management Systems," and which is in conformance with OMB Circular A-87, "Cost Principles for State and Local Governments".

25. **Signature Authority.** Each party has full power and authority to enter into and perform this Agreement, and the person signing this Agreement on behalf of each party has been properly authorized and empowered to enter into this Agreement.

IN WITNESS WHEREOF, each party to this Agreement has signed this Agreement upon the date indicated, and agrees, for itself, its employees, officers, partners and successors, to be fully bound by all terms and conditions of this Agreement.

CITY

Dated: _____

By

_____, Mayor

CITY

Dated: _____

By

_____, City Manager

Kern COG

Dated: _____

By

_____, Chairperson
Federal Tax Id. No. 69-0933834

APPROVED AS TO FORM:
Counsel on behalf of CITY

Dated: _____

By

City Attorney

APPROVED AS TO FORM:
Office of County Counsel on behalf of Kern COG

Dated: _____

By

Deputy

EXHIBIT A – SCOPE OF WORK

1st. Kern COG in its initial work program is to input the most current data creating a current base map for the CITY. The base map to show street names, irrigation canals, and other physical features existing within the area.

2nd Utilizing the updated base map, Kern COG is to create a Land Use Map overlay reflecting the current land use categories provided by the CITY

3rd Utilizing the updated base map, Kern COG create a Zoning Map overlay reflecting the current zoning categories provided by the CITY.

4th Other specialty maps as may be needed from time to time by the CITY.



VI. RPAC

November 4, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball, Deputy Director/Planning Director 

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. This item is a regular update provided to the Regional Planning Advisory Committee (RPAC).

DISCUSSION:

This periodic update report chronicles, development and implementation of the SB 375 Sustainable Communities Strategy (SCS) process in Kern as well as related actions with the most recent activity listed first. The report also includes a timeline with upcoming events.

September 20–November 12, 2020 – Kern COG released its 3rd online MetroQuest public survey on the 2022 RTP/SCS. The survey was featured on the Kern County Online Fair website. The public can currently provide their input at <https://www.kerncog.org/category/surveys/>.

July 27, 2020 – California Air Resources Board (ARB) published its technical evaluation and finding of acceptance of the Kern COG 2018 RTP/Sustainable Communities Strategy (SCS) methodology. The report is available online at <https://ww2.arb.ca.gov/kern-council-governments-kerncog>.

June 18, 2020 – Rural Alternative Transit Plan & RTP/SCS Workshops Report adopted; The Plan is available online at https://www.kerncog.org/wp-content/uploads/2020/06/Rural_Alt_Trans_Plan_202006.pdf.

May 16, 2019 – Kern County Electric Vehicle Charging Blueprint and public outreach RTP related workshops completed: <https://www.kerncog.org/kern-electric-vehicle-charging-station-blueprint/>.

May 16, 2019 – Kern COG adopted the Public Information and Policies Procedures for the 2022 RTP/SCS: https://www.kerncog.org/wp-content/uploads/2019/05/Public_Involvement_Procedures_01905.pdf.

February 21, 2019 – Coordinated Human Services Transportation Plan & SCS Workshops Report completed: https://www.kerncog.org/wp-content/uploads/2019/04/Coordinated_Human_Services_Plan_2018.pdf

January 4–March 17, 2020 – Kern COG 2nd online MetroQuest public survey on five priorities that support the principles of growth. 446 participated and provided feedback on their priorities.

September 17–November 12, 2019 – Kern COG 1st online MetroQuest public survey on the 2022 RTP/SCS. 220 participated and provided feedback on our region's principles of growth.

December 3, 2018, Kern COG received federal approval of the 2018 RTP/SCS air quality conformity analysis concurring that planned RTP expenditures will NOT delay the air quality attainment plans of the two affected air districts. The 2018 conformity analysis is available online at <https://www.kerncog.org/conformity/>.

August 15, 2018 - the Kern COG Board adopted the 2018 RTP/SCS and associated documents available online at <https://www.kerncog.org/category/docs/rtp/>. If fully implemented, the plan would result in the following percent per capita GHG reductions.

Table 1 – 2011 & 2018 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
Targets for 2014 & 18 RTP/SCS (set in 2011 by ARB)*	-5%	-10%
2018 RTP/SCS demonstration (August 15, 2018)*	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)	-9%	-15%

**Note: as required by ARB, the target demonstration methodology changed significantly between 2014 and 2018 even though the targets remained the same as allowed under SB 375. This makes comparison of the 2014 target demonstration results (not reported here) incompatible with these 2018 results. For a full explanation of this issue see the discussion on pages B79-84 of ARB's 2022 SB 375 Target setting staff report Appendix B. https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf*

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

March 15, 2018 – Kern Region Active Transportation Plan and RTP/SCS public outreach completed: <https://www.kerncog.org/bicycle-plans/>

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035 based on local modeling. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB 2022 target setting staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf . Kern COG and the 7 other San Joaquin Valley COG's prepared individual letters and a joint comment letter.

Preliminary Adoption Timeline 2022 RTP/SCS

- Spring 2019 – Adopt Public Involvement Procedure for 2022 RTP/SCS - Complete
- Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process - Underway
- Spring 2019 to Spring 2022 – Annual spring statistically valid Sustainable Community Quality of Life Phone Surveys (1,200+ respondents/year & oversampled in rural disadvantage areas)
- Fall 2019 to Fall 2021 – Fairs/Festivals/Farmer's Market Outreach and MetroQuest Surveys
- January 22, 2020 – Stakeholder roundtable sessions to vet outreach and performance measures process.
- January 24-March 13, 2019 – Online Interactive Survey No. 2
- March 2020 – Adopt Regional Growth Forecast Update
- Summer 2020 – Begin Regional Housing Needs Assessment (RHNA) update process
- September 20-November 12 – MetroQuest online survey tool
- September 22, 2020-Oct. 10 – KUZZ Virtual Kern County Fair – Online Outreach Event
- Fall 2020 to Spring 2021 – Mini-Grant Stakeholder Hosted Workshops
- Spring 2021 – U.S. Census population voting district file available
- Winter 2021/22 – Release of RTP/SCS environmental document
- Spring 2022 – Publicly agendized meetings with all 11 City Councils and the County Board of Supervisors
- Summer 2022 Adopt RTP/SCS, RHNA, environmental document and associated documents

ACTION: Information



VII. RPAC

November 4, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball, 
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VII.
**DRAFT Technical Methodology to Estimate Greenhouse Gas Emission
Reduction for Kern COG's 2022 RTP/SCS**

DESCRIPTION:

Senate Bill (SB) 375 requires a Technical Methodology be provided to the California Air Resources Board (ARB) that is anticipated to be used to demonstrate attainment of the per capita greenhouse gas (GHG) reduction targets in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

DISCUSSION:

The attached plan contains an overview of Kern COG's modeling and analysis methodology proposed for the 2022 RTP/SCS and prepared pursuant to Government Code § 65080(b)(2)(J)(i) which requires Metropolitan Planning Organizations (MPOs) to submit a technical methodology to the ARB before starting the SCS public process. The submittal was delayed because the ARB recommendations for the 2022 RTP/SCS cycle were not finalized until July 2020. The document follows an outline provided in Appendix A to the ARB 2019 SCS Guidance.

ACTION:

Information. Comments due to rball@kerncog.org by November 11, 2020.

DRAFT Technical Methodology to Estimate Greenhouse Gas Emission Reduction for Kern COG's 2022 RTP/SCS

October 26, 2020

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I. Introduction

Pursuant to Government Code § 65080(b)(2)(J)(i), the Metropolitan Planning Organizations (MPOs) are required to submit a technical methodology to the California Air Resource Board (CARB) before starting the SCS public process. The technical memo serves as the starting point of the consultation process between the MPO and the ARB regarding the MPO's approach and methodology to estimate the GHG emission reduction from the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). It is understood that the development of the SCS is a multi-year public process, and the information in the technical memo will be updated as the SCS development moves along the process. Kern COG is committed to providing updated information to the ARB as it becomes available.

Kern COG and the other seven MPOs in the San Joaquin Valley were given 5% & 10% reduction targets for 2020 and 2035 for the first and second SCS. Kern COG was able to achieve 12.5% reduction for 2020 and 12.7% reduction for 2035 from the 2018 RTP SCS. In 2018, the ARB Board adopted new targets for MPOs for the third SCS round. Contrary to Kern COG's recommendation, the ARB Board approved a reduction target 2 points higher at 15% for 2035 for Kern COG's third (2022) RTP/SCS. For 2020 the target has risen from 5% to 9% based on information provided by Kern COG.

As required by federal regulation, RTP is a long-range plan that provides transportation investment guidance for the region for the next 20+ years. Kern COG's 2022 RTP/SCS will have 2046 as the horizon year. 1/1/2020 will be the base year, and 2020 and 2035 will be modeled as the GHG target year in the process. As recommended by ARB, 2005 assumptions will be kept consistent with the assumption made when the 2014 RTP/SCS. Kern Travel Model base year is being updated to 2020.

Table 1: Analysis Years Considered in RTP/SCS

Year	Purpose
2005	Base Year for SB 375 GHG emission reduction Target Setting
2020	Base year for the Kern COG traffic model
2020	Base Year for EIR
2020	SB 375 GHG Emission Reduction Target

Kern COG's RTP/SCS update process is continuous. We are already working on studies that will go into the next RTP/SCS adoption before the previous one is approved. Kern COG's 2022 RTP/SCS outreach was launched in January 2019. Public outreach began in September 2018 at the Kern County fair. The extensive public input will be synthesized into the preferred SCS public outreach scenario will by fall of 2021, and the RTP/SCS is scheduled to be adopted in June 2022.

Addressing ARB's Recommendations

This is how Kern COG plans to address ARB's recommendation on the 2018 RTP/SCS consistent with the new ARB guidelines:

A. Trend Analysis: Kern COG will quantify and report changes from the 2022 SCS plan base year (2020) to the SCS target years for the 8-performance metrics identified below, for ARB's use to determine if these trends are headed in directions that support the goals of SB 375.

- **GHG per capita:** The average daily CO₂ emissions of individuals within the MPO from light duty vehicles.
- **Household vehicle ownership:** The average number of light-duty vehicles registered (i.e., LDA, LDT1, LDT2, and MDV vehicle categories) per household.
- **Mode split:** The percentage of average daily trips by travel mode, including single-occupant vehicle, high-occupancy vehicle or carpool, transit, ride-hailing or transportation network company (TNC), bike and walk.
- **Travel time by mode:** The regional average travel time (minutes) by trip purpose (e.g., for commute and non-commute trips), by travel mode.
- **Transit ridership:** The total number of one-way linked or unlinked average daily transit passenger trip boarding on public transportation per day.
- **Average vehicle trip length:** The regional average daily trip distance (miles/day) of driving.
- **Seat utilization:** The average daily percentage of occupied vehicle seats on the roadway network, including for passenger vehicles and transit buses.
- **Household VMT:** The average daily light-duty vehicle VMT from each household within the MPO, excluding group quarters and visitors.

B. Policy and Investment Analysis: Kern COG will provide clear descriptions of the over 50 strategies including geographic location, implementation timeframe, supporting actions and responsible agencies, specific measurable actions including investment, policy/finance incentives, technical assistance, legislative actions, and partnership activities when available. For example, Kern COG will document key strategies to promote a sustainable development pattern, which, when integrated with the transportation network and other transportation policies

and measures, reduce emissions from automobiles and light duty trucks, including identifying specific funding and/or other incentive programs that assist local agencies that are demonstrating difficulty in reducing VMT and GHG per capita emissions. The documentation will include how transportation investments are dispersed throughout the region and whether these investments support or put at risk the GHG reduction benefits of the SCS.

Kern COG will provide a complete list of transportation projects identified in the second and third round SCSs. Projects need to be tabulated by project type (road expansion, road maintenance, active transportation, transit, or other), cost, funding source (if known), project time period (e.g., 2020-2035, 2035-2046), and location including jurisdiction, intersections, and roadway segments (as available). Note that consistent with the 2018 RTP the analysis Kern COG will compare the Old 2018 RTP and 2020 RTP strategies.

- C. Tracking Implementation and Plan Adjustment:** In the third SCS evaluation round, CARB staff will be looking at how an MPO's previous SCS strategies and actions are performing and what MPOs are doing in the third round SCS, if the previous plans are not performing as expected. For this third round SCS, Kern COG will provide a comparison of observed data to the development pattern and travel assumptions used in the 2018 SCS to achieve its target, consistent with the EIR. If the observed data do not align with the plan assumptions, Kern COG will document what priority adjustments and changes it is making in the third round SCS to get the region on track to achieve its SB 375 targets. As recommended Kern COG will review CARB's SB 150 Report which provides some information in this area based on the latest observed statewide data and trends.
- D. Analysis of Induced Demand (Short-Term and Long-Term):** To address short term effects of induced demand Kern COG's travel model captures increased demand due to increased capacity. The model addresses latent demand caused by mode switching, route changing, time of day switching, destination change and more frequent trips on both the short and long term. The Kern COG model process includes an iterative process between the UC Davis Uplan land use model and the transportation model to address long term land use impact due to increased capacity changes in the transportation network, thus estimating long term induced demand created by improvements made to transportation infrastructure. Although UC Davis developed a NCST model to estimate long-term induced demand, it is generally believed by practitioners that the tool is over generalized and lacks local context for estimating long term induced demand. The NCST took a one-size-fits all approach, and is not appropriate for a region such as Kern that does not have congestion for extended period of time on the highway system. It does not take into consideration of the land use context, the local policy control, and other local

smart growth strategies. The research that the NCST was based on was conducted a couple of decades ago, and had outdated data. If the State wants to address long term induced demand, the State should consider making investment in collecting region-specific data, developing elasticity for each region, and creating a process that will take into consideration of all the local factors. It will need to be a more comprehensive and locally sensitive approach rather than the simplistic and over-generalized NCST approach.

E. Quantification of Off-Model Strategies: As recommended by ARB the 2022 RTP/SCS will be our first attempt to quantify off-model strategies that are implemented or considered in the region that are currently not quantified. It is important to note that the Kern COG modeling methodology captures most strategies and that the off-model process may result in some double counting of the effects of strategies, so any off-model process will need to take this into account. The following are examples of some of the strategies that Kern COG plans to include in the off-model analysis:

- Kern COG is planning to implement over 4,000 charging stations in collaboration with other agencies to improve air quality and reduce GHG emissions;
- Kern COG implemented Rule 9410, a set of measures that an employer chooses to encourage employees to use ridesharing and alternative transportation for its commuters;
- Kern COG's 2018 SCS introduces vanpooling as one of its strategies for providing a mobility option to the employment centers located in areas outside of the urban core; and
- Kern COG supported Commute Kern, an online travel demand management tool, to facilitate vanpooling, carpooling, and transit use.

Kern COG will refer to the off-model evaluation framework described in the SCS Evaluation Guidelines. Kern COG will include detailed quantification methods and assumptions for each strategy that document the strategy as surplus; and identify funding commitments or local policies that support the implementation of each strategy. Kern COG has improved its database for ridership and vanpool programs, and should be able to provide better data support for such strategies. A telecommute survey will be conducted by Kern COG staff in order to gauge the interest of a post COVID telecommuting policy from employers and employees. An EV Readiness plan is being developed and should be able to provide more data support for EV infrastructure strategies. It is important to note that the Travel model validation for 2020 is based on pre-COVID observed activity.

F. Use Discrete Housing Projection Values: The Kern COG Uplan land use model and the forecasted outputs will be based on local general plan category input assumptions. Note that most jurisdiction include a medium residential land use category. That land use type can be developed as attached multi-family housing or single-family small lot housing. The Uplan land use model will continue to reflect the input assumptions of local general plans which is the source of this broad range for housing types at similar densities found in future scenarios. For example, a zero lot-line development of detached housing can be built at the same density of as duplex and tri-plex apartments. This flexibility allows developers to provide a product consistent with changing market demands and affordability requirements at similar land use densities. It is important to note that the travel model does not use housing type as an input so the reporting range does not affect the travel model related performance measure output. For the 2022 RTP/SCS Kern COG may provide a discrete average value or smaller range in addition to the range that better reflects local planning assumptions and general plans.

In addition, the 2022 RTP/SCS will refer to ARB's SCS Review Guidelines for guidance when feasible for off-model GHG reduction strategy quantification. Continued efforts will be put into data collection and inter-agency collaboration.

II. Overview of Existing Conditions

The COVID-19 issue has brought significant changes to the planning context for the 2022 RTP/SCS. Revenue projection will be impacted depending on the recovery scenario that will be applied in the region; transit industry has hit hard with some fixed routes seeing a 75% decline in ridership; the unemployment rate peaked at 18.7% in April 2020 compared to 8.2% a year ago. The recovery was back to 12.4% by September 2020 which is still double the record low unemployment of 6.2% in September 2019. Full recovery is uncertain, some jobs have been lost permanently. In addition, due to the pandemic, it has been reported that while automobile uses have gone down, more people are walking and biking.

In January 2020, DOF released new population forecast, which showed a close to 16% decrease in population growth for Kern by 2050, compared to the last DOF release less than 1-year earlier. Please refer to Section III for more detailed information about the new socio-economic forecast.

With the implementation of Sustainable Groundwater Management ACT (SGMA), the Public Policy Institute of California (PPIC) study estimated a loss of 1,500 square miles of farmland in the San Joaquin Valley by 2040. Kern's share of that area could be 300 sq. mi. or roughly the size of Metropolitan

Bakersfield. Compare that to the 24 sq. mi., less than 2% of all of farmland in the county, forecasted in the 2018 RTP/SCS to be urbanized over the next 25 years. Water availability will have 12 times the impact on agriculture than urbanization in the region. It is likely that all urbanization will take place on land that lacks water for irrigation. Approximately 20% of Kern County's employment is related to agriculture. It is anticipated that the SGMA will have profound social economic impact on Kern County in the areas such as employment, air quality, housing affordability, rural poverty, etc. In addition, the mining industry in Kern is also being curtailed primarily through lower prices and increased regulation. While direct oil & gas related jobs are roughly 2% of the region's employment, their average income is 40% higher than the county average and they have a multiplier rate of 5.8 supporting 12% of all jobs in the region.

SB 743 is another legislation that will have significant impact on how growth will be shaped in the region. Requiring a VMT test, the legislation provides an additional incentive for infill development that local ordinances are providing through the creation of infill incentive zones in the core metropolitan area.

Since the 2018 RTP/SCS, several large distribution centers (DC) have started operation or expanded in Kern. Amazon DC, and Walmart Refrigerated Grocery DC, Ross Dress-for-Less DC, Dollar General DC, L'Oréal DC, brought close to 2000 jobs to the region. Apple Inc. contracts with Conduent providing a call-in support center in Bakersfield.

The Golden Empire Transit District's first micro transit RYDE service zone, covering 25% of the Metro area, started its operation in 2019, and has continued to see ridership increases even during the COVID shutdown. City of Bakersfield has adopted a high-speed rail station area vision plan which includes a BRT connecting trunk line along the current rapid bus route. Kern Transit is providing intercity express transit connecting to outlying cities including a new service connecting to Metrolink in Palmdale and Santa Clarita. In addition, several small cities have also gone through general plan updates/amendments. The City of McFarland has added a major jobs hub with potential intermodal freight access to the UP, adjacent SR 99, and the City of Shafter has continued to develop and expand an intermodal inland port development on the BNSF alignment.

In 2019, Kern COG completed one of the first California Energy Commission (CEC) funded Electric Vehicle Charging Station Blueprints. Kern COG has already applied to the CEC for funding charging stations identified throughout the region based on the Blueprint, and using staff time to actively assist our member agencies in going after other funding sources.

Outreach

In March 2019, Kern COG held a roundtable meeting of environmental, social equity, business and industry stakeholders. The group provided input on the proposed outreach and performance measures strategies presented for the 2022 RTP/SCS. In May 2019, the Kern COG Board approved the Public Policies and Procedures Manual¹ for the 2022 RTP/SCS Process. Since the input and adoption of these documents, one notable condition that has changed is that more outreach will be done virtually due to the COVID. Kern COG is working closely with the stakeholders to leverage our investment in the MetroQuest online public outreach platform. Kern COG's MetroQuest survey tool was featured on the 2020 Kern County Virtual Fair Website. The public will also be engaged through social media platforms such as Facebook. Virtual workshops will likely use GoToMeeting and/or Microsoft Teams. Kern COG has also performed two 1,200 person statistically valid phone surveys that over sample in outlying, disadvantaged communities. Kern COG continuous outreach process has already garnered input from over 3,000 members of the public as part of the 2020 RTP/SCS outreach process.

III. Population and Employment Forecast

In 2020, Kern COG hired the same economic consultant that prepares the Caltrans annual county-level economic growth forecast - CEF. Kern COG adopted the updated population and employment forecast in March 2020 and the documentation is available online.² The update does NOT incorporate COVID conditions. As allocation and modeling of the growth forecast has already began, the modeling results may require a post model adjustment once a clearer picture emerges of what how the COVID shutdown will affect long term modeling. In addition, in Spring 2021 Kern COG anticipates the release of the 2020 Census PL94-171 block level file. Kern COG intends to adjust the forecast using this more up-to-date observed Census data on of the block-level distribution of households and population in the region. A COVID adjustments may be incorporated at that time.

Both population and employment projections have reduced considerably since the last plan and are currently with .5% of the latest DOF projection by 2030, the horizon year of the Regional Housing Needs Assessment (RHNA) as required by the latest SCS guidance. Forecasted totals by sub-areas are fed into COG's land use allocation model for all scenarios and alternatives. Note

¹ https://www.kerncog.org/wp-content/uploads/2019/05/Public_Involvement_Procedures_01905.pdf

² https://www.kerncog.org/wp-content/uploads/2009/10/Kern_2020-2050_Regional_Growth_Forecast.pdf

that the public outreach scenarios may not include the final adjustments schedule for the forecast in spring and 2021, and any adjustments must try stay close to the latest DOF forecast even-though there may be two more DOF forecast updates released between now and the final adoption of the 2022 RTP/SCS. The guidance needs to clarify what happens when a new DOF forecast is released after a time when it is too late to update the modeling.

The Kern COG land use model methodology includes an economic modeling mechanism provided in Uplan. The predictive land use model uses proximity to existing urbanization, utilities, interchanges and other facilities along with existing local land use assumptions based on primarily on local general plans. The result is a socio-economic growth land use pattern distribution based on the economic value of the land that is more detailed than what can be derived from tools that use rent data such as PECOS, REMI or URBANSIM. Kern COG has found that in our region rent data is too homogeneous to provide meaningful analysis.

IV. Quantification Approaches

A. Quantifying Potential Sustainability Strategies

Kern COG plans to use both the Land Use/Travel model and off-model tools to quantify the GHG reductions from the SCS strategies. CARB's recommended methodology for off-model GHG quantification will be referenced and considered in the process. It is important to note that most of the SCS strategies are at least partially captured by the regional modeling process in Kern. For example, a new mode such as scooters, would be picked up by Kern's extensive regional traffic, and bike/pedestrian count program of over 1,600 locations. Each model validation every four years would be adjusted to reflect this information and would assume that the level of mode share would stay relatively uniform in the future. If the mode share shrinks the model would reflect that as well. Here is a preliminary list of strategies with planned quantification approach.

Table 2: Identified SCS Strategies and Potential Off-Model Strategies

NEW STRATEGIES

1. Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update	Land Use/Travel Model
2. Kern COG 4,000+ Workplace Charging Spaces	Land Use/Travel Model, Potential Off-Model
3. Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods	Potential Off-Model
4. Bakersfield Disadvantage Communities Bike Share & Downtown Bicycle Connectivity Project	Land Use/Travel Model, Potential Off-Model

5. Kern Highway Projects Advancing Complete Streets	Land Use/Travel Model, Potential Off-Model
6. Kern Regional Active Transportation Plan Including Disadvantaged Communities	Land Use/Travel Model, Potential Off-Model
7. SJV Rural Transit Shared Mobility Study for Disadvantaged Communities	Land Use/Travel Model, Potential Off-Model
8. SR 184 Lamont Bike and Pedestrian improvements	Land Use/Travel Model, Potential Off-Model
9. SR 184 and 155 Roundabouts in Disadvantage Communities of Delano and Weedpatch	Land Use/Travel Model, Potential Off-Model
10. Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements	Land Use/Travel Model, Potential Off-Model
11. Early Deployment Pricing Policies for Parking and FasTrak HOT Lanes	Land Use/Travel Model, Potential Off-Model
12. I-5 Freight ZERO Pilot Project	Land Use/Travel Model, Potential Off-Model

ENHANCED STRATEGIES

13. City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street	Land Use/Travel Model, Potential Off-Model
14. Commuter Rail Feasibility Study – Amtrak Improvements	Land Use/Travel Model
15. Rideshare Program – Commute Kern	Land Use/Travel Model, Potential Off-Model
16. Expanding Park and Ride Lots	Land Use/Travel Model, Potential Off-Model
17. Dial-A-Ride and Local Transportation Services	Land Use/Travel Model, Potential Off-Model
18. Kern County Bicycle Master Plan & Complete Streets Recommendations/City of Tehachapi Bicycle Master Plan	Land Use/Travel Model, Potential Off-Model
19. City of Bakersfield Bicycle Facilities	Land Use/Travel Model, Potential Off-Model
20. Westside Station Multi-modal Transit Center	Land Use/Travel Model
21. San Joaquin Valley Vanpool Program (CalVans)	Land Use/Travel Model, Potential Off-Model
22. Kern County Wind Farm Areas (Largest in U.S.)	Potential Off-Model
23. City of Shafter Container Yard and Intermodal Rail Facility Expansion	Land Use/Travel Model, Potential Off-Model
24. Intersection Signalization/Synchronization	Land Use/Travel Model, Potential Off-Model
25. City of Bakersfield 4 New Downtown Infill Housing Projects	Land Use/Travel Model
26. Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles	Land Use/Travel Model, Potential Off-Model
27. Golden Empire Transit – Purchase of 2 Electric Buses	Land Use/Travel Model, Potential Off-Model
28. Lost Hills Wonderful Park and Community Impvmts.	Potential Off-Model
29. Grapevine Specific and Community Plan and Special Plan	Land Use/Travel Model

EXISTING/CONTINUING STRATEGIES

30. New Taft Transit Center / Regional Transit Hub	Land Use/Travel Model, Potential Off-Model
31. Early Delivery of Wasco Disadvantage Community Active Transportation Projects	Land Use/Travel Model, Potential Off-Model
32. Kern COG Intelligent Transportation System Plan Update	Land Use/Travel Model, Potential Off-Model
33. City of Tehachapi General Plan (Form-Based Code, Transect Zone, Mobility Element, Town Form Element)	Land Use/Travel Model, Potential Off-Model
34. Infill Incentive Zone – Lower Transportation Impact Fee Core Area	Land Use/Travel Model, Potential Off-Model
35. City of Taft General Plan – Sustainability Principles	Land Use/Travel Model, Potential Off-Model
36. City of Ridgecrest General Plan and Multi-Modal Circulation Element	Land Use/Travel Model, Potential Off-Model
37. Metro Bakersfield General Plan Sewer Policy – Hook-up required for parcels less than 6 acres	Land Use/Travel Model
38. City of Bakersfield Required Lot Area Zoning Strategies	Land Use/Travel Model
39. San Joaquin Valley Air District's Indirect Source Review to Mitigate Off-Site Impacts of Development	Land Use/Travel Model, Potential Off-Model
40. Transit Priority Areas in the Kern COG SCS	Land Use/Travel Model

41. Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types	Land Use/Travel Model
42. GET Short-Term Service Plan (2012–2020)	Land Use/Travel Model
43. GET X-92 Commuter Express bus service to Tejon Industrial Complex	Land Use/Travel Model
44. Kern511 – Traveler Information System	Potential Off-Model
45. San Joaquin Valley Blueprint Integration Project	Land Use/Travel Model
46. Caltrans Vehicle Detection System – State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems	Potential Off-Model
47. California Highway Patrol's Safety Corridors	Potential Off-Model
48. Purchase of CNG/RNG Buses (80+ bus fleet)	Land Use/Travel Model, Potential Off-Model
49. The Electric Cab Company of Delano	Land Use/Travel Model, Potential Off-Model
50. Downtown Elementary School Expansion (Bakersfield)	Land Use/Travel Model
51. Traffic Control Devices	Land Use/Travel Model, Potential Off-Model
52. Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3	Land Use/Travel Model, Potential Off-Model
53. Tejon Ranch Conservation and Land Use Agreement	Land Use/Travel Model, Potential Off-Model
54. Kern County Community Revitalization Program	Land Use/Travel Model
55. Kern Transit – Route Connection with Antelope Valley Transit Authority	Land Use/Travel Model
56. CSU Bakersfield – Public Transit Center	Land Use/Travel Model

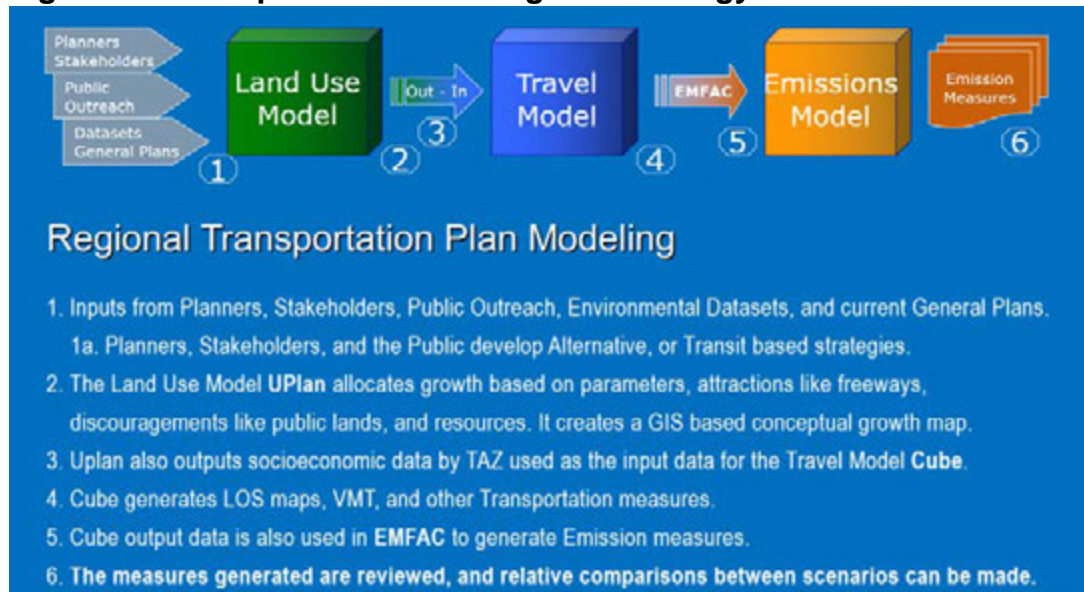
B. Kern Land Use and Travel Model Method to Estimate Interregional Travel

Kern COG's modeling methodology for calculating emissions is very similar the method used for the 2018 RTP/SCS process. The method continues to use a three-model process shown in figure 1. The travel model is a 4-step model with full congestion feedback loop to account for short term induced travel effects. This is the same process that was thoroughly evaluated and accepted by ARB for SB 375 target demonstration in for SCS cycle 1 and 2.³ Kern's models are updated every four years and are in the process of being updated for the 2022 RTP/SCS. Kern's complete modeling methodology and updates documentation are made available on Kern COG's website⁴ as part of our transparent modeling process.

³ ARB Technical Evaluation of GHG Quantification for Kern COG SB 375 Sustainable Communities Strategy, 2015 & 2020, <https://ww2.arb.ca.gov/kern-council-governments-kerncog>

⁴ Kern COG Transportation Modeling Documentation, <http://www.kerncog.org/transportation-modeling>

Figure 1 – Transportation Modeling Methodology Flow Chart



C. Land Use Growth Allocation

New to the modeling methodology this round, Kern COG is currently experimenting with using a second land use model to more easily modify the results from Uplan and provide updated performance measures. The new land use model step is Envision Tomorrow (ET) and is being applied with the assistance of Fregonese Associates. The model has been used extensively by the rest of the Valley in the 2018 process and should improve comparability of modeling results. The land use model process also incorporates a feedback loop for future growth that was used in the 2018 process and was described in section I. D. Induced Demand above, as well as includes an economic modeling component that works well for the region and described in section III. above.

D. Modeling Assumptions

Modeling assumptions include updates include:

- Local land use assumptions and general plan amendments and associated land use densities and development types
- Document Regional Growth Forecast assumptions
- Network transportation project assumptions (updated twice a year)
- Latest socio-economic data available for 2020 base year
- Latest available household travel characteristics from the household travel survey (pre-COVID)

- Annual regional traffic count survey for over 1,200 vehicle count locations including over 300 classification counts.
- Annual and once every 3-years bike/pedestrian survey for over 400 locations
- Annual 1,200 person commute patterns survey
- California State-wide travel model and 4 neighboring regional models for latest gateway validation data.

E. EMFAC Use

The air quality model will continue to use the appropriate version of EMFAC as set out in the CARB SCS Evaluation Guidelines.⁵ That use will be consistent with the template prepared for the San Joaquin Valley Regional Planning Agencies develop in consultation with ARB staff.

V. Land Use/Travel Demand Modeling

See section IV. B. above.

VI. List of Exogenous Variables and Assumptions for Use in Proposed RTP/SCS

The following are a list of variables derived from outside the model. Example values for 2035 are preliminary and may change after the travel model validation is complete.

Table 3: List of Exogenous Variables for Incremental Progress Analysis

Category of Variable	Variable Specification in Model	Example in 2035
Demographics	Population Households Employment	Pop: Hhlds: Emps:
Auto operating cost	Fuel and non-fuel related costs (maint., etc.)	
Vehicle fleet efficiency	EMFAC model	
Household income	Median	
Household demographics	Household size, vehicles per household	
Interregional travel	Share of external through trips	
Model version		MIP2 4-step trip-based

⁵ ARB SCS Evaluation Guidelines, 2019, <https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>

VII. Per Capita GHG Emissions from Prior RTP/SCS

Kern COG plans to use the variable in table three to re-run the 2018 model for the incremental progress reporting.

VIII. Off-model Strategies

For a list of all off model strategies under consideration see Item IV. A. Table 2. The 2022 RTP is the first-time Kern COG will be using documenting an off-model adjustment as recommended by ARB. Each off-model strategy to be used will include an estimate participation or use rate, effects on travel behavior, and rational why the behavior is considered surplus to state programs. Performance time frame, investment commitments and project outcomes will also be documented. Kern COG also plans to provide a rough estimate of potential overlap with the travel model for each off-model adjustment. The methodology used will be in accordance with Appendix E of the 2019 ARB SCS Guidance. It should be noted that many strategies would result in emissions savings that are too small to quantify. That analysis too will play a role into which strategies are included in the off-model analysis. Those that are will an explanation of why the analysis is not covered by the regional travel model. Strategies that are included in the off-model analysis will be tracked in all future RTP/SCSs and if terminated an explanation will be provided and substitutes identified as appropriate.

IX. Other Data Collection Efforts

As discussed under item V. Modeling Assumptions, Kern COG has an extensive traffic count program of over 1,600 vehicle, bike and pedestrian locations. The data and methodology from these locations is available online.⁶ In addition, Kern COG performs an annual statistically valid quality of life survey that includes household commuting characteristics for over 1,200 residents in the region. The results are also available online.⁷ Network assumptions on regional significant routes are collect twice a year. Local general plan amendments and land use assumptions may be collected on a quarterly basis.

⁶ <https://www.kerncog.org/traffic-counts/>

⁷ <https://www.kerncog.org/quality-of-life-survey/>



VIII. RPAC

November 4, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director

By: Becky Napier, Deputy Director - Administration
Rochelle Invina, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VIII.
RHNA/Housing Element Process Update

DESCRIPTION:

The Kern Council of Governments, acting in the capacity as the state-designated Regional Planning Agency, prepares the state mandated Regional Housing Needs Assessment (RHNA), which includes a forecast of low-income housing need to be included in local housing element updates due in 2023.

DISCUSSION:

RHNA/RTP/SCS

Legislative changes have linked the Regional Transportation Plan (RTP), Sustainable Communities Strategies (SCS) and the RHNA. The RHNA is updated every 8 years relative to the RTP update. The next RHNA, the 6th Cycle, is due with the 2022 RTP which is tentatively due in Summer 2022. The RHNA process will begin at least one year before the RTP and RHNA due date.

Housing Element and Annual Progress Reports

The Housing Element update will be due to Housing and Community Development (HCD) within 18 months of the RTP adoption. Each jurisdiction must prepare an Annual Progress Report (APR) and submit to HCD on the jurisdiction's status and progress in implementing its housing element. If jurisdictions do not submit their annual APRs, they may not be able to be eligible for housing grants and other funding. The attached table provides the Kern RHNA progress from the APRs.

More information on RHNA, Housing Element and APRs can be found here: <https://www.hcd.ca.gov/community-development/housing-element/index.shtml>

Funding Availability

Because many jurisdictions in the state that are falling behind in meeting their housing needs for the current cycle, Governor Brown signed a 15-bill housing package in 2007 aimed at addressing the state's housing shortage and housing costs. In addition, Governor Newsom has signed \$1.7 billion housing "trailer bill" which included provisions to revamp the existing RHNA process. A couple of the planning grant programs aimed at directly helping local and regional jurisdictions are:

Local and regional planning grants (LEAP and REAP) – established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of RHNA and spur affordable housing production.

LEAP - The Local Action Planning Grants (LEAP), provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents, and process improvements that: Accelerate housing production and Facilitate compliance to implement the sixth-cycle RHNA.

Applications will be submitted on an over-the-counter basis. Jurisdictions must submit their applications **by January 31, 2021** to HCD.

For more information: <https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml>

REAP - This program allows councils of governments (COGs) and other regional entities to collaborate on projects that have a broader regional impact on housing. Grant funding is intended to help regional entities and governments facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA).

Kern COG is part of the San Joaquin Valley Working Group with the other seven central valley COGs. The past year, the Working Group developed a Master Agreement with HCD for the REAP funding. Fresno COG is the designated fiscal agent of the Working Group. Of the first \$10.2 million in funding, \$6 million is set aside for tasks, activities and products with a Valleywide scope and impact, such as housing and land inventories, identifying common obstacles to housing construction and a composite of best practices to encourage housing development. Most of the other \$4.2 million will be distributed on a pro-rata basis to the eight Valley COGs, which are expected to pass their share of the funding to their member jurisdictions, either directly or indirectly. Below is the REAP timeline:

Over-the-counter period: Now through January 31, 2021

Expenditure Deadline: December 31, 2023

Technical Assistance: April 2020 – 2023

<https://www.hcd.ca.gov/grants-funding/active-funding/reap.shtml>

For more information on available housing grants and funding can be found here:

<http://www.hcd.ca.gov/grants-funding/get-funding/index.shtml>

ACTION: Information.

Attachment: Kern RHNA Annual Progress Report Status Table

Attachment: Kern RHNA Annual Progress Report Status Table

Planning Period December 31, 2015 - December 31, 2023

		Very Low RHNA			Low			Moderate			Above Moderate			Total RHNA	Total	Total
		Permits	Allocation	Progress	Permits	Allocation	Progress	Permits	Allocation	Progress	Permits	Allocation	Progress	Allocation	Permits/	Allocation
Kern RHNA Progress		294	16,851	1.7%	372	10,554	3.5%	5,062	11,234	45.1%	6,619	29,034	22.8%	67,673	13,235	19.6%
Based on APR ¹	Arvin	0	398	0.0%	56	239	23.4%	381	183	208.2%	0	349	0.0%	1,169	437	37.4%
	Bakersfield	185	9,706	1.9%	90	5,800	1.6%	4,392	6,453	68.1%	5,968	14,331	41.6%	36,290	10,635	29.3%
	Delano	0	396	0.0%	0	277	0.0%	118	243	48.6%	90	546	16.5%	1,462	208	14.2%
	Maricopa	0	11	0.0%	0	5	0.0%	0	6	0.0%	0	14	0.0%	36	0	0.0%
	McFarland	6	93	6.5%	6	73	8.2%	32	66	48.5%	7	79	8.9%	311	51	16.4%
	Taft	0	52	0.0%	0	26	0.0%	10	30	33.3%	45	146	30.8%	254	55	21.7%
	Tehachapi	0	127	0.0%	0	64	0.0%	0	88	0.0%	27	216	12.5%	495	21	4.2%
	Wasco	0	350	0.0%	86	275	31.3%	12	280	4.3%	349	521	67.0%	1,426	447	31.3%
	Unincorporated County	103	4,888	2.1%	134	3,107	4.3%	117	3,126	3.7%	133	10,462	1.3%	21,583	487	2.3%
No APR ¹ submitted; DOF Housing Units ²	California City	0	254	0.0%	0	131	0.0%	0	155	0.0%	0	726	0.0%	1,266	0	0.0%
	Ridgecrest	0	159	0.0%	0	131	0.0%	0	207	0.0%	0	848	0.0%	1,345	216	16.1%
	Shafter	0	417	0.0%	0	426	0.0%	0	397	0.0%	0	796	0.0%	2,036	678	33.3%

¹APR - Annual Progress Report Permit Summary reported to California Department of Housing and Community Development (HCD), APRs from 2015-2019 (HCD, October 2020)

²Housing Units - E-5 City/County Population and Housing Estimates from Department of Finance (DOF), Housing unit net difference from January 2016- January 2020 (DOF, May 2020)



IX. RPAC

November 4, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE

FROM: Ahron Hakimi
Executive Director

By: Linda Urata
Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IX.
Mobility Innovations and Incentives Program - Status Report

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information.

DISCUSSION:

Kern COG staff have continued to address Mobility Innovations and Incentives Program elements while working remotely during COVID-19 Shelter-in-Place orders. This is a summary report and may not be comprehensive of all activities in September and October 2020.

Staff worked with the San Joaquin Valley Electric Vehicle Partnership to plan a webinar as a replacement to the in-person National Drive Electric Week events. The webinar Commercial Vehicles Today and Tomorrow was held on October 8, 2020 via Zoom. The speakers were Doug Lollar (Adomani), Ken Marko (Frito Lay North America), and John Clements (Hummingbird Electric).

Kern Council of Governments is one of three eligible entities in Central California to respond by October 23, 2020 to a solicitation released by the California Energy Commission GFO-19-603: Electric Vehicle Ready Communities Phase II-Blueprint Implementation. Kern COG staff conducted outreach to its member agencies, as well as to numerous other potential project partners. The final project description follows:

Kern Council of Governments, its member agencies, and Mobility Innovation Committee partners will implement the 2019 Kern County EV Charging Station Blueprint (<https://www.kerncog.org/?s=EV+CS+Blueprint>) to accelerate the transition to electrified transportation within Kern County using a holistic view of regional transportation planning and consideration for disadvantaged communities. The project will address implementation strategies under four goals identified in the Blueprint and encompass (1) the installation of EV Charging Stations in High Impact locations, (2) Provide EV and EV Infrastructure workforce development through the Bakersfield College Automotive Technology Program, creating pathways to higher education and technical careers, (3) Increase zero-emission transportation options and job

opportunities by expanding MioCar electric carshare in new communities, and (4) Conduct public awareness and outreach to further develop the market to support zero emission options for local transit, dial-a-ride, and last-mile transit as well as to support increased sales of electric vehicles throughout the Kern County region.

Please find attached to this report an update to the EV Charging Space inventory, by Zip Code.

ACTION: INFORMATION

Kern County Electric Vehicle Public Charging Spaces by Zip Code

October 26, 2020 Report

Kern Council of Governments has set a goal of 4,000 electric vehicle charging spaces by 2025. This report shows a 42.8% increase (181 spaces) in the number of charging spaces compared to the baseline inventory established July 2016. Some of this change in inventory may simply be due to better reporting and not new chargers or disconnections.

The number of parking spaces and station status are validated by telephone and occasionally in person. Stations are located on the Alternate Fuel Data Center Station Locator (www.afdc.energy.gov/locator/stations).

Level 1, Level 2, DC Fast Charging, Tesla Superchargers and wall plugs are counted. Note that some chargers may serve more than one parking space. This reports charging *spaces*, not the *charging stations*. This follows along with the expression to move cords, not cars. Public transit charging is not counted in this inventory.

Zip Code	Charging Spaces October 2020	Baseline July 2016
93203	31	0
93206	22	22
93215	21	2
93238	139	123
93240	5	5
93243	15	13
93249	21	20
93268	4	0
93276	60	60
93280	10	0
93285	1	1
93301	37	19
93303	6	6
93304	3	0
93307	45	40
93308	30	9
93309	18	0
93311	13	7
93313	14	14
93314	10	0
93501	15	7
93505	4	0
93527	8	4
93555	41	40
93560	2	2
93561	29	29
Total Spaces	604	423

New significant locations this report:

GreenLots stations at the Outlets at Tejon Ranch

Electrify America Station Openings

Denny's at Tejon Station

Denny's in Delano

Countryside Market on South Enos Lane, Bakersfield

Miocar Locations in Wasco

Adventist Health on 28th Street in Bakersfield

NOTE: Tejon Outlets have a 93203 Zip Code, the same as the City of Arvin



X. RPAC

November 4, 2020

TO: Transportation Technical Advisory Committee
Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Robert M. Snoddy,
Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE ITEM: X.
DRAFT LOW-STRESS BIKEWAY NETWORK ACTIVE
TRANSPORTATION CONNECTIVITY PLANNING AND
BIKESHARING FOR DISADVANTAGED COMMUNITIES

DESCRIPTION:

Kern COG contracted with the California Bicycle Coalition (CALBIKE) to prepare a Low-Stress Bikeway Network in the Vicinity of the planned Bakersfield High-Speed Rail Station including a long distance route network connecting outlying communities, and is available online for comment through December 18, 2020 at: https://www.kerncog.org/wp-content/uploads/2020/10/DRAFT-Low_Stress_Bike_Network.pdf.

DISCUSSION:

Using Caltrans SB1 Sustainable Communities grant, Kern COG contracted with CALBIKES on October 18, 2018 for \$405,933 to prepare a Low-Stress Bike Network that would allow bicyclists and pedestrians access to the proposed Bakersfield High-Speed Rail station on F Street in downtown Bakersfield. The consultant has prepared a draft Plan and is circulating the Plan for local review and comments.

Project Steering Committee

A project steering committee was formed to guide the consulting firm during the project, review findings, and provide technical input as the project developed. After conducting a project kick-off meeting with Kern COG staff, a Project Steering Committee (PSC) was created consisting of Kern COG staff, Caltrans Districts 6&9, City of Bakersfield, County of Kern, and Bike Bakersfield. During the development of the Plan, other residents were

invited to discuss the Plan's progress with the City of Bakersfield's bike and pedestrian project group. In-person meetings and teleconferences were held.

Project Objectives

The object of this Plan is to analyze existing bike, pedestrian, and other low-impact mobility modes and recommend improvements for connectivity to the proposed High-Speed Rail station and support improvements for low-stress bike/pedestrian to disadvantaged communities throughout Kern County.

Recommendations

1. Build out Kern Active Transportation Plan Network Projects deemed Low Stress first.
2. Ensure all intersections are also low stress when building bike networks.
3. Build out network quickly using quick-build strategies and implement best practices as funding becomes available.
4. Build network out in order of positive impact on connectivity.
5. Update street design guidelines and standards to meet low-stress qualifications as needed.

The Draft Plan has been posted on the Kern COG website at the following address:
https://www.kerncog.org/wp-content/uploads/2020/10/DRAFT-Low_Stress_Bike_Network.pdf

Interested parties may review the Draft Plan on Kern COG's website and contact Kern COG staff member Bob Snoddy to record comments. Comments may be E-mailed to: bsnoddy@kerncog.org or telephoned to 661-635- 2916. **Comments must be received no later than December 18, 2020.**

ACTION:

Information

Attachment: Draft Low-Stress Bikeway Network in the Vicinity of the Bakersfield High-Speed Rail Station – Executive Summary

Executive Summary

The arrival of high-speed rail to Bakersfield provides a powerful economic development opportunity for Bakersfield. The neighborhoods within a few miles of the proposed station may benefit with more business activity, more jobs, including resilient jobs in small businesses, greater public investment in amenities, and healthier and safer streets. Such an outcome is not guaranteed, however. Measures that support biking and walking to and from the station and in the vicinity of the station are integral to development that is successful at meeting these goals.

Supported by a Sustainable Transportation Planning grant and in collaboration with the Kern Council of Governments, the California Bicycle Coalition has developed recommendations to maximize the use of bikes, walking, and other active or low-impact mobility modes in order to most effectively support the health and economy of Bakersfield and other cities in the Central Valley. Our recommendations emphasize access to the proposed stations by and for residents of the most disadvantaged nearby neighborhoods, best practices in accommodating travelers who use bikes, and an attractive and safe inter-city route from Fresno to Bakersfield. This paper addresses the first point as it applies to Bakersfield: what is necessary to create safe and comfortable, "low-stress" access between the High Speed Rail station and key destinations within three miles from the station?

This study concludes with recommendations for safety improvements that will most effectively provide a network of routes that the vast majority of Bakersfield residents would consider safe enough to ride bikes on. If implemented fully, our recommendations will create unprecedented opportunities for Bakersfield residents -- including seniors, children, and the typical potential bicyclist who is 'interested in biking but concerned' about safety.

Our study uses a novel and sophisticated methodology to analyze the effect of specific improvements.

Methodology

The methodology, called the Bicycle Network Analysis, relies on the truism that a connection between two points is only as strong as the weakest link. A typical trip in Bakersfield may involve three miles of low-stress residential streets or a bike path and a quarter-mile of frightening riding on narrow roads with fast traffic. The problem of "weak links" in a street network is devastating for the safe mobility of Bakersfield's residents. Its impact is especially hard on disadvantaged populations, who are less likely to own cars due to income, age, or disability. By fixing specific weak links in Bakersfield's street network, we can knit together a network of safe streets and provide mobility for everyone across the city. Our study reviews a number of potential improvements to specific weak links in the network and using Geographic Information Systems (GIS) analyzes precisely what destinations are newly accessible thanks to that improvement. It illustrates the "network effect" to show how fixing an intersection in one part of town can make a park or a shopping center or a school in another part of town vastly more accessible.

Community Outreach

In addition to the GIS analysis, our study relied on qualitative analysis of Bakersfield's street network as explained in hundreds of comments and conversations in an extensive outreach process. Because of the COVID-19 pandemic and shelter-in-place orders, we jettisoned the face-to-face engagement we had planned and switched primarily to digital or online outreach and engagement. The outreach plan utilized equitable and innovative strategies to engage residents that live, work, and travel within the project area, with a focus on populations of residents that are typically underserved and left out of community planning processes. It used strategies including coalition-building; paid survey administration; online survey administration with CBOs, public agencies, and neighborhood groups; and traditional media outreach including press releases on the project. The project staff addressed engagement barriers including language and culture, disability access, connectivity to internet or digital tools, socioeconomic status, and the barriers to in-person outreach resulting from the COVID-19 pandemic.

Residents shared their travel routines, perceptions of biking in Bakersfield, and what they needed to make biking a pleasant, safe, and frequent mode of travel. Residents also located their top three barriers to biking in the project area.



Planning Area Map and Community Identified Barriers to Biking

Summary of Recommendations

1. Build out Kern ATP Network Projects deemed Low Stress first
2. Ensure all intersections are also low stress when building bike network
3. Build out network quickly using quick-build strategies and implement best practices as funding becomes available
4. Build network out in order of positive impact on connectivity
5. Update street design guidelines and standards to meet low-stress qualifications as needed



The Proposed Bakersfield Low Stress Network



XI. RPAC

November 4, 2020

TO: Transportation Technical Advisory Committee and
Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Becky Napier, Deputy Director - Administration
Rob Ball, Deputy Director/Planning Director
Joseph Stramaglia, Regional Planner
Raquel Pacheco, Regional Planner
Rochelle Invina, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: XI.
TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN
AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY
CONFORMITY ANALYSIS

DESCRIPTION:

Update schedule for the 2018 Regional Transportation Plan Amendment No. 1, 2021 Federal Transportation Improvement Program, and Air Quality Conformity Analysis.

DISCUSSION:

The Federal Transportation Improvement Program (programming document) is a near-term list of transportation projects, while the 2018 Regional Transportation Plan is a long-term blueprint for transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term lists will not delay the region's efforts to improve the air. The federal programming document was distributed for technical review, prior to the public review period. The programming years reflected in the programming document will be: federal fiscal years 2020/21 through 2023/24. Final documents will be sent to the California State Department of Transportation, Federal Highway Administration, and Federal Transit Administration at the end of February. The following tentative schedule will be used to move these documents through the review process with final approval by federal agencies in April 2021.

Development Timeline

Date	Event
November 4, 2020	Timeline presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
November 19, 2020	Timeline presented to Transportation Planning Policy Committee
December 23, 2020	30-day public review period begins
January 6, 2021	Public review draft presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee

Development Timeline continued

Date	Event
January 21, 2021	Public review draft presented to Transportation Planning Policy Committee (public hearing)
January 22, 2021	Public review period ends
February 3, 2021	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
February 18, 2021	Present to Transportation Planning Policy Committee for adoption
February 26, 2021	Send final documents with response to comments to state and federal agencies for approval
April 2021	Anticipated federal approval of Conformity, the near-term and long-term documents

The above noted schedule is a work in progress and subject to change. The San Joaquin Valley planning agencies must work cooperatively through this process, and ongoing discussions with state and federal agencies may alter this timeline.

ACTION: Recommend that the Transportation Planning Policy Committee approve the development timeline.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
November 4, 2020
1:30 P.M.

Chairman Staples called the meeting to order at 1:34 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Shawn Monk	California City
	Suzanne Forrest	Shafter
	Mark Staples	Taft
	Keri Cobb	Wasco
	Eric Dhanens	Community Member
	Asha Chandy	Community Member
	Catherine Carr	Caltrans

STAFF:	Becky Napier	Kern COG
	Ben Raymond	Kern COG
	Rob Ball	Kern COG
	Rochelle Invina	Kern COG
	Linda Urata	Kern COG
	Vincent Lieu	Kern COG
	Michael Heimer	Kern COG
	Raquel Pacheco	Kern COG

OTHERS:	Troy Hightower	TDH Associates
	Susanna Kormendi	City of Bakersfield
	Ryan Starbuck	City of Bakersfield
	Susanna Kormendi	TDH Associates
	David Berggren	Caltrans
	Emma De La Rosa	Leadership Council

- 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.**

- Emma De La Rosa from the Leadership Council for Justice and Accountability introduced herself to the Committee.

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Forrest made a motion to approve the discussion summary for September 2, 2020, seconded by Committee Member Monk with all in favor.

AT THE REQUEST OF THE CHAIRMAN, ITEM XI. WAS MOVED TO THIS POSITION

XI. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN AMENDMENT NO. 1; DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Ms. Pacheco stated that the Federal Transportation Improvement Program is a near-term list of transportation projects, while the 2018 Regional Transportation Plan is a long-term blueprint for transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term lists will not delay the region's efforts to improve the air. The tentative release of the draft documents is expected December 23rd. The tentative schedule in the staff report will be used to move these documents through the review process with final approval by federal agencies in April 2021.

The action requested is that the Regional Planning Advisory Committee recommend that the Transportation Planning Policy Committee approve the development timeline.

Committee Member Forrest made a motion to request that the Regional Planning Advisory Committee recommended that the Transportation Planning Policy Committee approve the development timeline, seconded by Committee Member Munk, motion carried unanimously.

IV. GENERALIZED LAND USE LAYERS – LAND USE MODEL (Raymond)

Mr. Raymond stated that the generalized land use map layer is being developed to update land use model assumptions in preparation of developing the 2022 RTP/SCS. In July, Kern COG contacted each member agency to collect the latest land use maps for each jurisdiction. Kern COG has begun working to load all the land use maps into GIS and fill in areas missing data, such as roads. Land use categories from multiple jurisdictions are aggregated into thirteen categories to be used by UPlan. Residential types are divided into six categories based upon dwelling units per gross acre and employment is divided into three types based upon usage. The remaining four categories represent two types of publicly owned land, resource areas (agriculture, mining, etc.), and mixed-use areas. Areas currently classified as mixed use will be manually divided into residential and employment categories based upon jurisdiction input. There is an interactive map available online at <http://kerncog.maps.arcgis.com/> with additional areas added. Members were encouraged to review their jurisdiction's area and provide comments to Michael Heimer at mheimer@kerncog.org.

This was an information item.

V. KERN COG OFFERS GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES AND MAPPING SUPPORT AGREEMENTS TO MEMBER AGENCIES (Liu)

Mr. Liu informed the Committee that the Arvin, Delano, McFarland, Ridgecrest, Wasco, the East Kern Resource Conservation District and the Kern County Water Agency have on-going agreements with Kern COG to provide on call, priority GIS mapping and technical support on an as needed basis for a fixed hourly rate in addition to Kern COG normal level of technical assistance at no charge as resources are available. In an effort to supplement this service, the Kern COG Board has entered into agreements to provide support primarily to our smaller members and other local government agencies. Services are provided at the current average staff rate of \$82.00 per hour with overhead. The member agency is only billed for actual hours worked in an amount not to exceed the annual amount budgeted.

This was an information item.

VI. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION OF TIMELINE FOR THE 2022 RTP (Ball)

Mr. Ball stated that the Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling

numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. A timeline was provided in the staff report. Mr. Ball also reminded the Committee of the Metro Quest online Survey that closes November 9, 2020.

This was an information item.

VII. DRAFT TECHNICAL METHODOLOGY TO ESTIMATE GREENHOUSE GAS EMISSION REDUCTION FOR KERN COG'S 2022 RTP/SCS (Ball)

Mr. Ball stated that Senate Bill 375 requires a Technical Methodology be provided to the California Air Resources Board that is anticipated to be used to demonstrate attainment of the per capita greenhouse gas reduction targets in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The plan provided contains an overview of Kern COG's modeling and analysis methodology proposed for the 2022 RTP/SCS and prepared pursuant to the Government Code which requires Metropolitan Planning Organizations to submit a technical methodology to the Air Resources Board before starting the SCS public process. The submittal was delayed because the Air Resources Board recommendations for the 2022 RTP/SCS cycle were not finalized until July 2020.

There were comments made by Troy Hightower of TDH Associates and explanations given by Mr. Ball.

This was an information item.

VIII. RHNA/HOUSING ELEMENT PROCESS UPDATE (Invina)

Ms. Invina stated that Kern Council of Governments, acting in the capacity as the state-designated Regional Planning Agency, prepares the state mandated Regional Housing Needs Assessment (RHNA), which includes a forecast of low-income housing need to be included in local housing element updates due in 2024.

This was an information item.

IX. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM – STATUS REPORT (Urata)

Ms. Urata stated that to help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report provides staff activity information and provides funding information. Ms. Urata provided a spreadsheet of electric vehicle charging spaces by zip code.

This was an information item.

X. DRAFT LOW-STRESS BIKEWAY NETWORK IN THE VICINITY OF THE BAKERSFIELD HIGH-SPEED RAIL STATION (Snoddy)

Mr. Snoddy stated that Kern COG contracted with the California Bicycle Coalition to prepare a Low-Stress Bikeway Network in the Vicinity of the planned Bakersfield High-Speed Rail Station including a long-distance route network connecting outlying communities, and is available online for comment through December 18, 2020 at: <https://www.kerncog.org/wp-content/uploads/2020/10/DRAFT-Low-Stress-Bike-Network.pdf>.

On comment was received via email from Johanna Coronado of TDH Associates International that states: "The Kern COG Draft Bikeplan is subtitled "Active Transportation

Connectivity Planning and Bike Sharing for Disadvantaged Communities. However, none of the maps illustrate the disadvantaged communities".
This was an information item.

XII. ANNOUNCEMENTS

The new Kern COG RTP survey is ready and can be accessed at
<https://www.kerncog.org/rtp-survey/>.

Mr. Snoddy announced that GET is to be congratulated for the near completion of the station at CSUB and encouraged everyone to drive by and take a look at it.

XIII. MEMBER ITEMS

None.

XIV. ADJOURNMENT

The meeting was adjourned at 2:30 p.m. The next scheduled meeting of the RPAC is December 2, 2020 (May be Dark).



November 25, 2020

TO: REGIONAL PLANNING ADVISORY COMMITTEE
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for **Wednesday, December 2, 2020 has been cancelled.**

The next regularly scheduled meeting will be Wednesday, January 6, 2021.
Agenda materials will be mailed approximately one week prior to the meeting.

We hope everyone is staying safe and well. Thank you.