

**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
January 3, 2018
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) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of November 1, 2017
- RPAC Meeting of December 6, 2017

IV. 2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT (Raymond)

Comment: Kern COG staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document.

Action: Information

V. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – FINAL DELIVERABLES #6 AND #8 (Pacheco)

Comment: On November 1st, Kern COG staff posted Draft Deliverables #6 and #8 for review at <http://www.kerncog.org/category/docs/its/>. After the comment period closed, both deliverables were made final.

Action: Information

VI. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) CHAPTER REVIEW (Napier)

Comment: The Regional Planning Advisory Committee (RPAC) began reviewing Chapter 2: Transportation Planning Policies at the October 2017 meeting at the request of the Leadership Counsel for Justice and Accountability (LCJA). Chapters 2, 3 and 5 were brought to the RPAC at the November meeting and Chapters 2, 3, 4 and 5 were brought to RPAC in December, 2017.

Action:

1. Approve Chapter 2: Transportation Planning Policies for use in developing the 2018 RTP/SCS Environmental Document.
2. Approve Chapters 3, 4 or 5 as desired for use in developing the 2018 RTP/SCS Environmental Document.

VII. ANNOUNCEMENTS

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be January 31, 2018.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
November 1, 2017
1:30 P.M.

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

I. ROLL CALL

MEMBERS PRESENT:

Jacqui Kitchen	City of Bakersfield
Craig Platt	City of California City
Suzanne Forrest	City of Shafter
Mark Staples	City of Taft
Roger Mobley	Wasco
Ricardo Perez	GET
David Deel	Caltrans
Patty Poire	Community Member
Ted James	Community Member
Blair Knox	LAFCO

STAFF:

Rob Ball	Kern COG
Becky Napier	Kern COG
Raquel Pacheco	Kern COG
Linda Urata	Kern COG
Ahron Hakimi	Kern COG
Pete Smith	Kern COG

OTHERS:

Patricia Leal	LCJA
Troy Hightower	KC Black Chamber
Wayne Clausen	City of Shafter
Maria Lara	City of McFarland
Tony Miranda	Habitat for Humanity
Ravi Pudipeddi	City of Bakersfield
Dave Dmohowski	Home Builders Association
Steve Esselman	City of Bakersfield
Yanny Gonzales	Asthma Coalition (Phone)
Jose Nireles	Comete Progressov de Lamont (Phone)
Gema Perez	Greenfield Walking Group (Phone)

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Patricia Leal of Leadership Counsel for Justice and Accountability requested that the Committee discuss the letter she submitted on RTP policies. Vice Chairwoman Poire advised that Ms. Leal should speak under Item V. as this portion of the agenda is for items not on the agenda.

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Perez made a motion to approve the October 4, 2017 minutes, with the addition of Committee Member Platt being in attendance, seconded by Committee Member Mobley, all in favor.

IV. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – REVIEW OF DRAFT DELIVERABLES #6 AND #8 (Pacheco)

Ms. Pacheco provided the Committee with an updated and advised the Committee that Draft Deliverables #6 and #8 are available for review on the Kern COG website. Comments are due November 17.

This was an information item.

V. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) CHAPTER REVIEW (Napier)

Vice Chairwoman Poire requested that Ms. Leal of the Leadership Counsel for Justice and Accountability make her presentation on the letter she submitted for consideration. Ms. Leal gave a brief summary and asked the Committee to discuss her requests for additional policies. Vice Chairwoman Poire stated that she would like time to review the letter submitted and asked the Committee if it should be brought back to the December 6 meeting. The Committee agreed that more time was needed to review the letter. After lengthy discussion among the Committee Members and the audience, it was decided to bring all of the chapters that were to be discussed today (Chapter 2, Chapter 3 and Chapter 5) along with the Sustainable Communities Strategy Chapter (Chapter 4) to the December 6 meeting for discussion. In the meantime the Committee requested that staff meet with Ms. Leal and other signators on the letter to clarify language, etc. Staff was also requested to discuss with the County of Kern the TAZ level data in Lamont that Mr. Hightower mentioned. Committee Member James requested that the rural centers concept that we have in the SCS be added at the end of Chapter 3 and why it is important to the economy in Kern County.

VI. KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE – STATUS REPORT (Urata)

Ms. Urata gave a report that covered July through September 2017. She stated that as of October 24, 2017, there are 506 charging spaces in Kern County listed on internet-based station locators. Kern COG has set a goal to promote installation of 4,000 electric vehicle charging parking spaces by 2025 at public parking and workplaces throughout the County. Between January 2011 and July 2017, the California Clean Vehicle Rebate Program issued 1,019 PHEV, BEV, FCEV, and other EV rebates to electric vehicle owners in Kern County. On September 16th, the Legislature approved \$140 million from Cap and Trade funding for the CVRP. However it will take several months for those funds to flow. \$8 million had been previously set aside for Low-income participants so they may still receive rebates, while all other applicants are placed on a waiting list.

In October, the VAD Governing Board approved accepting a CARB grant of \$2,250,000 for a project titled *Ecosystem of Shared Mobility Services* developed through a Sustainable Communities Grant to the National Center for Sustainable Transportation at UC Davis. Some funding will come to Kern County to pilot a program in partnership with Self-Help Enterprises, Kern Transit, the City of Wasco and Kern COG among other partners to use electric vehicles for carsharing and ridehailing services in Lamont, Arvin and Wasco.

Ms. Urata recapped the meetings and workshops that Kern COG staff attended related to this subject.

This was an information item.

VII. KERN REGIONAL ACTIVE TRANSPORTATION PLAN (Smith)

Kern Council of Governments entered into a consulting contract to develop an Active Transportation Plan for the Kern Region. Mr. Smith introduced Roy Renfro from Alta Engineering who gave a presentation to the Committee.

Committee Member Perez made a motion to recommend approval of the Kern Active Transportation Plan to the Transportation Planning Policy Committee; seconded by Committee Member Forrest, all in favor.

VIII. UPDATE ON TARGET SETTING FOR SB 375 GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER VEHICLES (Ball)

Mr. Ball provided an update on the California Air Resources Board target setting process and answered questions from the Committee and the audience.

This was an information item.

IX. ANNOUNCEMENTS

Committee Member Staples made an announcement that they are near completion of the Taft Transit Center.

Committee Member Kitchen introduced Steve Esselman who will be the representative from the City of Bakersfield on the RPAC.

VIII. MEMBER ITEMS

None

IX. ADJOURNMENT

The meeting was adjourned at 2:52 p.m. The next scheduled meeting of the RPAC is December 6, 2017.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
December 6, 2017
1:30 P.M.

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

I. ROLL CALL

MEMBERS PRESENT:

Craig Platt	City of California City
Suzanne Forrest	City of Shafter
Lorelei Oviatt	County of Kern
Roger Mobley	Wasco
Ricardo Perez	GET
Patty Poire	Community Member
Ted James	Community Member

STAFF:

Rob Ball	Kern COG
Becky Napier	Kern COG
Linda Urata	Kern COG
Ahron Hakimi	Kern COG
Pete Smith	Kern COG

OTHERS:

Patricia Leal	LCJA
Adeyinka Glover	LCJA
Troy Hightower	Consultant
Barry Nienke	Citizen
Brian Blacklock	Kern County Public Works
Warren Maxwell	Kern County Public Works
Yolana Alcantar	Kern County Public Works

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Pete Smith, Kern COG announced that the 2020 Census Local Update of Census Addresses Operation (LUCA) is underway. In February 2018 participation materials will be mailed to registered participants who have 120 calendar days from the receipt of materials to complete their review. Federally recognized tribes, states, counties, cities and townships can participate in LUCA.

III. APPROVAL OF DISCUSSION SUMMARIES

Due to lack of a quorum, the November minutes will be placed on the next regular agenda.

IV. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES (RTP/SCS) CHAPTER REVIEW (Napier)

Ms. Napier provided the Committee with an overview of the RTP/SCS Chapters to be reviewed. Based on the comments from the Leadership Counsel for Justice and Accountability, Ms. Napier suggested that Chapter 2: Transportation Planning Policies be discussed first. The

Committee discussed Chapter 2 in general and the types of policies that may be added to the list. Lorelei Oviatt discussed the need to look to the future of technology such as driverless cars and also discussed the need to encourage alternative modes of transportation, shared mobility and medical van pools for medical appointments. There was discussion about making sure the rural communities are in a position to apply for grants for mobility options.

Ms. Urata, Kern COG, answered questions about electric vehicle charging stations and programs related to installation.

Staff was directed to bring back all of Chapter 2 at the next meeting so that the Committee could see all of the policies not just the policies discussed in the Leadership Counsel for Justice and Accountability comment letter.

This was an information item.

V. DRAFT KERN COG TECHNICAL METHODOLOGY FOR ESTIMATEING GREENHOUSE GAS (GHG) EMISSIONS FOR THE SUSTAINABLE COMMUNITIES STRATEGY (Ball)

Mr. Ball stated that Kern COG staff developed a draft technical methodology to provide to the California Air Resources Board (ARB) as part of the 2018 RTP/SCS process in compliance with the requirements of Senate Bill 375. The technical methodology presents an overview of the SCS development process, including public participation and input, underlying data development and technical modeling and approach used to estimate GHG emissions reductions resulting from the anticipated adoption of the SCS by Kern COG. Mr. Ball answered questions from the Committee and the audience.

This was an information item.

VI. ANNOUNCEMENTS

None.

VII. MEMBER ITEMS

None

VIII. ADJOURNMENT

The meeting was adjourned at 3:40 p.m. The next scheduled meeting of the RPAC is January 3, 2018.

January 3, 2018

TO: Regional Planning Advisory Committee/
Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Ben Raymond, Regional Planner

SUBJECT: RPAC/TMC AGENDA ITEM: IV
2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT

DESCRIPTION:

Kern COG staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document.

DISCUSSION:

Overview

Consistent with the 2014 RTP/SCS process and to meet the requirements of SB 375 Kern COG developed and workshopped 4 scenarios that varied in the amount of infill, compact development, and transit/bike/ped infrastructure. Scenario 1 was the least compact while Scenario 4 was the most compact land use scenario. Twice as many people participated in the workshop activity this year compared to 2014. The results were similar to the 2014 process with most participants selecting Scenario 3. The scenario comparison charts are attached to this staff report.

The next step is to develop alternatives for inclusion in the environmental document to the 2018 RTP to meet California Environmental Quality Act (CEQA) requirements. Currently there is the 2018 Plan alternative based on Scenario 3, and three other alternatives under development. They have been named the No Project, Old Plan, and Infill Plan Alternative.

To better differentiate the use of each model run Kern COG has made the following distinction between the use of the terms “alternative” and “scenario.” An alternative refers to modeling, assumptions and output that is intended to be included in the CEQA document for the 2018 RTP. A scenario describes modeling intended to generate feedback from the public in a public workshop. Feedback on scenarios is used to inform the development of assumptions for the alternatives.

Scenario assumptions, inputs, and methodologies have been developed under the direction of the RPAC and are consistent with scenarios workshopped during the 2014 RTP. The development process included considerable input from stakeholders and the extensive public feedback received as part of the Kern COG outreach effort for the 2018 RTP. The 2018 RTP/SCS utilizes Kern COGs latest transportation model development completed in December 2017. Model documentation and peer review are available at: <http://www.kerncog.org/category/data-center/transportation-modeling/>.

Alternative Development

The Plan and three primary alternatives are currently being refined by Kern COG staff. The alternatives are designed to provide the widest range of options that might conceivably happen.

The Plan – Preliminary

The preliminary plan alternative is still undergoing refinements in the Metropolitan Bakersfield area. The following bullets highlight some of the plan assumptions:

- **Transit/Bike/Walk Investment:** Transit investment is based on the 2012 Golden Empire Transit (GET) Long Range Transit Plan, the Kern Commuter Rail Study, includes a new Bus Rapid Transit system for Metro Bakersfield and extends Metrolink commuter rail service from Lancaster to Rosamond in East Kern as well as High Speed Rail stops in Bakersfield and Palmdale. Transit ridership is anticipated to increase with the use of shared mobility and autonomous vehicles for increased first/last mile connectivity. Additional bike and pedestrian improvements identified by the Kern County Active Transportation Plan would enhance transportation in revitalized areas. Continues the rideshare program and adds the new 511 travel information system.
- **Maintenance Investment:** Increased to fully maintain transportation infrastructure.
- **Housing Choices:** 30-40% of new housing growth characterized by multi-family, attached and small lot single family development less than ~6,000 square feet located predominately in Metropolitan Bakersfield consistent with the 2014 RTP/SCS and public input. **Revitalization:** Focus infill on vacant lots in Metropolitan Bakersfield and at the transit oriented development (TOD)/infill sites identified in the GET Long Range Transit Plan, and the Bakersfield Downtown Station Area Plan and consistent with the local General Plans.
- **Land Use Forecast:** 2018 RTP/SCS utilizes the new 2015-2050 Growth Forecast adopted by the Kern COG Board in November 2015. The distribution in Metropolitan Bakersfield has been revised to assume all vacant lots in developed areas are filled, consistent with the existing general plan as well as some revitalization around TOD/infill sites and downtown. This alternative uses Uplan land use model software developed by UC Davis to re-distribute the growth from areas with the lowest level of economic attractions in Metro Bakersfield to the infill areas.
- **Highway Investment:** Transportation investments would continue to alleviate the most critical roadway bottlenecks while investing in operational improvements, improved truck flows, safety and demand management strategies such as CalVans public vanpool system. This alternative would postpone the Bakersfield South Beltway beyond 2042.

The No Project Alternative

The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. However, “no project” does not necessarily mean that development will be prohibited. The No Project Alternative includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and infrastructure that would be completed in the first 5 years of the plan that is nearing or under construction. This alternative is consistent with the alternative in the 2014 RTP/SCS EIR.

The Old Plan Alternative – Preliminary

The Old Plan Alternative is an update of the adopted 2014 RTP/SCS reflecting the most recent growth distribution and transportation planning decisions and assumptions, extrapolated from the 2040 horizon year in the Old Plan out to 2042, the horizon year of the 2018 RTP/SCS. This Old Plan alternative does not include the updated development pattern strategies included within the 2018 Sustainable Communities Strategy (SCS), but includes all of the projects in the 2014 RTP/SCS. The growth scenario for the Old Plan is a combination of local input and existing general plan and land use data provided by local jurisdictions during the 2014 RTP/SCS and Kern Regional Blueprint process which represented a significant change from previous development patterns. This alternative is consistent with the alternative in the 2014 RTP/SCS EIR.

The 100 Percent Infill Alternative – Preliminary

The 100 Percent Infill Alternative would result in a more aggressive development pattern than the 2018 RTP Plan. Under the 100 Percent Infill Alternative, all new growth would be accommodated as infill development with 98 percent of housing as medium or high density in the predominant urban area. Countywide the housing mix would average about two-thirds medium or high density. The transportation

network would be the same as under 2018 RTP Plan. This alternative is consistent with the alternative in the 2014 RTP/SCS EIR.

Additional Alternatives

Kern COG staff is currently working to complete the development of these preliminary alternatives. Additional adjustments could be made to the plan alternative based on responses to comments received during the 45-day public review for the EIR currently scheduled to begin in February or March 2018.

Performance Measures and Indicators

The outputs generated by the transportation model are used to produce performance measures. These measures such as Vehicle Miles Travels (VMT) are used to evaluate the efficiency of the transportation system. Indicators are produced mainly from the outputs generated by the land use model. Indicators such as land consumption are used to evaluate the impacts and benefits a future land use pattern may have. Indicators can also be used to evaluate co-benefits such as public health. ARB has established CO2 per capita as a key measure to determine that the SCS if implemented is projected to meet the SB 375 reduction targets of 5% by 2020 and 10% by 2035.

Next Steps

February/March – Begin 45-day public review of 2018 RTP/SCS

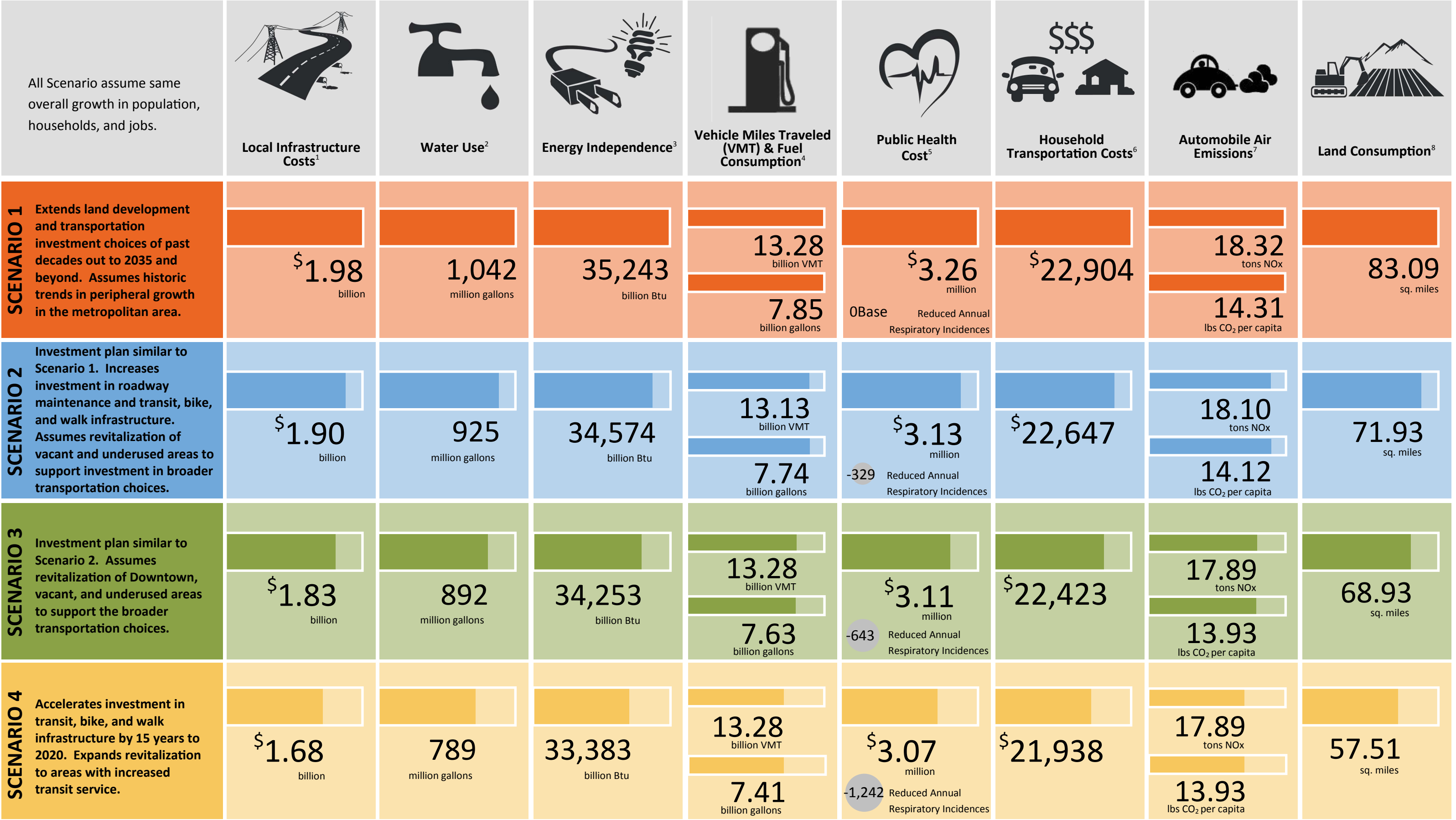
July - Kern COG Board Considers recommendation by RPAC on Adoption of the RTP/SCS/EIR and Conformity documents

Attachments

2017 Workshop Scenarios

ACTION: Information

METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO OUTCOMES



¹ In 2012 dollars (cumulative to 2035)

² 2035 Daily water usage from new growth

³ Annual in 2035

⁴ Cumulative to 2035

⁵ Daily health-related costs due to transportation-related pollutant emissions

⁶ In 2012 dollars (annual in 2035)

⁷ Based on a weekday in 2035

⁸ Cumulative to 2035

METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO CHARACTERISTICS

SCENARIO 1

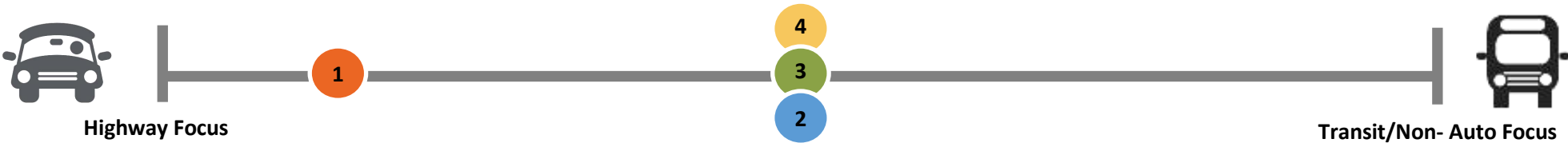
Extends land development and transportation investment choices of past decades out to 2035 and beyond. Assumes historic trends in peripheral growth in the metropolitan area.

- Transportation investments favor roadway infrastructure.
- Modest investment in walk and bike strategies.
- Lacks major service improvements to transit.
- Housing choice does not meet observed market trends for more walkable housing choices.
- Investment focused on capacity and safety improvements including a South Beltway by 2040.
- Maintenance underfunded by 22%.
- Minor revitalization of Downtown assumed.
- Assumes 2/3 increase in fuel costs by 2035.

% of Maintenance Funded



Transportation Investment

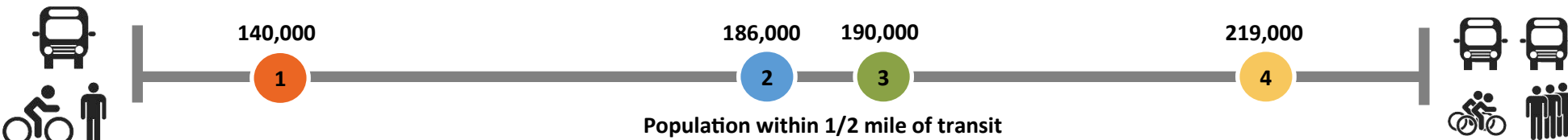


SCENARIO 2

Investment plan similar to Scenario 1. Increases investment in roadway maintenance and transit, bike, and walk infrastructure. Assumes revitalizations of vacant and underused areas to support investment in broader transportation choices.

- Investment focused on maintenance and more transit, bike, and walk friendly communities.
- Improved connectivity between modes of travel.
- Provides safer roads and more streamlined goods movement.
- Modest change in demand for more transit, bike and walk friendly housing choices closer to jobs and shopping.
- Postpones South Beltway.

Bike/Walk/Transit Infrastructure



Traffic Impact



SCENARIO 3

Investment plan similar to Scenario 2. Assumes revitalization of Downtown, vacant, and underused areas to support the broader transportation choices.

- Moderate increase in demand for more transit, bike, and walk friendly housing choices closer to jobs and shopping.

Timeline



SCENARIO 4

Accelerates investment in transit, bike, walk infrastructure by 15 years to 2020. Expands revitalization to areas with increased transit service.

- Major shift in demand for more transit, bike and walk friendly housing choices closer to jobs and shopping.
- Requires new investment in infrastructure with an expedited time frame.

Housing Choice



All scenarios assume growth to **1.3 million people; 417,000 households; and 461,000 jobs** in Kern county by 2035. Approximately **2/3** of this growth is within Metropolitan Bakersfield. Scenarios analyze changes in Metro growth using Kern Council of Governments' land use and transportation modeling tools. Modeling documentation is available online at: <http://www.kerncog.org/transportation-modeling>



January 3, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: V
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – FINAL
DELIVERABLES #6 AND #8

DESCRIPTION:

On November 1st, Kern COG staff posted Draft Deliverables #6 and #8 for review at <http://www.kerncog.org/category/docs/its/>. After the comment period closed, both deliverables were made Final.

DISCUSSION:

Background

Kern COG developed an ITS Early Deployment Plan (EDP) for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan (SDP). Stakeholder input will serve as guidance for developing a planning framework that will be used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region.

ITS Kern Update – Deliverables #6 & #8

On November 1st, Kern COG staff posted Draft Deliverables #6 and #8 for review at <http://www.kerncog.org/category/docs/its/> and announced the review period via email to the Transportation Technical Advisory Committee, Regional Planning Policy Committee, Social Services Transportation Advisory Committee/Transit Operators, and interested stakeholders. Two comments were received. No changes were made to Deliverable #6 and minor edits were made to Deliverable #8.

ITS Kern Deliverable #6: Strategies Report

This report presents a range of ITS strategies that is relevant to the Region, and is based on the ITS User Needs Assessment conducted as part of earlier efforts of this ITS Plan update and was used to gather input at the October ITS Workshop to prioritize the strategies as short, medium and long terms.

ITS Kern Deliverable #8: Regional ITS Operational Roles and Responsibilities Report

This report identifies each stakeholder's current roles and responsibilities in the operation of regional ITS services in the Kern Region. Also known as the Operational Concept in the terminology of the National ITS Architecture, this deliverable documents these roles and responsibilities for selected transportation service areas relevant to the needs of the region. It provides an "executive summary" view of the way the region's stakeholders will work together to provide ITS services. The Operational Concept is an element of the Regional ITS Architecture that is required by FHWA Rule 940.9(d)3 (the "Architecture Rule").

The Final ITS Deliverables #6 & #8 will be submitted to the Transportation Planning Policy Committee to receive and file.

Upcoming Activity

The consultant, Kimley-Horn and Associates, is currently inputting information from these and previous deliverables into the ITS architecture database. During the month of January, the consultant will begin contacting stakeholders to discuss the preliminary data files from the ITS architecture database.

ACTION: Information.



VI. RPAC

January 3, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: RPAC AGENDA ITEM: VI
2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES
STRATEGY (RTP/SCS) CHAPTER REVIEW

DESCRIPTION:

The Regional Planning Advisory Committee (RPAC) began reviewing Chapter 2: Transportation Planning Policies at the October 2017 meeting at the request of the Leadership Counsel for Justice and Accountability (LCJA). Chapters 2, 3 and 5 were brought to the RPAC at the November meeting and Chapters 2, 3, 4 and 5 were brought to RPAC in December, 2017.

DISCUSSION:

Kern COG staff members, depending on their areas of responsibility, have been updating the RTP Chapters in anticipation of adopting the 2018 RTP in spring of 2018. Chapters 2, 3, 4 and 5 are available for RPAC review and comment.

At the request of the LCJA, staff again met with the LCJA on December 12, to discuss the Transportation Planning Policies in Chapter 2. Chapter 2 is being presented to the RPAC in its entirety for review and approval. As time permits, Chapters 3, 4 and 5 are available for RPAC review and comment.

The documents available for review can be obtained by following this link to the Kern COG website: <http://www.kerncog.org/category/docs/rtp/>

ACTION:

Approve Chapter 2: Transportation Planning Policies for use in developing the 2018 RTP/SCS Environmental Document.

Approve Chapters 3, 4 or 5 as desired for use in developing the 2018 RTP/SCS Environmental Document.

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MEETING OF REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE**

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III. WELCOME NEW COMMUNITY-AT-LARGE MEMBERS

- Johnathan Becker
- Eric Dhanens

IV. SELECTION OF A CHAIRMAN AND VICE-CHAIRMAN (Napier)

Comment: The Regional Planning Advisory Committee (RPAC) By-Laws specify that the Chairman and Vice-Chairman be elected from among voting members of the Committee. At this time it is appropriate to select a Chairman and Vice-Chairman.

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

V. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of January 3, 2018

VI. 2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT (Raymond)

Comment: Kern COG staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document.

Action: Information

VII. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) CHAPTER REVIEW (Napier)

Comment: The Regional Planning Advisory Committee (RPAC) began reviewing the RTP Chapters in October 2017. Chapter 2 was approved by the RPAC at the January 3, 2018 meeting. Chapters 3, 4 and 5 are now brought back for further review.

Action: Authorize use of Draft Chapters 3, 4 or 5 to begin developing the 2018 RTP/SCS Environmental Document.

VIII. NEW FEDERAL SAFETY PERFORMANCE MEASUREMENT TARGET REQUIREMENT (Flickinger)

Comment: One update to the Draft 2018 RTP integrated performance measure process will be the incorporation of 5 new added safety performance measures developed consistent with the state targets and the federal methodology.

Action: Recommend that the Transportation Planning Policy Committee approve the Kern safety targets consistent with the state target and using the federal methodology.

IX. UPDATE ON TIMELINE FOR TARGET SETTING FOR SB 375 GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER VEHICLES AND THE 2018 REGIONAL TRANSPORTATION PLAN (Ball)

Comment: California Air Resources Board (ARB) has delayed adoption of the SB375 Targets for a third time to March 22-23, 2018 (tentative).

Action: Information

X. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – ARCHITECTURE MAINTENANCE PLAN (Pacheco)

Comment: The 2015 Fresno County ITS Plan - Regional ITS Architecture Maintenance will be used as a starting point for the ITS Kern Architecture Maintenance Plan.

Action: Information

XI. ANNOUNCEMENTS

XII. MEMBER ITEMS

XIII. ADJOURNMENT

The next scheduled meeting will be February 28, 2018.



IV. RPAC

January 31, 2018

TO: Regional Planning Advisory Committee
Transportation Modeling Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier,
Deputy Director - Administration

SUBJECT: RPAC/TMC AGENDA ITEM: IV
SELECTION OF A CHAIRMAN AND VICE-CHAIRMAN

DESCRIPTION:

The Regional Planning Advisory Committee (RPAC) By-Laws specify that the Chairman and Vice-Chairman be elected from among voting members of the Committee. At this time it is appropriate to select a Chairman and Vice-Chairman.

DISCUSSION:

The Secretary of the RPAC will take nominations for the position of Chairman. Each voting member of the RPAC is eligible to be nominated as Chairman. After selection of a Chairman, the Secretary will transfer the gavel to the Chairman who will take nominations for Vice-Chairman.

ACTION

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

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
January 3, 2018
1:30 P.M.

Vice Chairwoman Poire called the meeting to order at 1:35 p.m.

I. ROLL CALL

MEMBERS PRESENT:

Christine Viterelli	City of Arvin (phone)
Steven Esselman	City of Bakersfield
Suzanne Forrest	City of Shafter
Mark Staples	City of Taft (phone)
Trevor Hawkes	City of Tehachapi (phone)
Lorelei Oviatt	County of Kern
Emery Rendez	GET
Lorena Mendibles	Caltrans
Richard Rowe	Community Member
Patty Poire	Community Member
Ted James	Community Member

STAFF:

Becky Napier	Kern COG
Ben Raymond	Kern COG
Linda Urata	Kern COG
Raquel Pacheco	Kern COG
Pete Smith	Kern COG

OTHERS:

Patricia Leal	LCJA
Adeyinka Glover	LCJA
Barry Nienke	Citizen
Brian Blacklock	Kern County Public Works
Warren Maxwell	Kern County Public Works
Yolanda Alcantar	Kern County Public Works
Dave Dmohowski	Home Builders Association
Ravi Pudipeddi	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 James made a motion to approve the discussion summaries for the meetings of November 1 and December 6, 2017; seconded by Committee Member Forrest with all in favor.

IV. 2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT (Raymond)

Mr. Raymond advised the Committee that staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document. Consistent with the 2014 RTP/SCS process and to meet the requirements of SB 375, Kern COG developed and workshopped four (4) scenarios that varied in the amount of infill, compact development and transit-bike/ped infrastructure. Scenario 1 was the least compact while Scenario 4 was the most compact land use scenario. The next step is to develop alternatives for inclusion in the environmental document to the 2018 RTP to meet California Environmental Quality Act (CEQA) requirements. Currently there is the 2018 Plan alternative based on Scenario 3, and three other alternatives under development – the No Project, Old Plan and Infill Plan.

Mr. Raymond answered questions and the Committee requested that maps and underlying assumptions for each Scenario be brought back to the Committee.

This was an information item.

V. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – FINAL DELIVERABLES #6 AND #8 (Pacheco)

Ms. Pacheco informed the Committee that Kern COG developed an ITS Early Deployment Plan for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan. Stakeholder input will serve as guidance for developing a planning framework that will be used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region. ITS Kern Deliverable #6: Strategies Report and #8: Regional ITS Operational Roles and Responsibilities Report are complete. Ms. Pacheco stated that Kimley-Horn and Associates, the consultants on the project, is currently putting information from the deliverables into the ITS architecture database. During the month of January, the consultant will begin contacting stakeholders to discuss the preliminary data files from the ITS architecture database.

Ms. Pacheco answered question from the Committee. This was an information item.

VI. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CHAPTER REVIEW (Napier)

Ms. Napier reminded the Committee that they began reviewing Chapter 2: Transportation Planning Policies at the October 2017 meeting. Chapters 2, 3 and 5 were brought to the RPAC at the November meeting and Chapters 2, 3, 4 and 5 were brought to the RPAC in December 2017.

Patricia Leal of the Leadership Counsel for Justice and Accountability addressed the Committee about changes and questions she had on Chapter 4. Vice Chairwoman Poire requested that Ms. Leal put her comments in writing and send them to staff by January 12 so the Committee could review them prior to the next meeting. Ms. Leal also provided the Committee with a RTP 2018 -0 Preliminary Growth Projects Breakdown, by community, for Scenarios 1-4 that was developed by Merced County Association of Governments (MCAG). Committee Member Oviatt requested that staff review the Merced document and determine if there are any benefits to the information and how MCAG is using the data.

After discussion Committee Member Oviatt made a motion to approve Chapter 2: Transportation Planning Policies for use in developing the 2018 RTP/SCS Environmental Document; seconded by Committee Member James with all in favor.

Committee Member Oviatt made a motion to bring back Chapters 3, 4 and 5 for further review and encouraged the Committee to review portions of the documents that are relevant to their communities; seconded by Committee Member Esselman with all in favor.

VII. ANNOUNCEMENTS

None

VIII. MEMBER ITEMS

None.

IX. ADJOURNMENT

The meeting was adjourned at 2:40 p.m. The next scheduled meeting of the RPAC is January 31, 2018.

January 31, 2018

TO: Regional Planning Advisory Committee/
Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Ben Raymond,
Regional Planner

SUBJECT: RPAC/TMC AGENDA ITEM: VI
2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT

DESCRIPTION:

Kern COG staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document.

DISCUSSION:

Overview

Consistent with the 2014 RTP/SCS process and to meet the requirements of SB 375 Kern COG developed and workshopped 4 scenarios that varied in the amount of infill, compact development, and transit/bike/ped infrastructure. Scenario 1 was the least compact while Scenario 4 was the most compact land use scenario. Twice as many people participated in the workshop activity this year compared to 2014. The result were similar to the 2014 process with most participants selecting scenario 3. The scenario comparison charts are attached to this staff report.

The next step is to develop alternatives for inclusion in the environmental document to the 2014 RTP to meet California Environmental Quality Act (CEQA) requirements. Currently there is the 2018 Plan alternative based on scenario 3, and three other alternatives under development. They have been named the No Project, Old Plan, and Infill Plan Alternative.

To better differentiate the use of each model run Kern COG has made the following distinction between the use of the terms “alternative” and “scenario.” An alternative refers to modeling, assumptions and output that is intended to be included in the CEQA document for the 2018 RTP. A scenario describes modeling intended to generate feedback from the public in a public workshop. Feedback on scenarios is used to inform the development of assumptions for the alternatives.

Scenario assumptions, inputs, and methodologies have been developed under the direction of the RPAC and are consistent with scenarios workshopped during the 2014 RTP. The development process included considerable input from stakeholders and the extensive public feedback received as part of the Kern COG outreach effort for the 2014 RTP & 2018 RTP. The 2018 RTP/SCS utilizes Kern COGs latest transportation model development completed in December 2017 and the Regional Growth Forecast adopted in November 2015. The Regional Growth Forecast is divided across the county into 10 regional statistical area (RSA) subregions. The distribution of the growth forecast by RSA subregion was presented to the RPAC in February 2016 to ensure each region is allocated the proper amount of growth. In response to comments since that review two of the regions have been further subdivided creating a total of 12 subregions. These control totals by subregion are used across all scenarios and alternatives

(Attachment A – RSA Subregion Map). Model documentation and peer review are available at: <http://www.kerncog.org/category/data-center/transportation-modeling/>

Alternative Development

The Plan and three primary alternatives are currently being refined by Kern COG staff. The alternatives are designed to provide a range of reasonable alternatives to the plan.

The Plan – Preliminary

The preliminary plan is a balanced reflection of the input received during the 3 year public involvement process. The following bullets highlight some of the plan assumptions:

- **Maintenance Investment:** Increased to fully maintain transportation infrastructure.
- **Transit/Bike/Walk Investment:** Transit investment is based on the 2012 Golden Empire Transit (GET) Long Range Transit Plan, the Kern Commuter Rail Study, and includes a new Bus Rapid Transit system for Metro Bakersfield and extends Metrolink commuter rail service from Lancaster to Rosamond in East Kern as well as High Speed Rail stops in Bakersfield and Palmdale. Transit ridership is anticipated to increase with the use of shared mobility for and autonomous vehicles for increased first/last mile connectivity. Additional bike and pedestrian improvements identified by the Kern County Active Transportation Plan would enhance transportation in revitalized areas. Continues the rideshare program and adds the new 511 travel information system.
- **Housing Choices:** 30-40% of new housing growth characterized by multi-family, attached and small lot single family development less than ~6,000 square feet located predominately in Metropolitan Bakersfield consistent with the 2014 RTP/SCS and public input. **Revitalization:** Focus infill on vacant lots in Metropolitan Bakersfield and at the transit oriented development (TOD)/infill sites identified in the GET Long Range Transit Plan, and the Bakersfield Downtown Station Area Plan and consistent with the local General Plans.
- **Land Use Forecast:** 2018 RTP/SCS utilizes the new 2015-2050 Growth Forecast adopted by the Kern COG board in November 2015. The distribution in Metropolitan Bakersfield has been revised to assume all vacant lots in developed areas are filled, consistent with the existing general plan as well as some revitalization around TOD/infill sites and downtown. This alternative uses Uplan land use model software developed by UC Davis to re-distribute the growth from areas with the lowest level of economic attractions in Metro Bakersfield to the infill areas.
- **Highway Investment:** Transportation investments would continue to alleviate the most critical roadway bottlenecks while investing in operational improvements, improved truck flows, safety and demand management strategies such as CalVans public vanpool system. This alternative would postpone the Bakersfield South Beltway beyond 2042.

The No Project Alternative

The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. However, “no project” does not necessarily mean that development will be prohibited. The No Project Alternative includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and infrastructure that would be completed in the first 5 years of the plan that is nearing or under construction. This alternative is consistent with alternative in the 2014 RTP/SCS EIR.

The Old Plan Alternative – Preliminary

The Old Plan Alternative is an update of the adopted 2014 RTP/SCS reflecting the most recent growth distribution and transportation planning decisions and assumptions, extrapolated from the 2040 horizon year in the Old Plan out to 2042, the horizon year of the 2018 RTP/SCS. This Old Plan alternative does not include the updated development pattern strategies included within the 2018 Sustainable Communities Strategy (SCS), but includes all of the projects in the 2014 RTP/SCS. The growth scenario for the Old Plan is a combination of local input and existing general plan and land use data provided by local jurisdictions during the 2014 RTP/SCS and Kern Regional Blueprint process which represented a

significant change from previous development patterns. This alternative is consistent with alternative in the 2014 RTP/SCS EIR.

The Countywide Infill Alternative – Preliminary

The Countywide Infill Alternative would result in a more aggressive development pattern than the 2018 RTP Plan. Under the Infill Alternative, new growth would be focused in the 2015 existing urban/built-up areas countywide (Attachment A – RSA Subregion Map includes existing urban layer). The housing mix in this alternative would average about two-thirds medium or high density. The transportation network would accelerate transit, bike, and pedestrian projects 2018 RTP Plan. This alternative is consistent with infill alternative in the 2014 RTP/SCS EIR.

Additional Alternatives

Kern COG staff is currently working to complete the development of these preliminary alternatives. Additional adjustments could be made to the plan alternative based on responses to comments received during the 45-day public review for the EIR currently scheduled to begin in February or March 2018.

Performance Measures and Indicators

The outputs generated by the transportation model are used to produce performance measures. These measures such as Vehicle Miles Travels (VMT) are used to evaluate the efficiency of the transportation system. Indicators are produced mainly from the outputs generated by the land use model. Indicators such as land consumption are used to evaluate the impacts and benefits a future land use pattern may have. Indicators can also be used to evaluate co-benefits such as public health. ARB has established CO2 per capita as a key measure to determine that the SCS if implemented is projected to meet the SB 375 reduction targets of 5% by 2020 and 10% by 2035.

Next Steps

March – Begin 55-day public review of 2018 RTP/SCS

July - Kern COG Board Considers recommendation by RPAC on Adoption of the RTP/SCS/EIR and Conformity documents

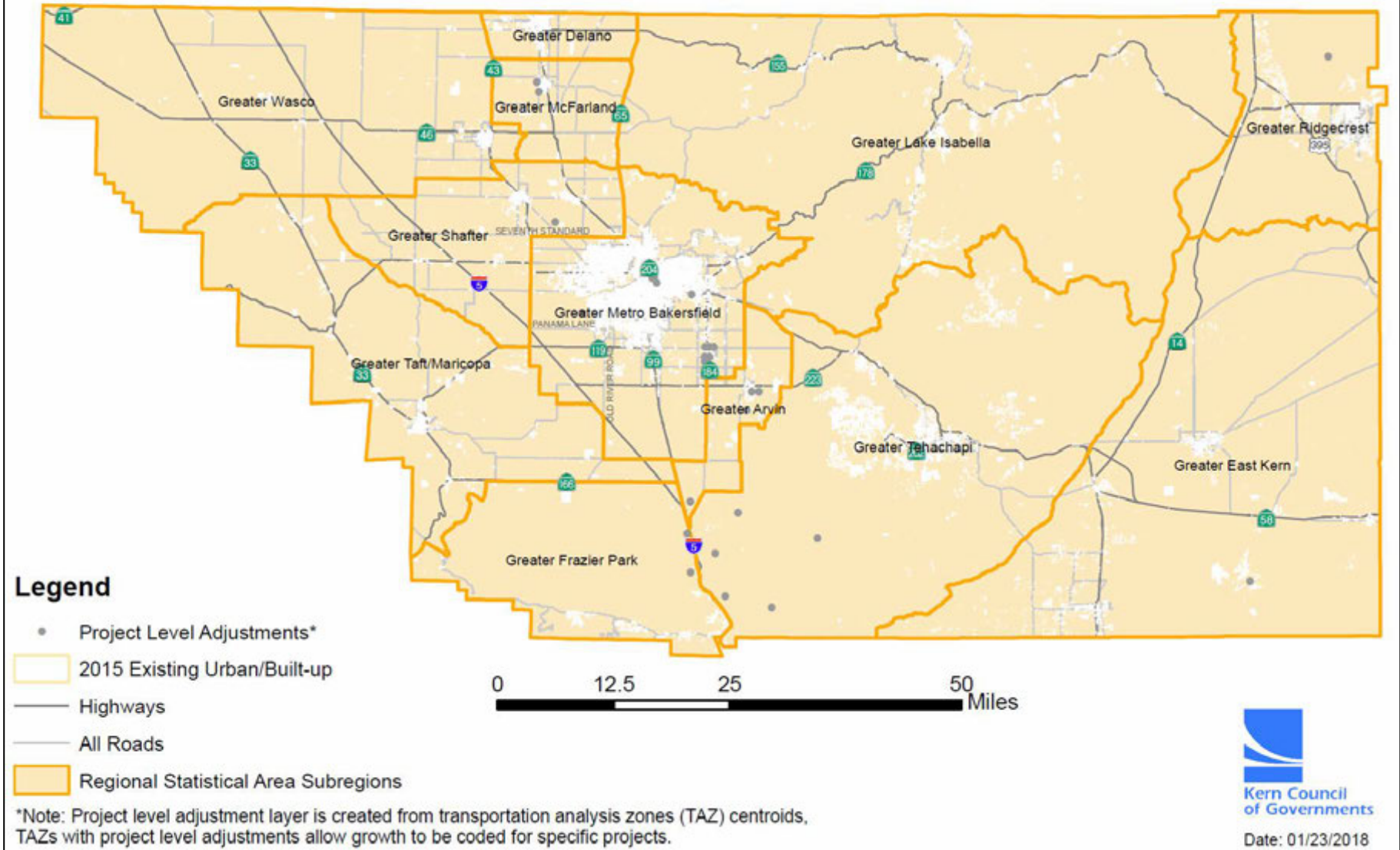
Attachments

Attachment A – RSA Subregion Map

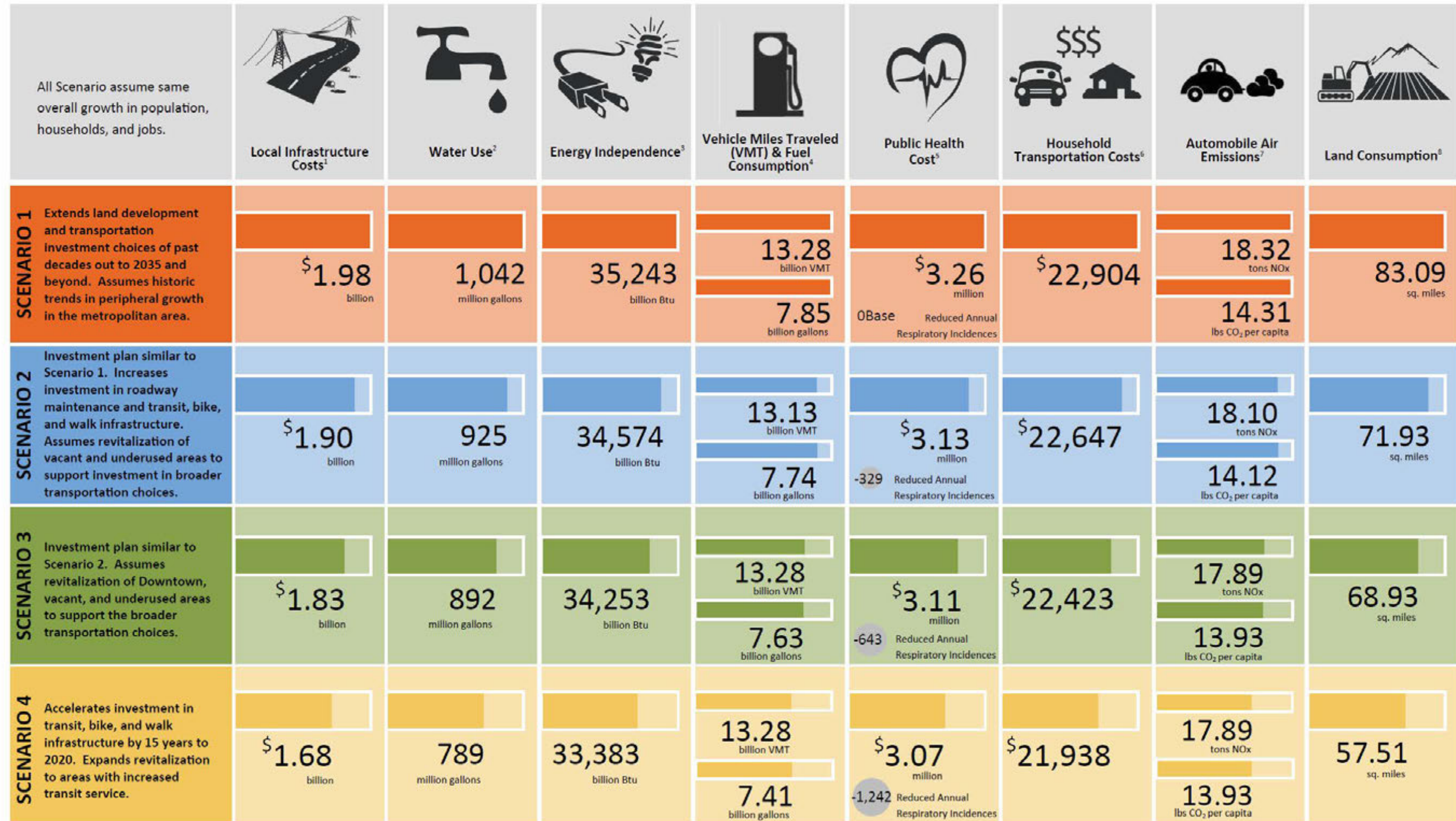
Attachment B – 2017 Workshop Scenarios Summary

ACTION: Information

Regional Statistical Area Subregion Map



METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO OUTCOMES

¹ In 2012 dollars (cumulative to 2035)² 2035 Daily water usage from new growth³ Annual in 2035⁴ Cumulative to 2035⁵ Daily health-related costs due to transportation-related pollutant emissions⁶ In 2012 dollars (annual in 2035)⁷ Based on a weekday in 2035⁸ Cumulative to 2035

METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO CHARACTERISTICS

SCENARIO 1

Extends land development and transportation investment choices of past decades out to 2035 and beyond. Assumes historic trends in peripheral growth in the metropolitan area.

- Transportation investments favor roadway infrastructure.
- Modest investment in walk and bike strategies.
- Lacks major service improvements to transit.
- Housing choice does not meet observed market trends for more walkable housing choices.
- Investment focused on capacity and safety improvements including a South Beltway by 2040.
- Maintenance underfunded by 22%.
- Minor revitalization of Downtown assumed.
- Assumes 2/3 increase in fuel costs by 2035.

SCENARIO 2

Investment plan similar to Scenario 1. Increases investment in roadway maintenance and transit, bike, and walk infrastructure. Assumes revitalizations of vacant and underused areas to support investment in broader transportation choices.

- Investment focused on maintenance and more transit, bike, and walk friendly communities.
- Improved connectivity between modes of travel.
- Provides safer roads and more streamlined goods movement.
- Modest change in demand for more transit, bike and walk friendly housing choices closer to jobs and shopping.
- Postpones South Beltway.

SCENARIO 3

Investment plan similar to Scenario 2. Assumes revitalization of Downtown, vacant, and underused areas to support the broader transportation choices.

- Moderate increase in demand for more transit, bike, and walk friendly housing choices closer to jobs and shopping.

SCENARIO 4

Accelerates investment in transit, bike, walk infrastructure by 15 years to 2020. Expands revitalization to areas with increased transit service.

- Major shift in demand for more transit, bike and walk friendly housing choices closer to jobs and shopping.
- Requires new investment in infrastructure with an expedited time frame.

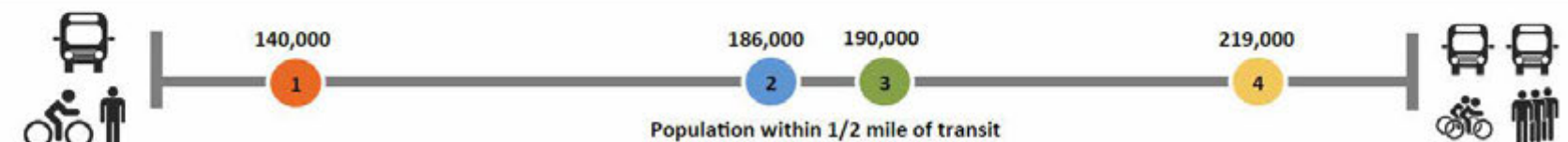
% of Maintenance Funded



Transportation Investment



Bike/Walk/Transit Infrastructure



Traffic Impact



Timeline



Housing Choice



All scenarios assume growth to **1.3 million people; 417,000 households; and 461,000 jobs** in Kern county by 2035. Approximately **2/3** of this growth is within Metropolitan Bakersfield. Scenarios analyze changes in Metro growth using Kern Council of Governments' land use and transportation modeling tools. Modeling documentation is available online at:

<http://www.kerncog.org/transportation-modeling>



VII. RPAC

January 31, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: RPAC AGENDA ITEM: VII
2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES
STRATEGY (RTP/SCS) CHAPTER REVIEW

DESCRIPTION:

The Regional Planning Advisory Committee (RPAC) began reviewing the RTP Chapters in October 2017. Chapter 2 was approved by the RPAC at the January 3, 2018 meeting. Chapters 3, 4 and 5 are now brought back for further review.

DISCUSSION:

Kern COG staff members, depending on their areas of responsibility, have been updating the RTP Chapters in anticipation of adopting the 2018 RTP in spring of 2018. Chapters 3, 4 and 5 are available for RPAC review and comment.

The documents available for review can be obtained by following this link to the Kern COG website: <http://www.kerncog.org/category/docs/rtp/>

ACTION:

Authorize use of Draft Chapters 3, 4 or 5 to begin developing the 2018 RTP/SCS Environmental Document.



VIII. RPAC

January 31, 2018

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ed Flickinger,
Regional Planner

SUBJECT: RPAC/TMC Agenda Item: VIII
NEW FEDERAL SAFETY PERFORMANCE MEASUREMENT TARGET
REQUIREMENT

DESCRIPTION:

One update to the Draft 2018 RTP integrated performance measure process will be the incorporation of 5 new added safety performance measures developed consistent with the state targets and the federal methodology.

DISCUSSION:

On August 15, 2017 this item was reviewed by the joint meeting of the Environmental Justice and Social Equity Roundtable and the Business and Industry Roundtable. On September 6, 2017 a draft performance measure was presented to the RPAC and TTAC. Since the last presentation, Kern COG has updated the performance measure analysis with the latest travel model improvements (see attached presentation slides).

Under the requirements of the federal transportation spending bill, MAP-21, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor safety performance measure progress through the statewide and metropolitan planning process. Failure to meet safety targets set by the state and/or MPO could result in redistribution of Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). FHWA will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) as they conduct Transportation Management Area (TMA) Certification Reviews (only for MPOs with more than 200,000 population). The TMA Certification Review requires the U.S. Secretary of Transportation to certify at least once every four years whether the metropolitan planning process of an MPO serving as a TMA meets federal requirements. Kern's next four year review is in 2019.

Rules and guidance are still being established by FHWA (see https://safety.fhwa.dot.gov/hsip/spm/policy_and_guidance.cfm). A couple of workshops have been given by Caltrans over the past year and a draft statewide target has been submitted to FHWA (see

<http://dot.ca.gov/trafficops/shsp/target.html>). MPOs that do not submit a target by February 18, 2018, will be required to adhere to the state target which is consistent with the methodology proposed by Kern COG staff.

The attached presentation uses data and a methodology consistent with the state safety target methodology. The methodology uses state California Highway Patrol (CHP) historical accident data for Kern County and a 5 year running average to forecast future accidents. In addition we, use travel model data to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5-year accident data. As accidents improve, the targets will improve automatically. Member agencies are encouraged to promote projects and policies that will help the region to perform better than the national targets for our region. It is anticipated that new national safety technology standards will help drive down these targets as well as they become widely adopted.

FHWA staff has indicated that this is the first year of this national performance measure effort and that more guidance and best practice examples will be forthcoming.

Attachment – Federal Safety Performance Measure Presentation

ACTION:

Recommend that the Transportation Planning Policy Committee approve the Kern safety targets consistent with the state target and using the federal methodology.

DRAFT SAFETY PERFORMANCE TARGET SETTING – Kern Region



FEDERAL Requirements


- MPOs will be held accountable for safety progress through the statewide and metropolitan planning process. FHWA will review how MPOs are addressing and achieving their targets (or assisting the State in achieving targets) as they conduct Transportation Management Area (TMA) 4-year Certification Reviews (only for large MPOs with more than 200,000 population). The TMA Certification Review requires the Secretary to certify whether the metropolitan planning process of an MPO serving as a TMA meets requirements, including the requirements of 23 USC 134 and other applicable Federal law.

- If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2018 safety targets, in Fiscal Year (FY) 2021, the State DOT must use obligation authority equal to the FY 2017 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2020.


3

Five Performance Targets Under New Federal Regulations

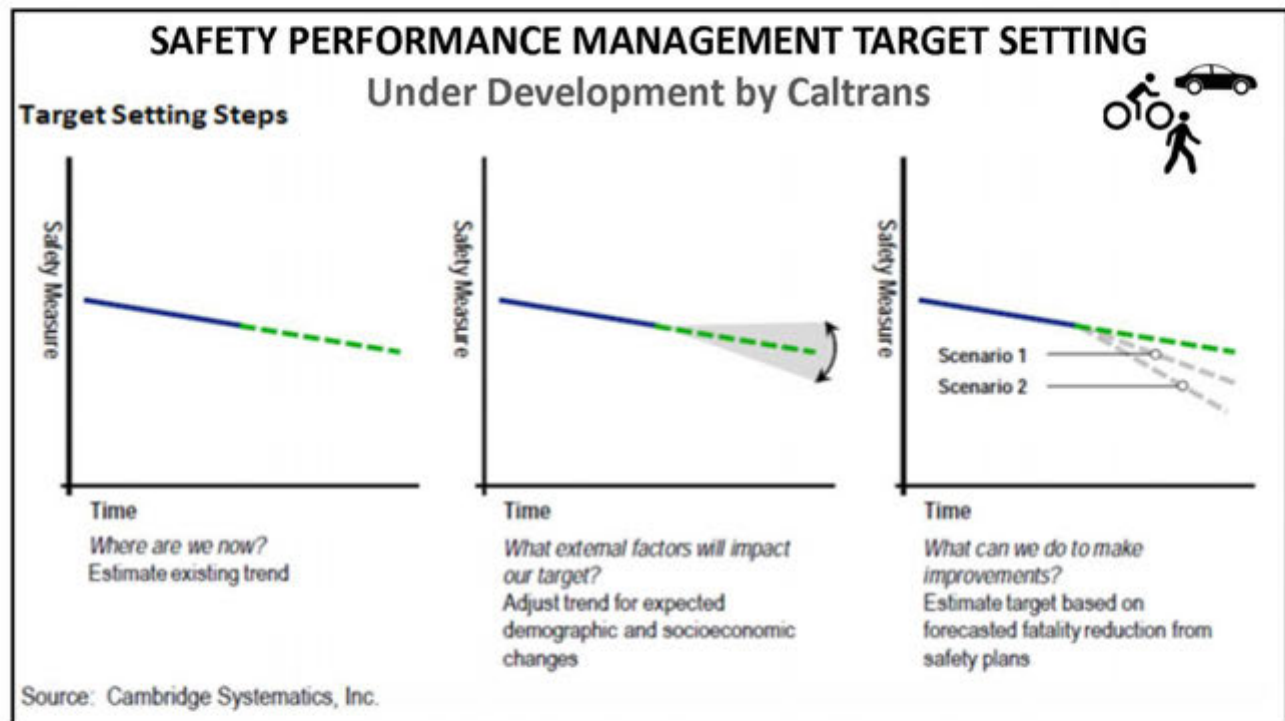
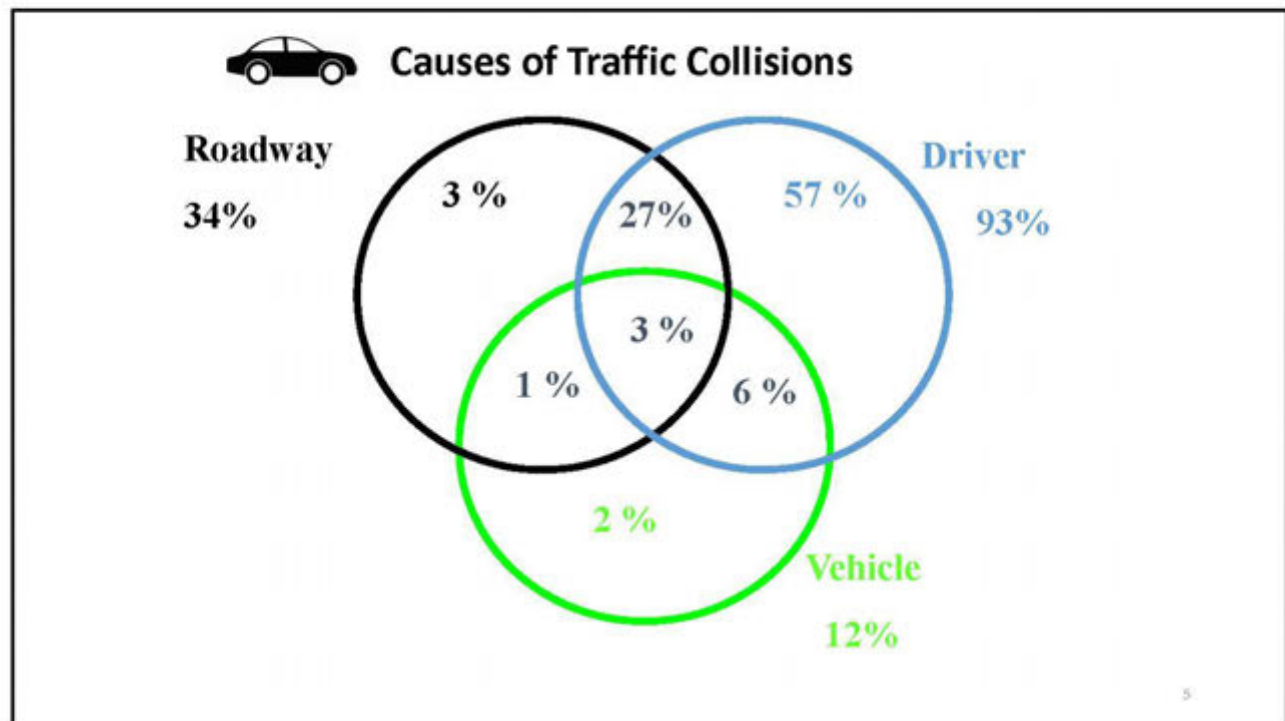
Motorized Vehicles

-  Number of Fatalities (SWITRS)
-  Rate of Fatalities per 100 Million VMT (SWITRS & HPMS)
-  Number of Serious Injuries (SWITRS)
-  Rate of Serious Injuries per 100 Million VMT (SWITRS & HPMS)

Non-Motorized

-  Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) (SWITRS)

4



SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Statewide

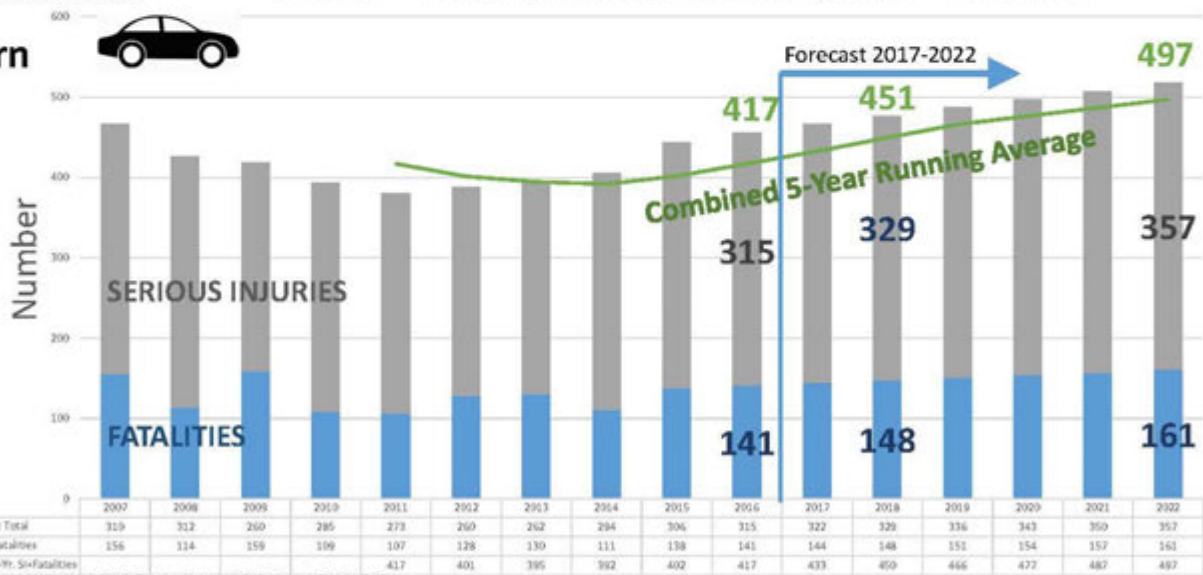
Economic Determinism (1998-2016)



PRELIMINARY

Vehicle - Total Motorized Serious Injuries + Fatalities

Kern

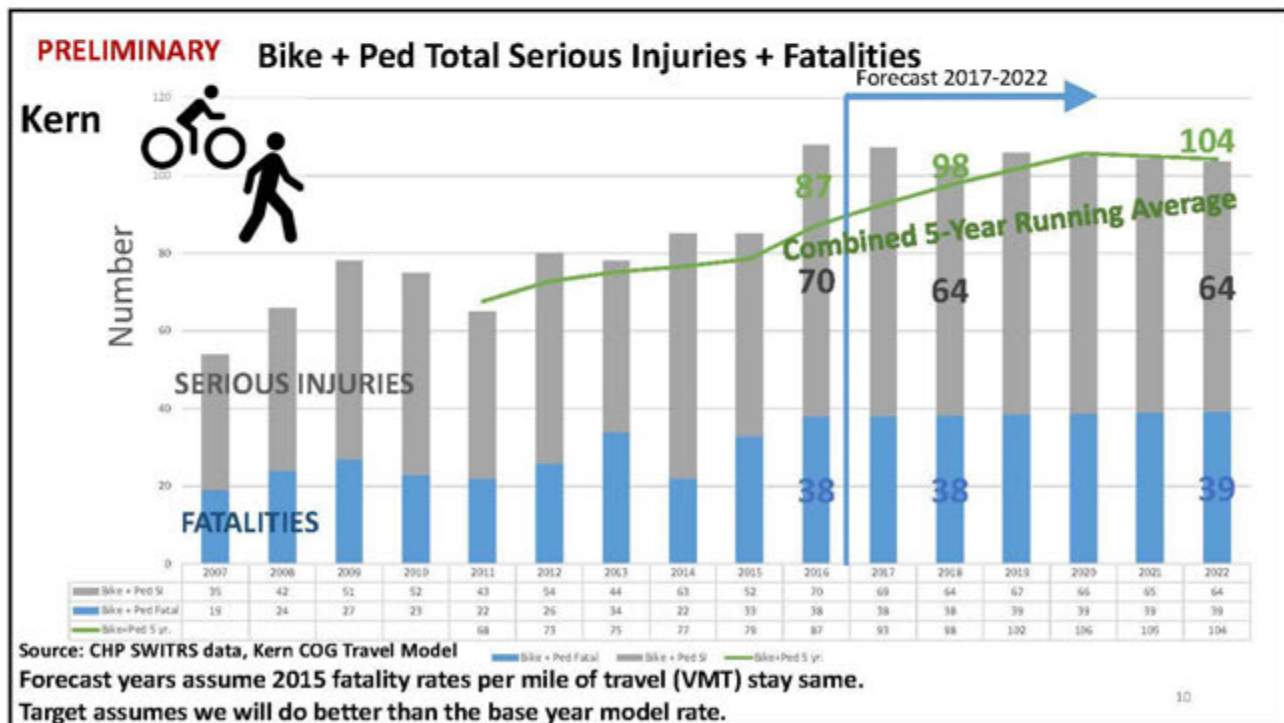
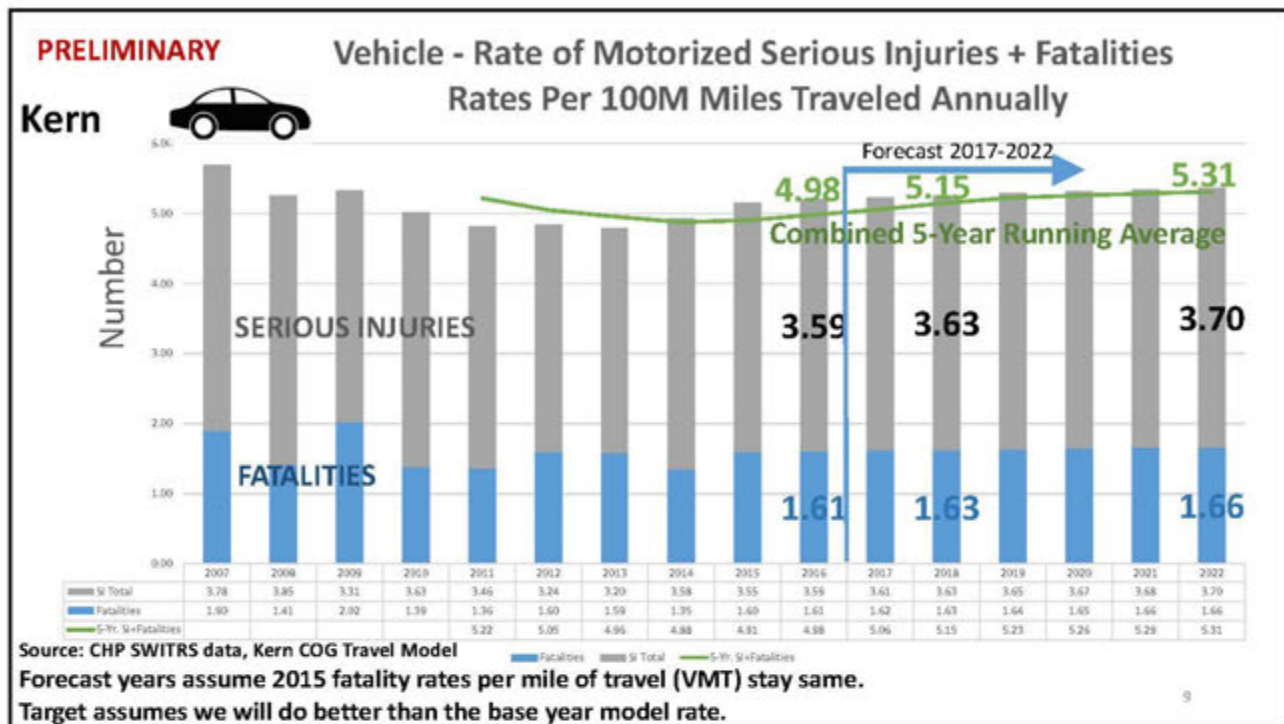


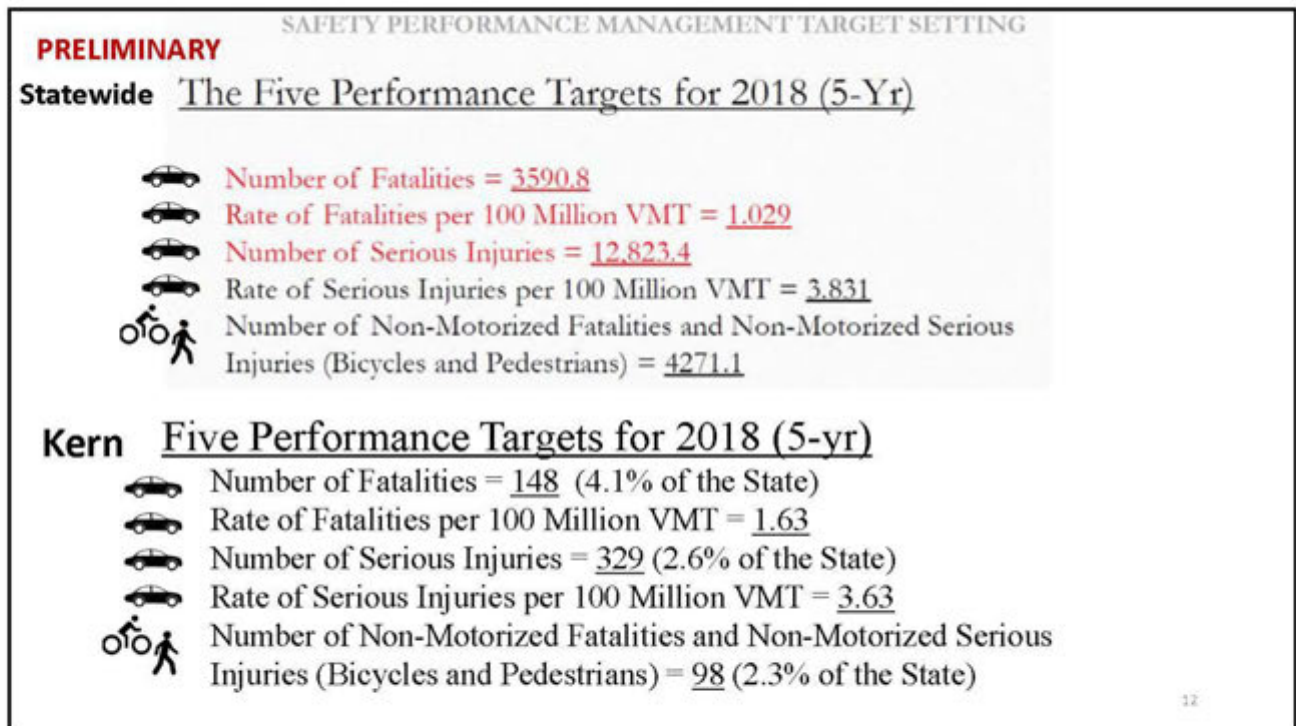
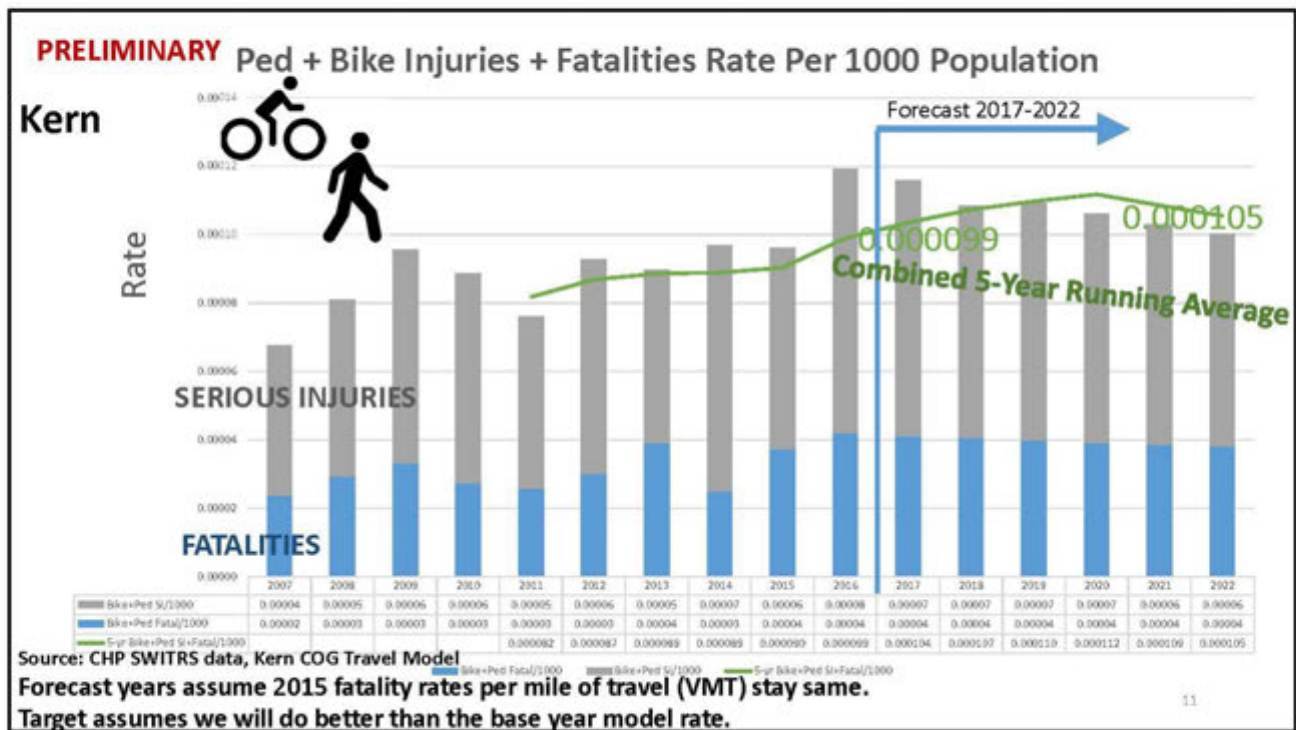
Source: CHP SWITRS data, Kern COG Travel Model

Forecast years assume 2015 fatality rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

8





January 29, 2018

TO: Regional Planning Advisory Committee
Transportation Modeling Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director

SUBJECT: RPAC AGENDA ITEM: IX
UPDATE ON TIMELINE FOR TARGET SETTING FOR SB 375
GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER
VEHICLES AND THE 2018 REGIONAL TRANSPORTATION PLAN

DESCRIPTION:

California Air Resources Board (ARB) has delayed adoption of the SB375 Targets for a third time to March 22-23, 2018 (tentative).

DISCUSSION:

Throughout the SB 375 target setting process Kern COG staff has remained in close communication with ARB staff. Here is background on the target setting process to date.

On December 30, 2016, the 8-San Joaquin Valley COGs provided preliminary modeling data to ARB for proposing targets to reduce GHG from passenger vehicles in Kern. On April 20, 2017 the Kern COG Transportation Planning Policy Committee (TPPC) recommendation to ARB was unchanged from the December submittal at -9% and -13% reduction in per capita greenhouse gases consistent with the RPAC recommendation.

Table 1 – Preliminary Recommended Targets for the Kern Region

Preliminary Per Capita GHG Reduction	2020	2035
Current Targets (set in 2011)	-5%	-10%
COG Recommended Preliminary Targets	-9%*	-13%*
ARB Staff Report Proposed Targets	-9%	-15%

*Preliminary recommendation subject to change as updated modeling warrants

On 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 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. Other letter from Kern stakeholders include coalition letters from Mr. Ortiz of the Bakersfield Chamber of Commerce and Ms. Leal-Gutierrez of the Leadership Counsel for Justice & Accountability. A total of 36 comment letters on the ARB draft targets staff report are available online at: <https://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=sb375update2017>.

Recent Activity

At the December ARB Board meeting staff gave an informational presentation suggesting a menu based approach in future cycles, and proposing a delay of target setting following state-wide workshops to be held in the next couple of months. ARB staff has indicated that updates in to the SB 375 targets would become effective in the 3rd RTP/SCS cycle.

Timeline – SB 375 Target Setting and RTP/SCS

1. November 2015—December 2016: ARB MPO meetings and collaboration
2. November 30, 2016: RPAC meeting to review and make recommendation of targets to Kern COG Board
3. December 14, 2016 (postponed to December 21): Special RPAC meeting to review and make recommendation on targets
4. December 21, 2016: Special RPAC meeting to review and make recommendation on targets
5. December 30, 2016: MPOs provide final or draft target recommendations in a combined letter so that ARB staff can review and evaluate the recommended targets before incorporating them into an ARB staff proposal
6. January 19, 2017: Kern COG board reviews preliminary SB 375 target recommendation to ARB
7. April 5, 2017: RPAC meeting—reconfirmed the December 30 target recommendation
8. April 20, 2017: Kern COG board meeting—TPPC recommended Dec. 30 targets
9. April 25, 2017: Kern COG submitted a the target recommendation
10. June 13, 2017: ARB circulated staff recommendation for SB 375 target setting
11. July 28, 2017: Written comments on SB 375 target setting due to ARB
12. August 15, 2017: Kern COG Environmental/Social Equity & Business/Industry Roundtable
13. Fall 2017: Kern COG staff presentations to City Councils on the Sustainable Community Strategy (SCS).
14. November 16, 2017: ARB Board postponed consideration of approval of updated targets
15. December 14, 2017: ARB Board announces 3rd round of Target Setting Workshops
16. January 30, 2018, 4-6PM: ARB SB 375 Target Setting Workshop at Fresno COG
17. February 6, 2018, 3-5PM: ARB SB 375 Target Setting Workshop in Sacramento (webcast)
18. March 15, 2018: Draft Kern COG 2018 RTP, second cycle SCS and environmental document 55-day public review and 2 public hearings during that period
19. March 22-23 or April 26-27, 2018: ARB SB 375 to set 3rd cycle SB 375 targets
20. July 19, 2018: 2018 RTP, second cycle SCS, and associated documents considered for adoption by Kern COG

ACTION:

Information



Public Workshops on Senate Bill 375 Sustainable Communities Program Regional Greenhouse Gas Reduction Targets Update and Program Performance Reporting

Invitation to Participate

The California Air Resources Board (CARB) invites you to participate in workshops on the Senate Bill 375 (SB 375) Sustainable Communities and Climate Protection program and proposed updates to regional passenger vehicle greenhouse gas emissions reduction targets for California's Metropolitan Planning Organizations (MPO). At the workshops, CARB staff will present revisions to its October 2017 [Staff Report](#), share feedback received at the December 2017 Board Meeting, present initial concepts for updates to the technical methodology for Sustainable Communities Strategy evaluation and guidance on quantification of strategies, and seek public input on next steps with interested stakeholders. CARB staff will also initially scope and seek public input on data supported metrics for reporting in its first SB 375 program performance report to the Legislature by September 1, 2018, pursuant to SB 150 (Allen, Chapter 646, Statutes of 2017).

Meeting Dates and Locations

The public workshops will be held at the locations and dates shown below, and will follow the same format and presentations.

DATE:	Tuesday, January 30, 2018
TIME:	4:00 p.m. - 6:00 p.m.
LOCATION:	Fresno Council of Governments Sequoia Conference Room 2035 Tulare Street, Suite 201, Fresno, California 93721
DATE:	Wednesday, January 31, 2018
TIME:	1:00 p.m. - 3:00 p.m.
LOCATION:	San Diego Association of Governments Board Room, 7th Floor 401 B Street, San Diego, California 92101
DATE:	Monday, February 5, 2018
TIME:	1:30 p.m. - 3:30 p.m.
LOCATION:	Caltrans District 7 Conference Room 01.037 100 South Main Street, Los Angeles, California 90012
DATE:	Tuesday, February 6, 2018
TIME:	3:00 p.m. - 5:00 p.m.
LOCATION:	California Environmental Protection Agency Sierra Hearing Room 1001 I Street Sacramento, California 95814

The February 6 workshop will also be [webcast live](#).

More Information

We encourage your participation and look forward to your input. For any questions regarding this meeting, please contact [Ms. Lezlie Kimura Szeto](#), manager of the Sustainable Communities Policy and Planning Section.

January 31, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: X
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –
ARCHITECTURE MAINTENANCE PLAN

DESCRIPTION:

The 2015 Fresno County ITS Plan - Regional ITS Architecture Maintenance will be used as a starting point for the ITS Kern Architecture Maintenance Plan.

DISCUSSION:

Background

Kern COG developed an ITS Early Deployment Plan (EDP) for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan (SDP). Stakeholder input will serve as guidance for developing a planning framework that will be used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region.

Upcoming Activity

ITS Kern Update – Architecture

The consultant, Kimley-Horn and Associates, has begun contacting stakeholders to discuss the preliminary data files from the ITS architecture database. The Kern COG Project Team and consultant selected the following agencies to meet with in-person based on the submitted inventory data files: City of Bakersfield, City of Delano, County of Kern, and Golden Empire Transit District. The consultant will be contacting Caltrans District 9 to set a phone meeting. These meetings will occur in February.

ITS Kern Update – Maintenance Plan

The ITS Plan for the Kern Region is a unique document that requires periodic maintenance to remain relevant. Changes, such as newly implemented projects or changes in agency priority, will be documented through updates to the ITS Plan for the Kern Region. The maintenance plan will document the procedures for updating the ITS Plan for the Kern Region. The 2015 Fresno County ITS Plan - Regional ITS Architecture Maintenance (Section 11.2 and Section 11.3 attached) will be used as a starting point for the ITS Kern Architecture Maintenance Plan. Kern COG Project Team has the following unresolved issues that need to be discussed prior to circulation of a Draft ITS Kern Architecture Maintenance Plan.

- A. Who is the Maintenance Manager? (Kern COG staff, Maintenance Team appointee, technical committee appointee, transit operators' appointee etc.)
- B. Who decides acceptance of changes?
(Kern COG Executive Director, Maintenance Team, technical committees, transit operators etc.)

Resolution of items A and B influence the change acceptance process. Below is the Kern COG Project Team's preliminary recommendation for processing changes:

Change acceptance process

1. Stakeholder submits change request form to Maintenance Manager.
2. Maintenance Manager circulates an assessment to Maintenance Team.
3. Maintenance Manager circulates agenda for a Maintenance Team meeting to all stakeholders.
4. Maintenance Team meeting is held where the majority of the Maintenance Team members present vote on the direction (acceptance/ denial/ request for more information) to give the Maintenance Manager.
5. Maintenance Manager acts on the direction of the Maintenance Team.

The Kern COG Project Team will continue this item to the February 28, 2018 RPAC meeting when the Kern COG Project Team will request direction from the Transportation Technical Advisory Committee and Regional Planning Advisory Committee on the issues above. A Draft ITS Kern Maintenance Plan will be circulated to the stakeholder group for review in March for the April 4, 2018 meeting.

Attachment: 2015 Fresno County ITS Plan - Regional ITS Architecture Maintenance

ACTION: Information.

Agreement and Agencies	Agreement Description
<i>Joint Operations/Shared Control Agreements (Public Agency-Public Agency)</i>	
TMC/TMC TMC/Police	<p>This agreement is a formal arrangement to allow joint operations or control of certain systems and equipment. This agreement will allow the other TMCs or public safety to control certain devices such as permanent DMS and CCTV cameras in incident or emergency situations and in after-hours operations. The agreement would need to define the terms of this arrangement, such as hours of operation and time of day/day of week where shared control would take effect, circumstances or incidents where shared control would take effect, system requirements for each agency to be able to share device control, definition of permissions with device control, etc.</p> <p>Traffic signals are typically not included as part of a joint operations strategy. Agencies have typically determined that sharing access to traffic signal timing plans will enable enhanced corridor management and operations among multiple partners, but that actual control of signals or changing timing plans on traffic signals by another jurisdiction is not permitted.</p>
<i>Multi-jurisdictional Traffic Signal Synchronization (Public Agency-Public Agency)</i>	
TMC/TMC TMC/Public Works	These agreements establish the roles and responsibilities for multi-jurisdictional traffic signal coordination and synchronization. Traffic Signal Synchronization may include parameters such as roles and responsibilities, delegation of duties, allocation of costs, cycle lengths (ranges by corridor), progression goals, and incident/special event signal timing procedures.
<i>Emergency Coordination Agreements (Public Agency-Public Agency)</i>	
TMC/Local EOC, Fire, Police, County or State EOC	This agreement would establish the roles and responsibilities of a TMC in supporting emergency coordination for disasters or threats requiring evacuation or other mass coordination efforts. May include sharing requirements of CCTV video images by emergency management agencies. Such an agreement could be put into place to formalize the traffic signal coordination activities between the City of Fresno and Caltrans, and between the City of Fresno and the City of Clovis.
<i>Fiber Sharing Agreements (Public Agency-Public Agency)</i>	
TMC/TMC	<p>This agreement would establish the requirements and security needs of each agency in sharing fiber cable to connect to their respective devices. Cost sharing should be delineated in the agreement as well as network maintenance / management on the fiber infrastructure. Such an agreement could be put into place to formalize the fiber sharing arrangements between the City of Fresno and Caltrans, and between the City of Fresno and the City of Clovis.</p> <p>These agreements are developed to define the roles and responsibilities of the agencies for the actual sharing of fiber and should outline cost sharing that established the fiber sharing path.</p>

11.1.4 Regional Planning

The ITS Strategic Deployment Plan supports the Regional Planning process by providing an ITS-specific vision for the region, and its consistency with the current (2014) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). This ITS-specific vision is furthermore supported by ITS-specific goals and objectives, which have been vetted by representatives of the same agencies that collaboratively develop the RTP/SCS. The ITS Strategic Deployment Plan also supports the Regional Planning process by documenting ITS strategies and projects for incorporation into the next update of the RTP/SCS.

11.2 REGIONAL ITS ARCHITECTURE MAINTENANCE

The Fresno County Regional ITS Architecture is a dynamic plan that documents current and future ITS infrastructure and plans throughout Fresno County, as well as the systems' relationships with other agencies and systems. To stay consistent with changing needs and evolving technologies, the architecture and database will require periodic updates as the ITS

program evolves. In order to maintain and upkeep the architecture, regular maintenance should occur, especially as projects are implemented or expanded, agency priorities change, or other changes occur that impact ITS in the various jurisdictions. The architecture maintenance plan outlined in the following subsections acts as a control mechanism for maintaining order, while updating the architecture. It also outlines a process for keeping the architecture up-to-date over time.

This maintenance plan is laid out in two parts, both of which provide instructions for making changes to the architecture. The first section is built for stakeholders to use in order to identify when updates are needed in the architecture. The second section of the maintenance plan was built for the person in charge of maintaining the architecture and database; a Regional ITS Architecture Maintenance Committee at Fresno COG will assume this responsibility. This section of the plan proposes a process to be used when reviewing updates that are submitted by stakeholders.

11.2.1 Purpose for Maintenance

The Fresno County Regional ITS Architecture and database are dynamic planning tools that are subject to change as ITS needs and infrastructure evolve in the County. New projects that are planned or constructed each year may change the status or existence of inventory elements and information flows that are currently represented in the architecture. As changes occur, portions of the architecture documents and database will need to be updated accordingly. These changes should be initiated by the stakeholders as the need arises and should be submitted to Fresno COG via e-mail for inclusion in the next ITS architecture update. The Fresno County Regional ITS Architecture would need to be updated for any of the following reasons:

- **New Stakeholders** – New stakeholders become active in ITS. If this occurs, the architecture documents and database should be updated to reflect the new stakeholder's place in the local network of ITS elements, interfaces, information flows, and participation in regional activities. For example, new transportation modes and new transportation services might arise that touch the systems of additional stakeholders.
- **Changes in Scope of Services Considered** – The range of services that are provided in the region expands to new functionalities and new uses of technologies not already covered by the current architecture.
- **Changes in Other Architectures** – The Fresno County Regional ITS Architecture should be coordinated with the Caltrans Statewide ITS Architecture. Changes in the statewide ITS architecture may necessitate changes in the architecture for the Fresno County Region to maintain consistency between them. Changes to the Caltrans Statewide ITS Architecture should be communicated to Fresno COG (and other affected stakeholders) by the maintainer of that architecture so that there can be coordination between the Caltrans Statewide ITS Architecture and the Fresno Regional ITS Architecture. Similarly, changes to the San Joaquin Valley ITS Architecture should be communicated to Fresno COG (and other affected stakeholders) by the maintainer of that architecture so that there can be coordination between the San Joaquin Valley ITS Architecture and the Fresno Regional ITS Architecture. Fresno GOG should also be cognizant of the need to notify the maintainers of neighboring and overlapping ITS architectures when changes are made to the Fresno County Regional ITS Architecture, so

that those architectures can be assessed and updated as appropriate. The coordination can take place via existing forums and/or processes utilized by Fresno COG for interregional coordination on other subject matters. Any impacts to the Fresno Regional ITS Architecture by neighboring or overlapping ITS architectures would be coordinated with Fresno County ITS stakeholders, by Fresno COG, following the processes established in this Use and Maintenance Plan.

- **Changes due to Project Definition or Implementation** – A project may add, subtract, or modify elements, interfaces, or information flows when actually defined or implemented, and these changes need to be reflected in the architecture. The architecture is meant to describe the current, as well as future implementation of ITS, thus it must be updated to accurately reflect how any newly deployed projects integrate into the region’s systems.
- **Changes due to Project Addition/Deletion** – Occasionally a project will be added or deleted from the architecture due to funding, planning processes, or through project delivery. This could change the status or existence of inventory items, information flows, and service packages in the architecture and database.

11.2.2 Frequency and Process of Review/Updates

There is no fixed time period or exact event dictating when the regional ITS Architecture **should** be updated. Even when a change occurs, it does not necessarily require that the architecture be updated immediately. For example, it is not necessary to update the architecture just because a new version of the U.S. National ITS Architecture is released. Similarly, if there are no significant changes in policies or in the status of the deployment of ITS in the region, it may not be necessary to update the architecture for several years. Fresno COG, in association with the ITS stakeholders in the Fresno County Region, would determine what constitutes “significant changes” on a case by case basis. However, it is important to ensure that the architecture continues to accurately represent ITS in the region, and that the architecture remains compliant with federal requirements.

It will be important to periodically review the architecture, even though a major update might not necessarily be warranted. A recommended review and update cycle is presented below:

- **Annual Review** – The Fresno County Regional ITS Architecture will be checked annually, and updated if necessary, to make minor corrections and modifications to reflect any changes to existing or future ITS projects that might have occurred. These modifications may be a result of changes in project status, emergence of new stakeholders, or updates to agency agreements. Modifications may also result from projects being implemented (changing status of data flows from “planned” to “existing”). This review will be led by Fresno COG. It is recommended that Fresno COG compile and distribute any architecture Change Request Forms that have been received over the past year to stakeholders for review prior to the annual review meeting. This will provide stakeholders with the opportunity to discuss any changes needed to the architecture. Fresno COG will consider changes stemming from the annual reviews in conjunction with more comprehensive updates to the Fresno County Regional ITS Architecture that are coordinated with updates to the Regional Transportation Plan (RTP).

- **Comprehensive Update** – Fresno COG will coordinate a more thorough update of the Fresno County Regional ITS Architecture in coordination with the update of the RTP, as needed. With minor updates and modifications occurring in the interim, this Comprehensive Update would address new or adjusted projects outlined in the funding programs being included in the Fresno County Regional ITS Architecture, as well as identify significant changes or additions that could affect multiple stakeholders. It is recommended that this Comprehensive Update include input from the stakeholders, either through a workshop format, individual phone calls, or smaller focus groups. Proposed updates and revisions to the Fresno County Regional ITS Architecture should be reviewed by the affected stakeholders for consensus.

As mentioned in the first bullet, stakeholders should complete and submit a Change Request Form when they anticipate or identify a possible change to the architecture. This request should be submitted to Fresno COG, and should include the following information:

- Contact information of the individual proposing the change: name, title, agency, email, fax number, and phone number;
- Date;
- Short description of proposed change (a title up to 25 characters);
- Detailed description of proposed change. (What is to be added, deleted, or modified?);
- Type of change proposed (e.g. new project, new stakeholder, etc.);
- Name of system(s) or project(s) being implemented or modified (if applicable);
- Status:
 - Proposed (want to implement but has not yet secured funding for the project);
 - Planned (secured funding for the project);
 - Under Construction (currently deploying the system); or
 - Existing (deployed the system and it is currently operational).

The Change Request Form is included in **Table 11-4**. A copy of the form can be sent via e-mail or fax to:

Name: Peggy Arnest

Email: parnest@fresnocog.org

Fax: 559-233-9645

Fresno COG will designate a Regional ITS Architecture Maintenance Committee that will be responsible for reviewing information contained in the submitted Change Request Forms and approving and/or recommending the corresponding updates within the Fresno County Regional ITS Architecture. By default, the Regional ITS Architecture Maintenance Committee will be made up of a representative from each of the following agencies:

- Fresno COG
- Caltrans District 6

- City of Fresno
- City of Clovis
- County of Fresno
- Fresno Area Express
- Clovis Transit
- Fresno County Rural Transit Agency

Fresno COG will also encourage the participation of at least one representative from the group of smaller cities outside of the Fresno-Clovis Metropolitan Area.

The Regional ITS Architecture Maintenance Committee will operate in a transparent manner. Any parties that are impacted directly, or indirectly, by any matters that come before the Committee will be engaged in open discussion to ensure full understanding of all matters that come before the Committee, by all affected parties. All ITS stakeholders in the Fresno County Region will be notified about change requests that come before the Committee, and will be given an opportunity to provide input into the process. All ITS stakeholders in the Fresno County Region will be notified of the final disposition of matters deliberated by the Committee. In addition, Fresno COG will notify the maintainers of neighboring and overlapping ITS architectures when changes are made to the Fresno County Regional ITS Architecture, so that those architectures can be assessed and updated as appropriate.

A flow chart outlining the thought processes that the Committee should go through when reviewing a Change Request Form has been developed to assist the Fresno COG Regional ITS Architecture Maintenance Committee in determining whether an architecture update is necessary. The flow chart has two questions to help identify if stakeholders agree on the change that is being requested, what impact the change will have to the physical architecture, and what discussions should occur in specific situations. For each change request form, both questions should be reviewed in their entirety.

The committee should use the following processes responding to two specific questions as described in **Figure 11-1** and **Figure 11-2** when reviewing each Change Request Form for approval.

Table 11-4: Change Request Form

Stakeholder Proposing Change	Name			Title	
	Agency				
	Email				
	Phone No.			Fax No.	
Date					
Description of Change	Title	<i>Short Description (up to 25 characters)</i>			
	Detailed Description	<i>(What is to be added, deleted, or modified? Attach additional documentation if necessary)</i>			
	Type of Change	<input type="checkbox"/> New Service Package <input type="checkbox"/> Deleted Service Package <input type="checkbox"/> Modified Service Package or Data Flow (attach mark up or sketch)		<input type="checkbox"/> New/Changed Stakeholder <input type="checkbox"/> Change in Project Status (planned now existing) <input type="checkbox"/> Other	
	Systems or Projects	<i>Name of System(s) or Project(s) being implemented or modified (if applicable)</i>			
Project Status	<input type="checkbox"/> PROPOSED (funding not yet secured) <input type="checkbox"/> PLANNED (funding secured) <input type="checkbox"/> UNDER CONSTRUCTION (stakeholder is currently deploying system/project) <input type="checkbox"/> EXISTING				

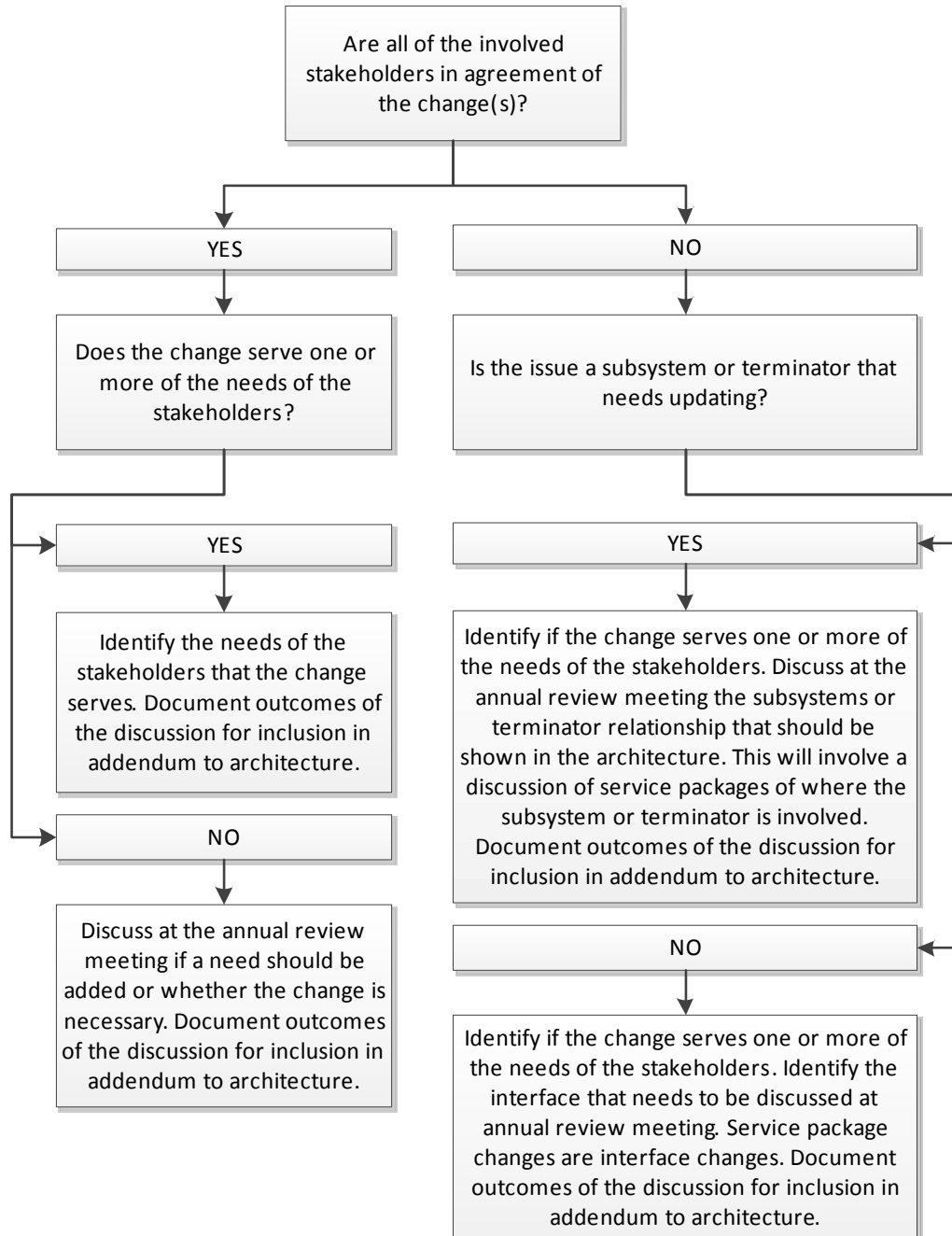
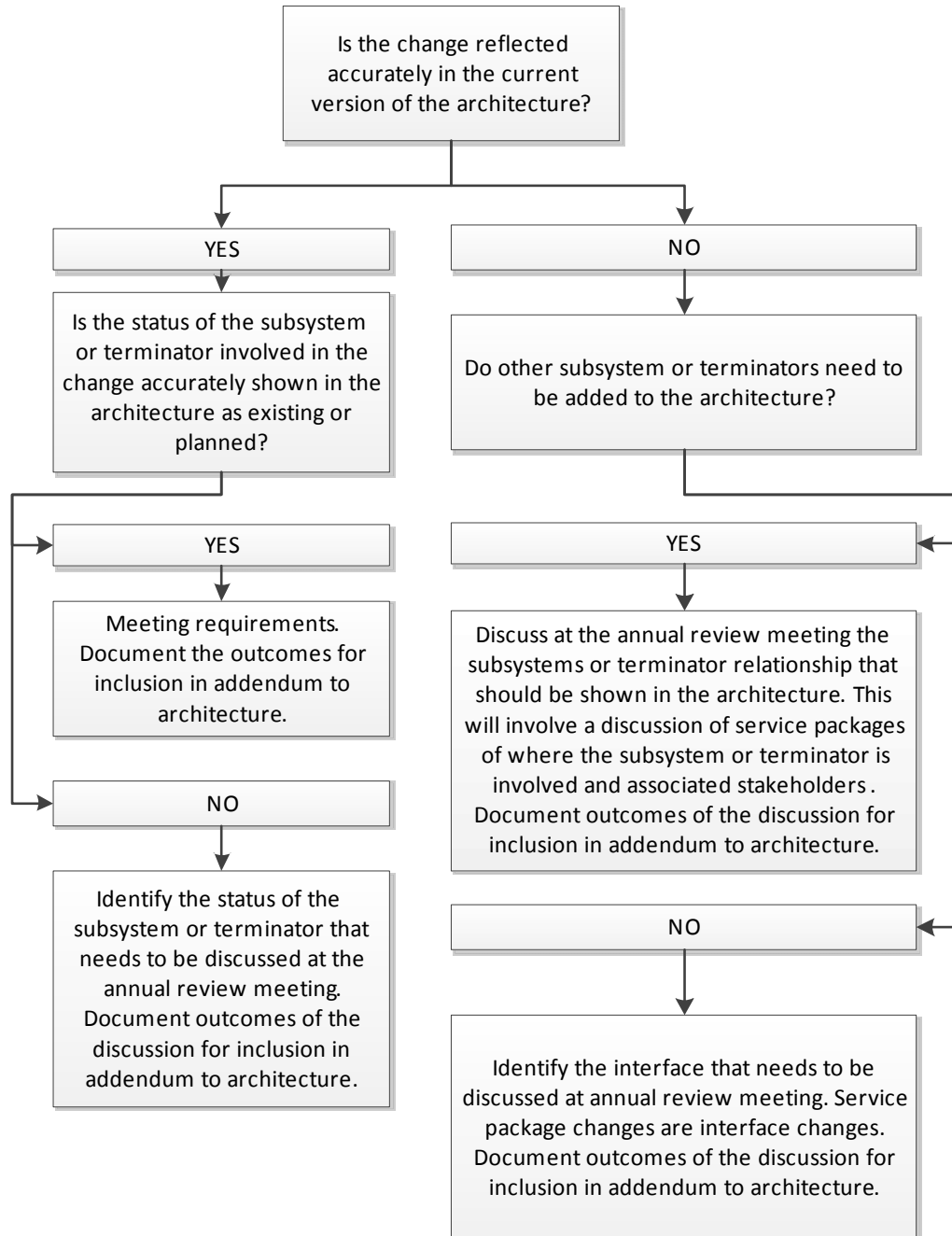
Figure 11-1 – Fresno COG Architecture Update Review Process – Agreement Question

Figure 11-2 – Fresno COG Architecture Update Review Process – Architecture Question

11.3 ROLES AND RESPONSIBILITIES

Fresno COG will update the architecture (addition, deletion, or modification) as specified in the approved Change Request Form, which includes performing the following tasks:

- Evaluate how the changes affect the architecture documents, Turbo database, and website.
- Evaluate whether or not the change impacts multiple stakeholders or other elements within the regional ITS architecture. This step will also include coordinating with those stakeholders to obtain consensus on the proposed change.
- Ensure that changes are carried out in the most recent versions of the documents, databases, and graphics.
- Verify that all dependencies and updated and related documents are synchronized with each other.
- After changes are made, make sure that the revised documents are posted, stored online, or otherwise disseminated in “read-only” format to prevent any unauthorized changes from being made.
- Ensure that the most current Turbo Architecture file version and day/date/time are updated on the Start tab of the Turbo Architecture database file.
- Ensure file names, document titles, and website are consistent with the architecture name, version, and dates.
- Fresno COG staff will periodically update the Transportation Technical Committee, Policy Advisory Committee, and Policy Board on matters concerning the ITS Architecture and Strategic Deployment Plan.



February 22, 2018

TO: REGIONAL PLANNING ADVISORY COMMITTEE

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

SUBJECT: MARCH MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday February 28, 2018 (March meeting) has been cancelled. The next meeting will be held on Wednesday, April 4, 2018. Agenda material will be mailed approximately one week prior to that date.

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
April 4, 2018
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) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of January 31, 2018

IV. KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE - STATUS REPORT (Urata)

Comment: To help meet more stringent air standards, Kern COG is promoting early deployment of alternative fuel vehicle technologies such as electric plug-in vehicles.

Action: Information

V. FHWA ALTERNATIVE FUEL CORRIDORS (Urata)

Comment: The Federal Highway Administration (FHWA) has announced the updated FAST Alternative Corridor Signage-Ready and Signage Pending routes that serve as the basis for a national network of "alternative fuel" corridors.

Action: Information

VI. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – DELIVERABLE REVIEW (Pacheco)

Comment: Kern COG staff will provide an Intelligent Transportation Systems (ITS) Kern update. On March 22nd, Kern COG staff posted Draft Deliverables #7, #9, and #10 for review at <http://www.kerncog.org/category/docs/its/>. Comments are due April 6th. Draft Deliverable #11 is now available for review; comments are due April 20.

Action: Information

VII. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Comment: Update schedule for the 2018 Regional Transportation Plan; Environmental Impact Report; Air Quality Conformity Analysis; and 2019 Federal Transportation Improvement Program.

Action: Recommend that the Transportation Planning Policy Committee approve the development timeline.

VIII. UPDATE ON TARGET SETTING FOR SB 375 GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER VEHICLES FOR THE KERN COG 2022 RTP (Ball)

Comment: On March 22, 2018 California Air Resources Board (ARB) adopted the SB375 Targets for the third cycle Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to be effective October 1, 2018.

Action: Information

IX. Modeling 101 Presentation presented to the TMC at the March 14th meeting is available at:
<http://www.kerncog.org/wp-content/uploads/2018/03/Modeling-101-Presentation.pdf>

X. ANNOUNCEMENTS

XI. MEMBER ITEMS

XII. ADJOURNMENT

The next scheduled meeting will be May 2, 2018.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
January 31, 2018
1:30 P.M.

Secretary Napier called the meeting to order at 1:35 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Christine Viterelli	City of Arvin (phone)
	Steven Esselman	City of Bakersfield
	Suzanne Forrest	City of Shafter
	Mark Staples	City of Taft (phone)
	Craig Murphy	County of Kern
	Ricardo Perez	GET
	Michael Navarro	Caltrans
	Eric Dhanens	Community Member
	Jack Becker	Community Member
	Ted James	Community Member
	Blair Knox	LAFCO
STAFF:	Becky Napier	Kern COG
	Ben Raymond	Kern COG
	Linda Urata	Kern COG
	Raquel Pacheco	Kern COG
	Pete Smith	Kern COG
	Bob Snoddy	Kern COG
OTHERS:	Patricia Leal	LCJA
	Adeyinka Glover	LCJA
	Barry Nienke	Citizen
	Brian Blacklock	Kern County Public Works
	Warren Maxwell	Kern County Public Works
	Dave Dmohowski	Home Builders Association
	Ravi Pudipeddi	City of Bakersfield
	Ryan Starbuck	City of Bakersfield
	Troy Hightower	Consultant
	Kameron Arnold	City of McFarland
	Scott Lan	Caltrans

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.**

This item was heard after Item IV. Bob Snoddy made an announcement about the Sustainable Transportation Planning Grant Program created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe, sustainable, integrated and efficient

transportation system to enhance California's economy and livability. Grant applications are due February 23, 2018, and Committee Members are encouraged to submit an application.

III. WELCOME NEW COMMUNITY-AT-LARGE MEMBERS

Secretary Napier welcomed the new Community-at-Large Members Jack Becker and Eric Dhanens.

IV. SELECTION OF A CHAIRMAN AND VICE-CHAIRMAN (Napier)

Secretary Napier opened nominations for Chairman. Committee Member Forrest nominated Committee Member Perez. Nominations were closed and Committee Member Perez was unanimously accepted as the Chairman. Chairman Perez opened nominations for Vice-Chairman. Committee Members nominated Committee Member James for Vice-Chairman. Nominations were closed and Committee Member James was unanimously accepted as the Vice-Chairman.

V. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Esselman made a motion to approve the discussion summaries for the meetings of January 3, 2018; seconded by Committee Member Murphy with all in favor.

VI. 2018 RTP/SCS EIR PRELIMINARY ALTERNATIVES DEVELOPMENT (Raymond)

Mr. Raymond advised the Committee that staff is refining modeling for the alternatives for the 2018 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) environmental document. Consistent with the 2014 RTP/SCS process and to meet the requirements of SB 375, Kern COG developed and workshopped four (4) scenarios that varied in the amount of infill, compact development and transit-bike/ped infrastructure. Scenario 1 was the least compact while Scenario 4 was the most compact land use scenario. The next step is to develop alternatives for inclusion in the environmental document to the 2018 RTP to meet California Environmental Quality Act (CEQA) requirements. Currently there is the 2018 Plan alternative based on Scenario 3, and three other alternatives under development – the No Project, Old Plan and Infill Plan Alternative.

Committee Member James asked how the scenarios factor in to the 4 alternatives. Mr. Raymond stated that the control totals are by Regional Statistical Area (RSA). The RSAs remain the change within each scenario. Troy Hightower asked if there was any modeling available to review and suggested that Lamont be included in the Arvin sub area. Mr. Ball stated that there is a link to the model documentation on the Kern COG website that includes peer review and the additional modeling is still being generated. Committee Member James asked how many different models are being used and requested a brief discussion of the ones used in Kern. Mr. Ball stated that there are different models being used by MPOs in California. He stated that Kern COG the Land Use Modeling Methodology uses UPLAN to get the Transportation Analysis Zone (TAZ) data for the Travel Model. The Travel Model used CUBE by Citilabs, and the Air Quality Model uses EMPHAC 14 that is required by CARB.

This was an information item.

VII. 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) CHAPTER REVIEW

Ms. Napier stated that Kern COG staff members, depending on their areas of responsibility, have been updating the RTP Chapters in anticipation of adopting the 2018 RTP in spring of 2018. She stated that Committee Members Oviatt, James and Forrest also submitted revisions to the Chapters. Ms. Napier stated that staff is requesting that the Committee authorize use of

the Draft Chapters 3, 4 and 5 to begin development of the 2018 RTP/SCS Environmental Document so that staff can stay on schedule for the spring adoption.

Committee Member James suggested that Chapter 4 provide more information out of the new Kern County Active Transportation Plan that would provide information that could answer some of the questions that the Leadership Counsel for Justice and Accountability had. After discussion, Committee Member Esselman made a motion to authorize use of Draft Chapters 3, 4 and 5 to begin development of the 2018 RTP/SCS Environmental Document; seconded by Committee Member James with all in favor.

Audience Member Maxwell recommended that the Transportation Modeling Committee reconvene to review the modeling parameters. Mr. Ball will meet with the Transportation Modeling Committee in a couple of weeks.

VIII. NEW FEDERAL SAFETY PERFORMANCE MEASUREMENT TARGET REQUIREMENT (Flickinger)

Mr. Flickinger stated that one update to the Draft 2018 RTP integrated performance measure process will be the incorporation of 5 new added safety performance measures developed consistent with the state targets and the federal methodology.

Committee Member James made a motion to recommend that the Transportation Planning Policy Committee approve the Kern Safety targets consistent with the state target and using the federal methodology; seconded by Committee Member Esselman with all in favor.

IX. UPDATE ON TIMELINE FOR TARGET SETTING FOR SB 375 GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER VEHICLES AND THE 2018 REGIONAL TRANSPORTATION PLAN (Ball)

Mr. Ball discussed that the California Air Resources Board (ARB) has delayed adoption of the SB 375 Targets for a third time to March 22-23, 2018. Mr. Ball discussed that he attended an ARB meeting on January 30, and that the next update of the targets will use a “hybrid” that will use a menu based approach that uses strategies.

This was an information item.

X. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – FINAL DELIVERABLES #6 AND #8 (Pacheco)

Ms. Pacheco informed the Committee that the 2015 Fresno County ITS Plan – Regional ITS Architecture Maintenance Plan will be used as a starting point for the ITS Kern Architecture Maintenance Plan. Ms. Pacheco stated that the consultant, Kimley-Horn and Associates, has begun contacting stakeholders to discuss the preliminary data files from the ITS architecture database. The Kern COG Project Team and consultant selected the following agencies to meet with in-person based on the submitted inventory data files: City of Bakersfield, City of Delano, County of Kern, and Golden Empire Transit District. The consultant will be contacting Caltrans District 9 to set a phone meeting. These meetings will occur in February.

Ms. Pacheco answered question from the Committee. This was an information item.

XI. ANNOUNCEMENTS

Ms. Napier informed the Committee that the July meeting will fall on July 4 and that the Transportation Technical Advisory Committee decided to hold their July meeting on June 27, 2018. Ms. Napier stated that she would put an item on the next agenda for consideration.

XII. MEMBER ITEMS

Chairman Perez stated that Golden Empire Transit has hires STANTEC to develop alternatives to fixed routes potentially using UBER, LYFT and others.

IX. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next scheduled meeting of the RPAC is February 28, 2018.

April 4, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Linda Urata
Regional Planner

SUBJECT: RPAC AGENDA ITEM: IV
KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE - STATUS REPORT

DESCRIPTION:

To help meet more stringent air standards, Kern COG is promoting early deployment of alternative fuel vehicle technologies such as electric plug-in vehicles.

DISCUSSION:

This report covers Kern COG activity between October 2017 and March 2018. The Center for Sustainable Energy reporting for calendar year 2017 is also provided.

As of March 13, 2018, there are 506 charging spaces in Kern County listed on internet-based station locators. There has been no change in this inventory since September 2017. Kern COG has set a goal to promote installation of 4,000 electric vehicle charging parking spaces by 2025 at public parking and workplaces throughout the County.

The California Clean Vehicle Rebate Program is administered by the Center for Sustainable Energy (CSE). They post program information on their website, <https://cleanvehiclerebate.org>. Between July and December 2017, 99 rebates were issued in Kern County. The bulk of these, 81 rebates (\$196,500), were issued between September 2nd and December 31st. This would indicate that our partnership with Project Clean Air and EV Perks to host National Drive Electric Week and Greater Bakersfield Chamber of Commerce Business Expo outreach events and a media campaign in September and October had a positive impact on electric vehicle sales. In the calendar year 2017, 286 rebates were issued in Kern County, totaling \$725,150.

CSE conducted a survey of rebate recipients between 2012 and 2015. The following information was gathered from 88 respondents in Kern County. 90% reported owning their own home. 88% of respondents live in a Detached House. 4% reside in an Attached House (townhome, duplex). 2% reside in an Apartment or Condominium. 5% reside in "Other". 50% of respondents reported household income in the \$100,000 to \$199,000 range. 37% reported household income in the less than \$100,000 range. With regards to Education, 94% report "some degree" or higher achievement. One individual reported having not completed high school. The survey also captures information on Gender, Race/Ethnicity, and Age.

Kern COG staff, and staff from EV Perks and the San Joaquin Valley Air Pollution Control District's (VAD) electric vehicle incentives department worked in a booth at the Greater Bakersfield Chamber of Commerce Business Expo on October 26, 2017. A few leads were generated for the installation of public electric charging stations at local businesses, which were pursued by EV Perks.

Kern COG worked with Project Clean Air, the San Joaquin Valley Electric Vehicle Partnership, EV Perks, and Charge Across Town to host a LiveSmart Fair and Best Drive EV event at Urner's Appliances in Bakersfield on September 16th for National Drive Electric Week. The group launched a multi-media public awareness

campaign leading up to the event. 123 participants test drove or rode in electric vehicles. Kern COG worked with the same partners to host a Best Drive EVER event in Tehachapi on October 8th during Apple Fest. More than 50 participants test drove or rode in electric vehicles.

In October, the VAD Governing Board approved accepting a CARB grant of \$2,250,000 for a project titled *Ecosystem of Shared Mobility Services* developed through a Sustainable Communities Grant to the National Center for Sustainable Transportation at UC Davis. Some funding will come to Kern County to pilot a program called Valley Go in partnership with Self-Help Enterprises, Kern Transit, the City of Wasco and Kern COG among other partners to use electric vehicles for carsharing and ridehailing services in Lamont, Arvin and Wasco. Kern COG staff attended the VAD Governing Board meeting and made public comment supporting the VAD administration of the CARB Grant. Kern COG staff facilitated meetings with PG&E and to determine if their programs will benefit the Valley Go project. Kern COG staff attended a kickoff meeting with project partners at Self-Help Enterprises in Visalia on March 20, 2017.

In October, the VAD Governing Board directed its staff to update the ChargeUp! Program by (a) moving to a voucher program from a project-by-project program and (b) including Workplace Charging in the program. Kern COG staff attended the Board meeting and made public comment supporting the program changes.

More than 50 people attended the TRANSITIONS Symposium hosted by Kern COG on January 10, 2018 at the Four Points Sheraton Hotel. The one-day event featured speakers, vendor booths, and electric vehicles. Transit agencies learned of California Air Resources Board's proposed Zero Emission Bus Transit Regulation that will go to their governing board this summer.

Kern COG partnered with CSE to submit a \$200,000 grant request to the California Energy Commission to draft a Blueprint for EVs in Kern County. The completed Blueprint will recommend projects for each of our member agencies. These projects could be eligible for funding in a future California Energy Commission grant opportunity expected to be released in 2019. The Anticipated Notice of Proposed Awards is scheduled for April 2018 and the CEC Board would approve projects in either May or June 2018.

Kern COG staff participates in the Blue Sky Partners, and they are making plans for outreach activities in the April to June timeframe. May is Clean Air Month and Bike Month.

Kern COG staff promoted grant opportunities to its member agencies and local businesses, including the East Kern APCD Grant Program, the CEC 2017 Advanced Freight Vehicles and Infrastructure Program, and the CARB AB617 Community Air Quality Grants. Kern COG staff provided technical information to the County of Kern regarding EV Charging and the PG&E funding program. As part of the CMAQ program, staff contributed to discussions regarding the Buy America waiver program and studies comparing electric to CNG powered transit buses.

Kern COG staff participated in public workshops and webinars discussing alternative fuel technologies and incentive programs in order to share information with its member agencies. Meetings attended in this timeframe were hosted by the U.S. Department of Energy, California Air Resources Board, the California Energy Commission, the Local Government Commission, and the VAD.

The 2018 Advanced Clean Transportation Expo and Conference will be held at the Long Beach Convention Center from April 30 to May 2, 2018. www.actexpo.com

The San Joaquin Valley Natural Gas Partnership will host a workshop and planning meeting in Hanford on April 27, 2018. www.projectcleanair.us/sjvnpgp

The San Joaquin Valley Electric Vehicle Partnership (SJVEVP) hosted an EVs Made EZ Workshop in Merced on January 29, 2018. The SJVEVP will meet in Bakersfield in May 2018 with the venue to be determined. They will also host an EV Charging Workshop in Stockton on May 31, 2018 in Fresno. www.projectcleanair.us/sjvevp

ACTION: INFORMATION

Clean Vehicle Rebate Project



Since 2014, over 620 electric vehicles have received substantial rebates through the Public Fleet Pilot Project from the California Air Resources Board (CARB). Effective this month, the Public Fleet Pilot Project is now part of the Clean Vehicle Rebate Project (CVRP). As part of the CVRP public fleet incentives, here are some of the new enhancements:

- All public fleets can now apply for multiple rebates in a single application.
- All public fleets can now reserve rebates up to six months prior to vehicle delivery, and eighteen months after vehicles are delivered.
- Fleet vehicles domiciled in disadvantaged area census (DAC) tracts will be eligible for **increased incentives** greater than standard rebates.

[Learn more...](https://cleanvehiclerebate.org/eng/fleet) visit <https://cleanvehiclerebate.org/eng/fleet>

New Incentive Amounts

Vehicle Type	Standard Amount	Increased Amount
Fuel-cell electric vehicle	\$5,000	\$7,000
Battery or range-extended vehicle	\$2,500	\$4,500
Plug-in hybrid electric vehicle	\$1,500	\$3,500
Zero-emission motorcycle	\$900	n/a



Join Electrify America at the Bakersfield Plaza

4200 California Avenue
Bakersfield, CA 93309
Near Hobby Lobby and See's Candies

The activities include free test drives of the following models: Tesla Model S, BMW i3 and i3s, 2018 Nissan LEAF, Chevy Bolt EV, Volkswagen e-Golf, Honda Clarity Electric, and the Honda Clarity Fuel Cell. Additionally, there are used EVs on display in addition to home and public charging infrastructure including the 350kW fast chargers that EA will be installing across the country, but starting in California this year. In the first 7 markets, we conducted over 2700 test drives with Fresno being the most popular with over 500 test drives in 3 days. Also of note, test drivers receive a \$10 gift card as a thank you for their time and participation.

We hope to provide participants with as much information about rebates, incentives, and information about used EVs as is possible since navigating this process can often be complicated.

We hope you will be able to join us at the Bakersfield event on April 3rd and 4th and help us educate more Californians about the benefits of electric cars!



DISCOVER AND DRIVE TOUR
*Experience the fun-to-drive future
of cars—available today—at our
complimentary Electric Vehicle Test Drive.*

Bakersfield Plaza

Tuesday, April 3rd

Wednesday, April 4th

10am - 6pm

10am - 6pm

Must have valid driver's license to drive

For more information or to pre-register visit <https://electrifyamerica.rsvp360.co>



April 4, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director
By: Linda Urata, Regional Planner

SUBJECT: RPAC AGENDA ITEM: V.
FHWA ALTERNATIVE FUEL CORRIDORS

DESCRIPTION:

The Federal Highway Administration (FHWA) has announced the updated FAST Alternative Corridor Signage-Ready and Signage Pending routes that serve as the basis for a national network of “alternative fuel” corridors.

DISCUSSION:

In November 2016, the Federal Highway Administration (FHWA) announced the 55 routes that serve as the basis for a national network of “alternative fuel” corridors spanning approximately 85,000 miles across 35 states. These national fueling corridors along major highways establish routes for plug-in electric vehicle (EV) charging, and fueling for hydrogen, propane and natural gas-powered vehicles as the specific fuels designated by Congress in the “Fixing America’s Surface Transportation” (FAST) Act.

In November 2017, the California Governor’s Office requested that their proposed corridors be supported and stated that routes meeting the criteria would be considered for nomination. In the first round, Kern COG submitted maps and comments to the State’s Office of Planning and Research that were incorporated into the comments provided to FHWA in 2016 and 2017.

EV	CNG	LNG	Hydrogen	Propane
Includes DCFC and Level 2	150 miles between stations	200 miles between stations	100 miles between stations	150 miles between stations
50 miles between stations	5 miles from highway	5 miles from highway	5 miles from highway	5 miles from highway
5 miles from highway	Public stations only	Public stations only	Public stations only	Public stations only
Public stations only (no Tesla)	Fast fill, 3,600 psi	Public stations only	Public stations only	Primary stations only

Nomination Considerations for “Signage-Ready” Corridors

Signage-ready corridors should have 2-3 stations and be at least 150 miles in length – or entire length of corridor in a State, if less final classifications will be made on a case-by-case basis.

Signage-pending corridors – if no facilities, then must submit a plan/timeline for build-out.

EV corridor nominations – encourages coordination with **Electrify America** on targeted Interstates.

Public and private sector coordination – working with state and local agencies, Clean Cities Coordinators, and other stakeholders.

Coordinate with state freight plans and/or long-range transportation plans.

Since the first designation in 2016, more infrastructure has been developed in California resulting in successful nominations of corridors throughout the state. Corridors are designated as Corridor-Ready or Corridor-Pending.

Corridors designated as “sign-ready” – meaning routes where alternative fuel stations are already in operation – will be eligible to feature new signs alerting drivers where they refill their alternative fuel vehicles. These signs are similar to existing signage that alerts drivers to gas stations, food, and lodging.

The FHWA notes the following benefits to corridor designation:

- Provides a **planning exercise to prioritize future public and private funding/investment** for future corridor station development by identifying gaps along the corridor and/or opportunities to extend the corridor.
- Accelerate public interest and awareness through **national highway signage** branding.
- Opportunity to coordinate/collaborate with state and local officials who have Interstate highways that have been targeted for investment in the first 30-month cycle by **Electrify America** and other **VW funds**.
- **CMAQ funding priority** may be given to designated corridors for EV and CNG – Section 1114 of the FAST Act.
- The alternative fuels pooled fund, also known as the Deployment of Alternative Vehicle and Fuel Technologies initiative, began in 2015. The Oregon Department of Transportation (ODOT) is leading the pooled fund effort, while the U.S. Department of Transportation's Federal Highway Administration (FHWA) serves as technical liaison

Several routes in Kern County were designated as follows in 2018:

Signage Ready	EV Ready	CNG Ready	Signage Pending	EV Pending	CNG Pending
	<p>Not in Kern County but leads to EV Pending Route in Kern County.</p> <p>SR 14: From Santa Clarita to Lancaster, CA</p>	<p>SR 46: From Paso Robles, CA to Wasco, CA</p> <p>SR 58: From Buttonwillow, CA (at the intersection of I-5) to Barstow, CA (at the intersection of I-15)</p>		<p>SR 14: From Lancaster, CA to Inyokern, CA (end at intersection of SR 14 and US 395)</p> <p>SR 46: From Paso Robles, CA to McFarland, CA</p> <p>SR 58: From Buttonwillow, CA (at the intersection of I-5) to Barstow, CA (at the intersection of I-15)</p>	<p>Sr 14: From Sylmar, CA to Inyokern, CA</p> <p>SR 46: From Wasco, CA to McFarland, CA (at intersection with SR-99)</p>

The new alternative fuel corridor signs were designed to be easily recognizable. The new signs, and a list of the new sign-ready corridors, can be found on the FHWA website at http://www.fhwa.dot.gov/environment/alternative_fuel_corridors.

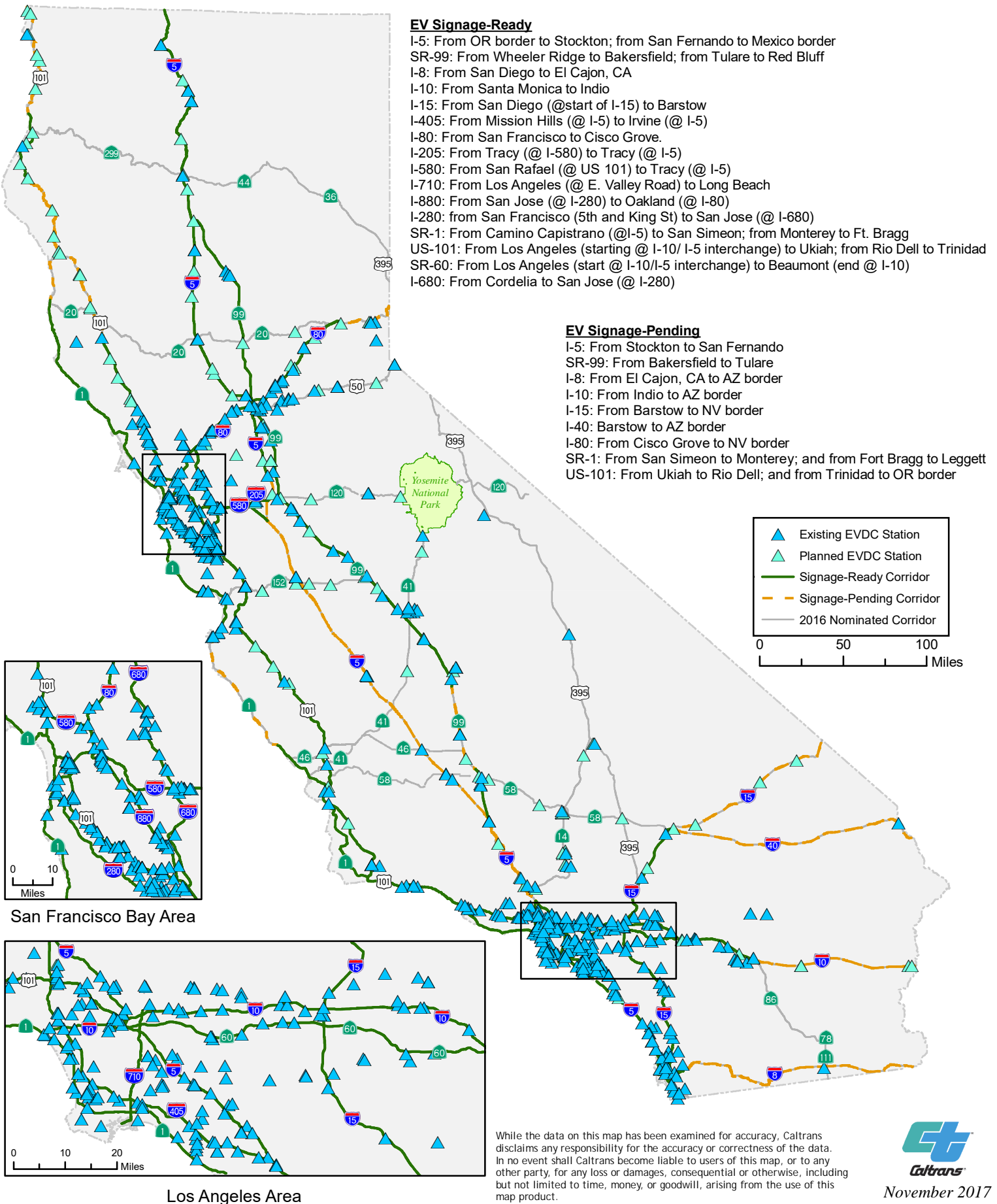
The alternative fuels pooled fund, also known as the Deployment of Alternative Vehicle and Fuel Technologies initiative, began in 2015. The Oregon Department of Transportation (ODOT) is leading the pooled fund effort, while the U.S. Department of Transportation's Federal Highway Administration (FHWA) serves as technical liaison.

- In addition to ODOT, the other State DOTs that have contributed to the pooled fund are: California Department of Transportation, Connecticut Department of Transportation, North Carolina Department of Transportation, Texas Department of Transportation, Vermont Agency of Transportation, and Washington State Department of Transportation.
- The website that hosts all materials related to the pooled fund is available at <http://altfueltoolkit.org/>. This website serves as a resource for DOTs and metropolitan planning organizations (MPOs) working on alternative fuel vehicle and infrastructure deployment.
- The website has tools and resources such as:
 - An overview of alternative fuels, including price and emission information
 - A timeline of alternative fuels development in the United States
 - A fact sheet on public funding sources for clean freight corridors
 - A payback calculator for alternative fuel vehicles
 - An alternative fuel vehicle station locator
 - An interactive map of truck parking and truck stop electrification
- The website also hosts the AFV Planning Guide, which is an action-oriented guide to help state and regional transportation agencies navigate the stages of engagement on alternative fuel vehicles.

ACTION: Information

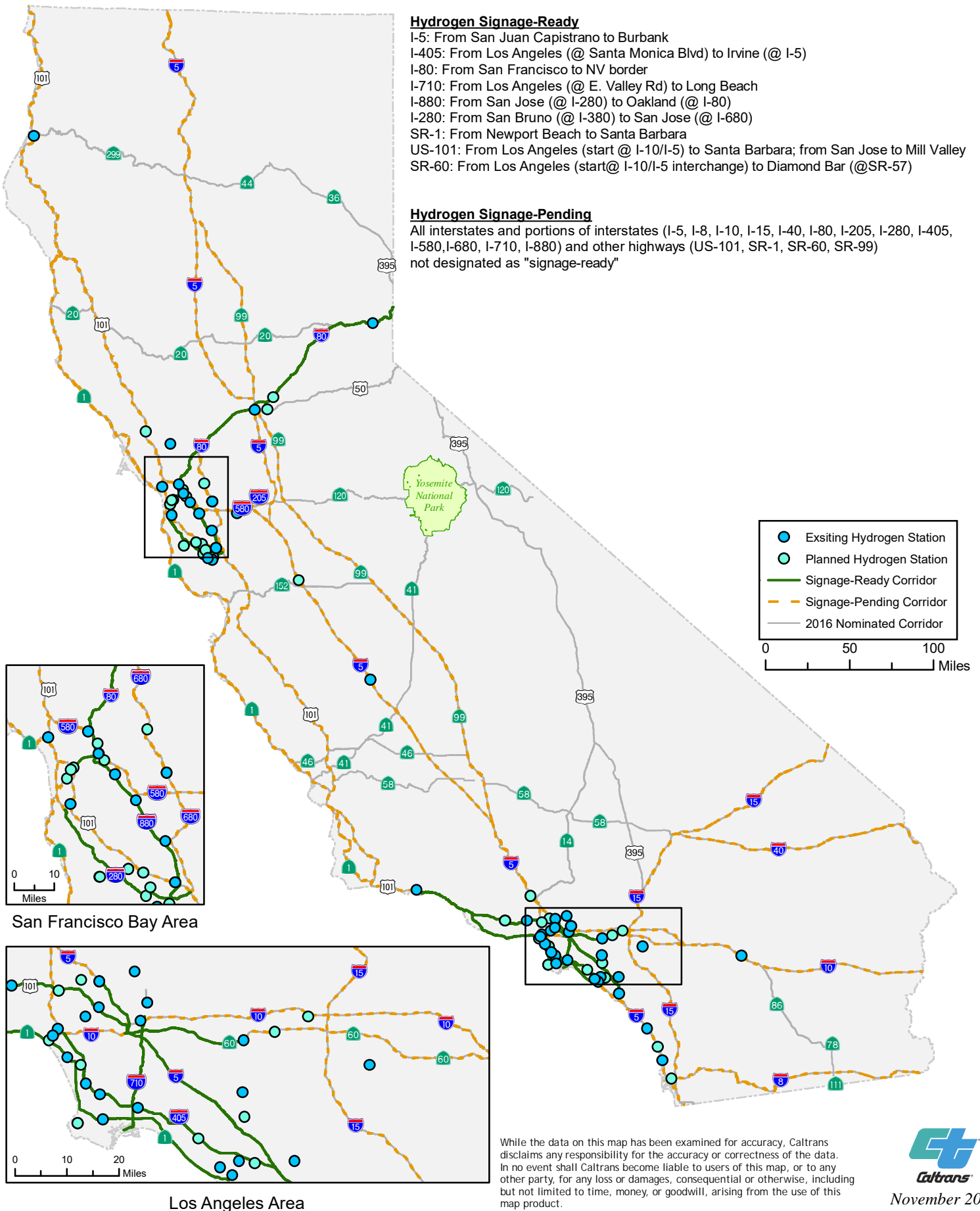
2017 California Alternative Fuel Corridor Proposal

Electric Vehicle



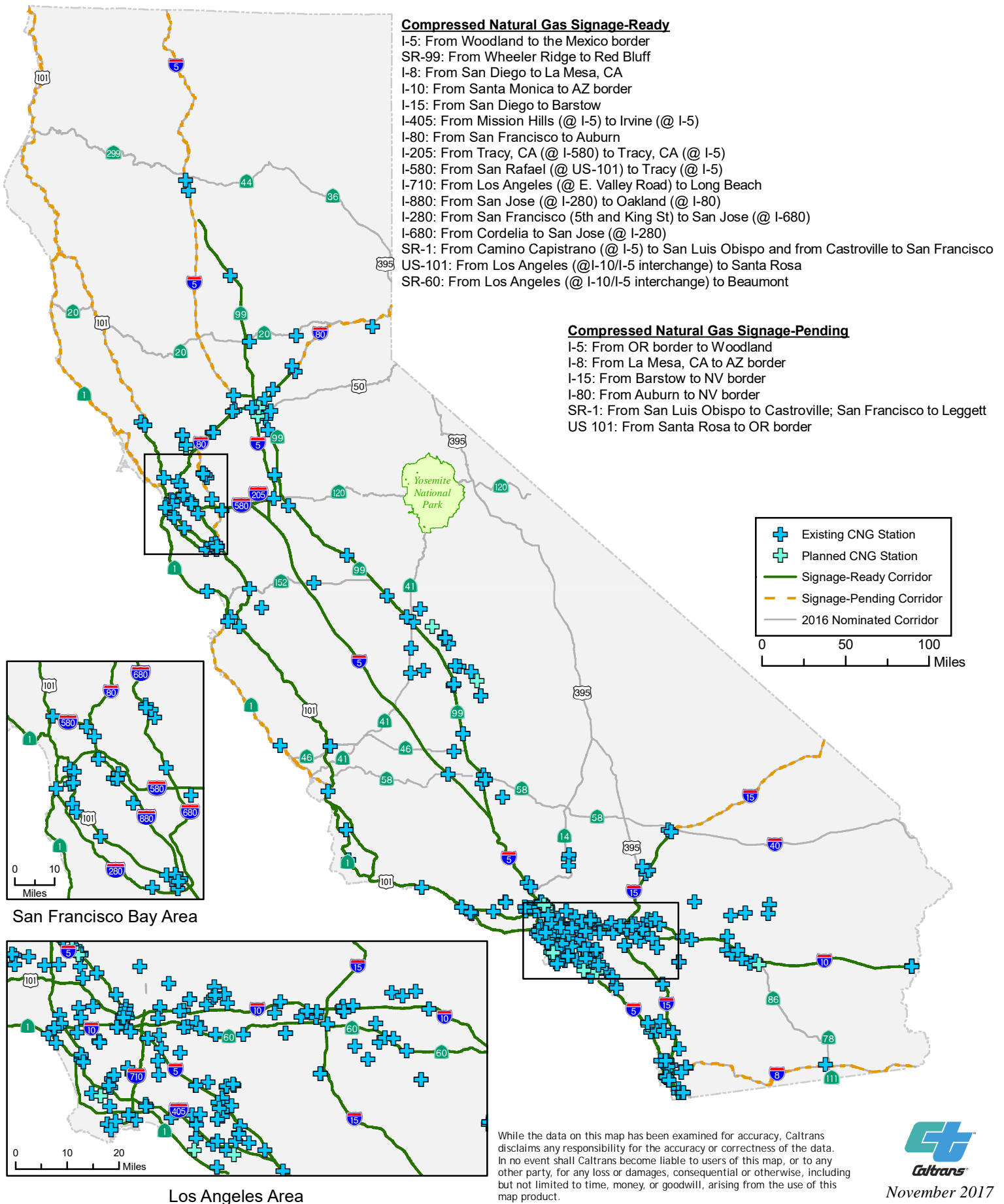
2017 California Alternative Fuel Corridor Proposal

Hydrogen



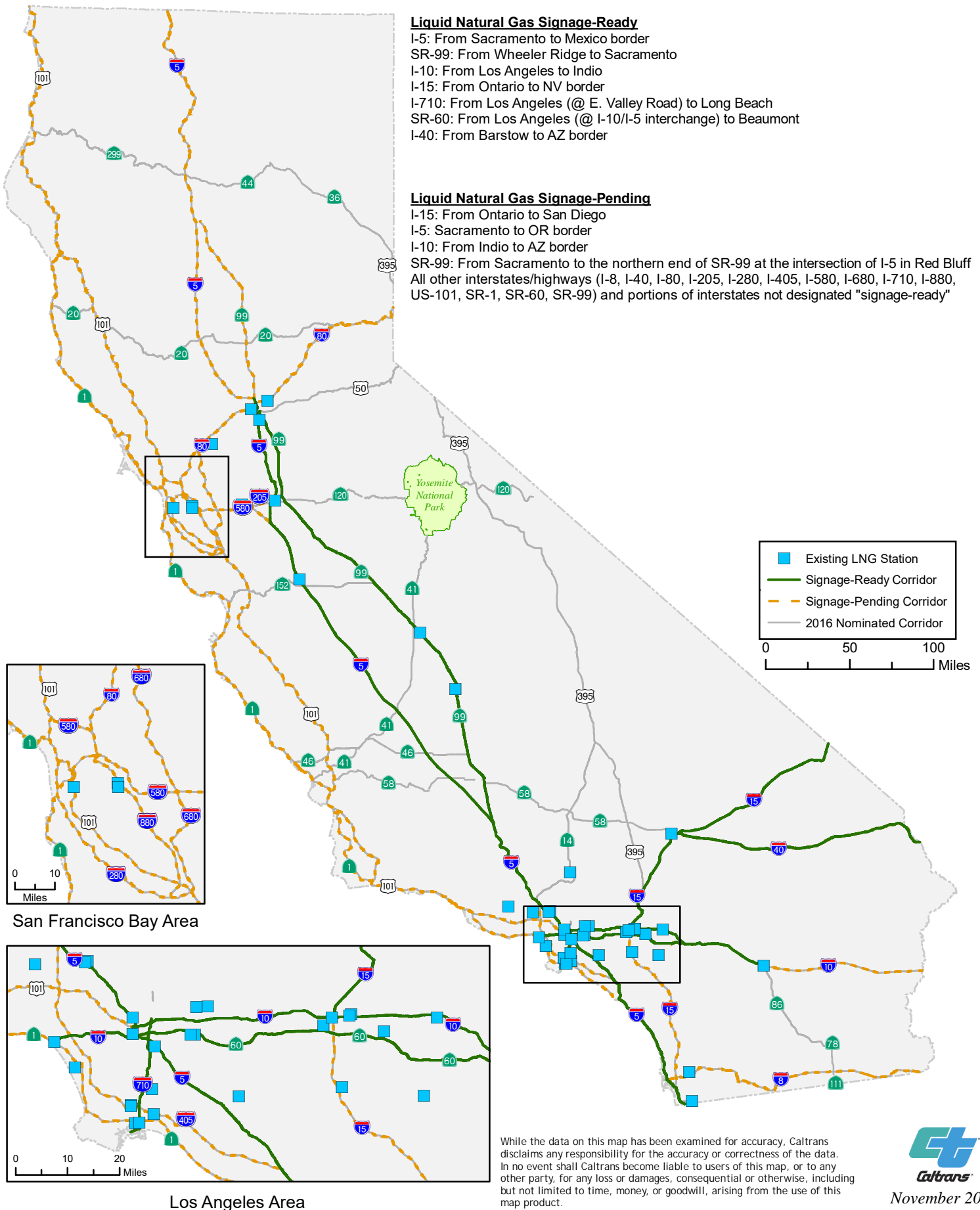
2017 California Alternative Fuel Corridor Proposal

Compressed Natural Gas



2017 California Alternative Fuel Corridor Proposal

Liquid Natural Gas



April 4, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: VI.
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –
DELIVERABLE REVIEW

DESCRIPTION:

Kern COG staff will provide an Intelligent Transportation Systems (ITS) Kern update. On March 22nd, Kern COG staff posted Draft Deliverables #7, #9, and #10 for review at <http://www.kerncog.org/category/docs/its/>. Comments are due April 6th. Draft Deliverable #11 is now available for review; comments are due April 20.

DISCUSSION:

Background

Kern COG developed an ITS Early Deployment Plan (EDP) for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan (SDP). Stakeholder input will serve as guidance for developing a planning framework that will be used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region.

ITS Kern Update – Deliverables #7, #9, #10, and #11

On March 22nd, Kern COG staff posted Draft Deliverables #7, #9, and #10 for review at <http://www.kerncog.org/category/docs/its/>. Stakeholder input was requested to be sent via email to alyssa.phaneuf@kimley-horn.com. Comments are **due April 6th**.

Draft Deliverable #11 is now available for review; comments are **due April 20**. Please submit input to rpacheco@kerncog.org or lurata@kerncog.org

ITS Kern Deliverable #7: Regional Consolidated Needs Assessment Summary Report and Table 2-1 Excel file

The purpose of the Regional Consolidated Needs Assessment Report is to identify, define, and organize recommended ITS Strategies as they relate to the ITS User Needs. The User Needs were assigned User Priority Points by the collective stakeholder group, which quantifies the stakeholders' prioritizations of ITS User Needs for the region. Each ITS Strategy is affiliated with one or more ITS User Needs. This report is an opportunity for regional stakeholders to provide input towards the prioritization of ITS Strategies as they are folded into the Regional ITS Architecture. This document has been updated based on additional interviews and stakeholder input to prioritize the ITS Strategies. Please see Excel file on the website for easier review of Table 2-1.

ITS Kern Deliverable #9: Functional Requirements Report

Once funding has been identified for an ITS project and the development is underway, the ITS Architecture is beneficial for providing a context in which the project will fit within the regional ITS implementations (either existing or planned). Agencies can use the ITS Architecture to determine the functionality for the project and also determine detailed communications and operating requirements of the project based on the functionality desired. This document identifies the relevant functional requirements based on the inventory input to the Regional Architecture Development for Intelligent Transportation (RAD-IT) database. Please do a search by stakeholder name to find associated functional requirements for ITS in your jurisdiction.

ITS Kern Deliverable #10: ITS Diagrams Version 2

In February, stakeholders were asked to review ITS Diagrams. The consultant has developed updated diagrams based on stakeholder comments. Please make sure comments were addressed.

ITS Kern Deliverable #11: Regional ITS Architecture Maintenance Plan

On January 31, 2018, Kern COG staff presented the need for direction from the TTAC and RPAC on two unresolved issues: A. Who is the Maintenance Manager? And B. Who decides acceptance of changes? After meeting with stakeholders to discuss the ITS diagrams, it became clear that TTAC members would be the most appropriate to maintain the architecture. On February 28, 2018, Kern COG staff requested the TTAC's direction on the two issues. The TTAC voted to make Kern COG staff the Maintenance Manager and the TTAC would review and accept any changes.

Upcoming Activity

The Kern COG Project Team will develop the Draft ITS Plan for the Kern Region that will be presented by the consultant, Kimley-Horn, at a workshop on May 2, 2018. The consultant has begun consolidating all the information gathered from stakeholders and deliverables completed to finalize the Draft ITS Plan for the Kern Region. Attached to the staff report is the outline for the plan.

The expectation is that the Final ITS Plan for the Kern Region will be presented on June 6, 2018 to the TTAC to recommend approval to the Kern COG Board for their June 21, 2018 meeting.

Please visit <http://www.kerncog.org/category/docs/its/> for all information related to the ITS Kern activity.

Attachment: Outline for the Draft ITS Plan for the Kern Region

ACTION: Information.

Outline for the Draft ITS Plan for the Kern Region

1. Introduction
 - a. Background
 - b. Process
 - c. Timeframe
2. Project Stakeholders*
3. ITS Inventory*
4. ITS Users Needs and Relevant Service Packages*
5. Operational Concepts*
6. Functional Requirements*
7. RAD-IT Architecture*
 - a. Summary of RAD-IT
 - b. Reference to Appendix with full diagrams
8. ITS Standards
9. Architecture Use and Maintenance*
10. Project Sequencing
11. San Joaquin ITS Architecture Recommendations

*Previously developed content

April 4, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director - Planning
Becky Napier, Deputy Director - Administration
Raquel Pacheco, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: RPAC AGENDA ITEM: VII
TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS

DESCRIPTION:

Update schedule for the 2018 Regional Transportation Plan; Environmental Impact Report; Air Quality Conformity Analysis; and 2019 Federal Transportation Improvement Program.

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 2018/19 through 2021/22. Final documents will be sent to the California State Department of Transportation, Federal Highway Administration, and Federal Transit Administration at the end of July. The following tentative schedule will be used to move these documents through the review process with final approval by federal agencies in December 2018.

Development Timeline

Date	Event
April 4, 2018	Timeline presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
April 19, 2018	Timeline presented to Transportation Planning Policy Committee
April 2018	55-day review period begins
May 2018	Public hearing in Eastern Kern
May 2, 2018	Public review draft presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
May 17, 2018	Public review draft presented to Transportation Planning Policy Committee (public hearing)
June 2018	Public review period ends

Development Timeline continued

Date	Event
June 27, 2018	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
July 19, 2018	Present to Transportation Planning Policy Committee for adoption
July 27, 2018	Send final documents with response to comments to state and federal agencies for approval
December 2018	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.

February 15, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director

SUBJECT: RPAC AGENDA ITEM: VIII
UPDATE ON TARGET SETTING FOR SB 375 GREENHOUSE GAS
EMISSION REDUCTIONS FROM PASSENGER VEHICLES FOR THE
KERN COG 2022 RTP.

DESCRIPTION:

On March 22, 2018 California Air Resources Board (ARB) adopted the SB375 Targets for the third cycle Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to be effective October 1, 2018.

DISCUSSION:

Throughout the SB 375 target setting process Kern COG staff has remained in close communication with ARB staff. Here is background on the target setting process to date.

On December 30, 2016, the 8-San Joaquin Valley COGs provided preliminary modeling data to ARB for proposing targets to reduce GHG from passenger vehicles in Kern. On April 20, 2017 the Kern COG Transportation Planning Policy Committee (TPPC) recommendation to ARB was unchanged from the December submittal at -9% and -13% reduction in per capita greenhouse gases consistent with the RPAC recommendation.

Table 1 – Preliminary Recommended Targets for the Kern Region

Preliminary Per Capita GHG Reduction	2020	2035
Current Targets (set in 2011)	-5%	-10%
COG Recommended Preliminary Targets	-9%*	-13%*
ARB Staff Report Proposed Targets (set March 22, 2018)	n.a.	-15%

*Preliminary recommendation consistent with latest modeling results.

On 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 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. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements. Other letter from Kern stakeholders include coalition letters from Mr. Ortiz of the Bakersfield Chamber of Commerce and Ms. Leal-Gutierrez of the Leadership Counsel for Justice & Accountability. A total of 36 comment letters on the ARB draft targets staff report are available online at: <https://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=sb375update2017>.

Recent Activity

At the December ARB Board meeting staff gave an informational presentation suggesting a menu based approach in future cycles while continuing the current quantitative analysis. A series of workshops will be held this summer to develop the new methodology. ARB staff recommendation was approved on March 22, 2018 that updates to the SB 375 targets would become effective in the 3rd RTP/SCS cycle beginning October 1, 2018. Kern COG's third cycle SCS adoption is scheduled for the 2022.

Table 2 - Tentative Schedule for ARB SCS Review Guidelines Development

Meeting	Date
Public Workshop #1	April 26, 2018
Draft Report Release	May, 2018
Public Workshop #2	June 28, 2018
Final Report Release	August, 2018

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
May 2, 2018
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) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of April 4, 2018

IV. AN OVERVIEW ON SUSTAINABLE GOODS MOVEMENT IN KERN (Ball)

Comment: The San Joaquin Valley Regional Planning Agencies completed two goods movement studies in 2017 available online at http://sjvcogs.org/valleywide_activities/good-movement/.

Action: Information

V. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – DELIVERABLE REVIEW (Pacheco)

Comment: Kern COG staff will provide an Intelligent Transportation Systems (ITS) Kern update. On April 23rd, Kern COG staff posted Draft Deliverable #12: Draft Regional ITS Plan for review at <http://www.kerncog.org/category/docs/its/>. Comments are due May 23rd.

Action: Information

VI. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Comment: Revised update schedule for the 2018 Regional Transportation Plan; Environmental Impact Report; Air Quality Conformity Analysis; and 2019 Federal Transportation Improvement Program.

Action: Recommend that the Transportation Planning Policy Committee approve the revised development timeline.

VII. ANNOUNCEMENTS

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be June 6, 2018.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
April 4, 2018
1:30 P.M.

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

I. ROLL CALL

MEMBERS PRESENT:	Christine Viterelli	City of Arvin (phone)
	Steven Esselman	City of Bakersfield
	Craig Platt	City of California City
	Maria Lara	City of McFarland
	Mark Staples	City of Taft (phone)
	Trevor Hawkes	City of Tehachapi
	Biridiana Bishop	City of Wasco
	Ricardo Perez	GET
	Michael Navarro	Caltrans
	Jack Becker	Community Member
	Ted James	Community Member
STAFF:	Becky Napier	Kern COG
	Ahron Hakimi	Kern COG
	Linda Urata	Kern COG
	Raquel Pacheco	Kern COG
	Bob Snoddy	Kern COG
	Rob Ball	Kern COG
OTHERS:	Patricia Leal	LCJA
	Adeyinka Glover	LCJA
	Barry Nienke	Citizen
	Warren Maxwell	Kern County Public Works
	Dave Dmohowski	Home Builders Association
	Ryan Starbuck	City of Bakersfield
	Troy Hightower	Consultant
	Ricardo Perez	GET
	Joshua Champlin	Kern County
	Paul Candelaria	Kern County
	Yolanda Alcantar	Kern County Public Works
	Alex Lee	City of McFarland

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.**

Bob Snoddy made an announcement about the Kern County Alternative Transit Request for Proposals that is currently circulating. He stated that this would be a 1 to 1½ year project for rural transit operators.

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member James made a motion to approve the discussion summary for the meeting of January 31, 2018; seconded by Committee Member Hawkes with all in favor.

IV. KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE – STATUS REPORT (Urata)

Ms. Urata advised the Committee that to help meet more stringent air standards, Kern COG is promoting early deployment of alternative fuel vehicle technologies such as electric plug-in vehicles. Ms. Urata also reported on Kern COG activities from October 2017 through March 2018 relating to alternative fuel technologies.

This was an information item.

V. FHWA ALTERNATIVE FUEL CORRIDORS (Urata)

Ms. Urata advised the Committee that the Federal Highway Administration (FHWA) announced the updated FAST Alternative Corridor Signage-Ready and Signage Pending routes that serve as the basis for a national network of “alternative fuel” corridors. Corridors designated as “sign-ready” have alternative fuel stations already in operation. The signs are similar to existing signage that alert drivers to gas stations, food and lodging. Routes in Kern County designated as “sign ready” include State Route 14 from Santa Clarita to Lancaster, State Route 46 from Paso Robles to Wasco, and State Route 58 from Buttonwillow to Barstow. Several routes are currently designated as “sign pending”.

This was an information item.

VI. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – DELIVERABLE REVIEW (Pacheco)

Ms. Pacheco provided an ITS update and stated that Draft Deliverables #7, #9 and #10 were posted on March 22 for review with comments due April 6. Draft Deliverable #11 is now available for review with comments due April 20.

This was an information item.

VII. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Ms. Pacheco discussed the updated timeline. It is planned for the public review period to begin in April 2018 with adoption in July 2018.

Committee Member James made a motion to recommend that the Transportation Planning Policy Committee approve the development timeline; seconded by Committee Member Platt with all in favor.

VIII. UPDATE ON TARGET SETTING FOR SB 375 GREENHOUSE GAS EMISSION REDUCTIONS FROM PASSENGER VEHICLES FOR THE KERN COG 2022 RTP (Ball)

Mr. Ball stated that on March 22, 2018 the California Air Resources board adopted the SB 375 targets for the third cycle Regional Transportation Plan/Sustainable Communities Strategy to be effective October 1, 2018. He explained that the targets for the 2018 RTP remain at 5%

and 10% as they were for the 2014 RTP. Mr. Ball took questions from the Committee and the audience.

This was an information item.

- IX.** Modeling 101 Presentation presented to the Transportation Modeling Committee on March 14 is available at:
<http://www.kerncog.org/wp-content/uploads/2018/03/Modeling-101-Presentation.pdf>

X. ANNOUNCEMENTS

None.

XI. MEMBER ITEMS

None.

IX. ADJOURNMENT

The meeting was adjourned at 2:15 p.m. The next scheduled meeting of the RPAC is May 2, 2018.

May 2, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director

SUBJECT: RPAC AGENDA ITEM: IV
AN OVERVIEW ON SUSTAINABLE GOODS MOVEMENT IN KERN

DESCRIPTION:

The San Joaquin Valley Regional Planning Agencies completed two goods movement studies in 2017 available online at http://sjvcogs.org/valleywide_activities/good-movement/.

DISCUSSION:

Staff has prepared an overview presentation on this core transportation and sustainability issue.

San Joaquin Valley I-5/99 Goods Movement Corridor Study

A major effort and focus of this study involved identifying major truck generators in the Valley. This study identified seventeen major freight clusters responsible for a large percentage of truck trips within the Valley and to and from other regions in California. Each of these clusters consists of some combination of intermodal facilities, distribution centers, and/or large manufacturing firms. The clusters are distributed throughout the Valley, with four located in San Joaquin County, two in Stanislaus County, one each in Merced and Madera counties, one in Fresno County, one in Kings County, three in Tulare County, and four in Kern County.

San Joaquin Valley Goods Movement Sustainable Implementation Plan

The purpose of this study was to build on the work conducted in the San Joaquin Valley (SJV) Interregional Goods Movement Plan (SJVIGMP), and take the next steps to address issues raised in the SJVIGMP. This was accomplished by designating priority first and last-mile goods movement connectors and identifying any needed improvements to the connectors; identifying truck route and parking needs and strategies; identifying priority rural corridors; developing a framework for improving and maintaining the Valleywide truck model; and coordinating all of these efforts with the Valley Regional Transportation Planning Agencies' (RTPA) Sustainable Communities Strategies (SCS) and other planning efforts at the local, state, and Federal level.

ACTION:

Information

May 2, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: V
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –
DELIVERABLE REVIEW

DESCRIPTION:

Kern COG staff will provide an Intelligent Transportation Systems (ITS) Kern update. On April 23rd, Kern COG staff posted Draft Deliverable #12: Draft Regional ITS Plan for review at <http://www.kerncog.org/category/docs/its/>. Comments are due May 23rd.

DISCUSSION:

Background

Kern COG developed an ITS Early Deployment Plan (EDP) for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan (SDP). Stakeholder input served as guidance for developing a planning framework that was used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region.

ITS Kern Update – Deliverable #12: Draft Regional ITS Plan

On April 23rd, Kern COG staff posted Draft Deliverable #12 for review at <http://www.kerncog.org/category/docs/its/>. Stakeholder input is requested to be sent via email to alyssa.phaneuf@kimley-horn.com. Comments are **due May 23rd**.

ITS Kern Deliverable #12: Draft Regional ITS Plan

The Regional ITS Plan (Plan) serves as a planning roadmap for ITS strategies and projects to be implemented in the region. This Plan will provide guidance to stakeholders on the planning, development, and funding of ITS projects in the region for the next 20 years. The contents of this document include project and strategy prioritization and phasing, and then makes recommendations for the use and maintenance of the Regional ITS Architecture to ensure that the projects and strategies from the Plan are implemented.

May 2, 2018 Stakeholder Workshop from 11:30 AM to 1:00 PM

At the May 2nd workshop, Kimley Horn and Associates will provide an overview of the Draft ITS Plan that has been created for the Kern Region. The Project Team looks forward to stakeholder feedback on the Draft ITS Plan to finalize for approval. The expectation is that the Final ITS Plan for the Kern Region will be presented on June 6, 2018 to the TTAC to recommend approval to the Kern COG Board for their June 21, 2018 meeting.

Please visit <http://www.kerncog.org/category/docs/its/> for all information related to the ITS Kern activity.

ACTION: Information.

May 2, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director - Planning
Becky Napier, Deputy Director - Administration
Raquel Pacheco, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: RPAC AGENDA ITEM: VI
REVISED TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN;
DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL
TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING
DRAFT AIR QUALITY CONFORMITY ANALYSIS

DESCRIPTION:

Revised update schedule for the 2018 Regional Transportation Plan; Environmental Impact Report; Air Quality Conformity Analysis; and 2019 Federal Transportation Improvement Program.

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 2018/19 through 2021/22. Final documents will be sent to the California State Department of Transportation, Federal Highway Administration, and Federal Transit Administration at the end of August. The following tentative schedule will be used to move these documents through the review process with final approval by federal agencies in December 2018.

Revised Development Timeline

Date	Event
May 2, 2018	Timeline presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
May 17, 2018	Timeline presented to Transportation Planning Policy Committee
May 18, 2018	55-day review period begins
June 6, 2018	Public review draft presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
June 6, 2018	Public hearing at Ridgecrest City Council Meeting
June 19, 2018	Public hearing at Arvin City Council Meeting
June 21, 2018	Public review draft presented to Transportation Planning Policy Committee (public hearing)
July 12, 2018	Public review period ends

Revised Development Timeline continued

Date	Event
August 1, 2018	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
August 16, 2018	Present to Transportation Planning Policy Committee for adoption
August 24, 2018	Send final documents with response to comments to state and federal agencies for approval
December 2018	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 revised development timeline.

**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 6, 2018
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) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of May 2, 2018

IV. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – REGIONAL ITS PLAN APPROVAL (Pacheco)

Comment: Kern COG staff will provide an Intelligent Transportation Systems (ITS) Kern update. A summary of comments has been prepared. Comments received have been incorporated, as appropriate, into the Final Draft Regional ITS Plan posted at <http://www.kerncog.org/category/docs/its/>.

Action: Information.

V. PUBLIC REVIEW: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS. (Pacheco)

Comment: Public review of Kern Council of Government's long and near term federal transportation documents is currently underway. The public review period for the Draft 2018 Regional Transportation Plan/Sustainable Communities Strategy; Draft 2019 Federal Transportation Improvement Program and corresponding Draft Air Quality Conformity Analysis began May 18, 2018 and ends at 5 P.M. July 12, 2018. The Draft Environmental Impact Report public review period began May 25, 2018 and ends July 12, 2018. All documents are available at www.kerncog.org.

Action: Information.

VI. CHANGES ARE REQUESTED BY CALTRANS TO KERN REGIONAL TRAFFIC COUNT PROGRAM TO MODIFY COUNT LOCATIONS (Flickinger)

Comment: Traffic monitoring and pavement management are mandated under Federal Title 23 Part 500 Management and Monitoring Systems. In addition to traffic monitoring, traffic volume data obtained by traffic counters is used to validate the regional transportation model and used for engineering and planning purposes by member agencies. Traffic counts are used in the annual pavement management report that provides technical data on road samples throughout Kern County. From 2006 through the Fiscal Year ending June 2015, over 11,300 daily counts, 5,500 classification counts, and 160 control station counts have been acquired and are available online on the Kern COG website.

Action: Direct staff to Implement Traffic Count Program changes and amend the Regional Transportation Monitoring Improvement Plan and Regional Traffic Count Program based on these changes at no change to the cost or scope.

VII. AN OVERVIEW ON THE INTEGRATED PERFORMANCE MEASURES ANALYSIS AND EXEMPLARY PUBLIC OUTREACH PROCESS FOR THE DRAFT 2018 RTP (Ball)

Comment: An overview presentation on the Draft 2018 Regional Transportation Plan (RTP) Sustainable Community Strategy (SCS) integrated performance measure analysis and the public outreach process has been prepared.

Action: Information

VIII. PRESENTATION BY UNIVERSITY OF CALIFORNIA BERKELEY SAFETREC PROGRAM STAFF ON USING THE STREET STORY APPLICATION (Smith)

Comment: Using the self-reporting platform, Street Story, to collect transportation safety information.

Action: Information

IX. ANNOUNCEMENTS

Housing Policy in the San Joaquin Valley – June 13, 2018

X. MEMBER ITEMS

XI. ADJOURNMENT

Dark in July. The next scheduled meeting will be August 1, 2018.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
May 2, 2018
1:30 P.M.

Chairman Perez called the meeting to order at 1:34 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Christine Viterelli	City of Arvin
	Steven Esselman	City of Bakersfield
	Alexander Lee	City of McFarland
	Mark Staples	City of Taft (phone)
	Rober Mobley	City of Wasco
	Ricardo Perez	GET
	Sandra Scherr	Caltrans
	Jack Becker	Community Member
	Ted James	Community Member
	Eric Dhanens	Community Member
STAFF:	Becky Napier	Kern COG
	Ahron Hakimi	Kern COG
	Raquel Pacheco	Kern COG
	Rob Ball	Kern COG
	Ed Flickinger	Kern COG
OTHERS:	Warren Maxwell	Kern County Public Works
	Jacqui Kitchen	City of Bakersfield
	Kevin Coyle	City of Bakersfield
	Dave Dmohowski	Home Builders Association
	Troy Hightower	Consultant
	Yolanda Alcantar	Kern County Public Works
	Joshua Champlin	Kern County Public Works
	Paul Candelaria	Kern County Public Works

- 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.**

Bob Snoddy made an announcement about the Kern County Alternative Transit Request for Proposals that is currently circulating. He stated that this would be a 1 to 1½ year project for rural transit operators.

III. APPROVAL OF DISCUSSION SUMMARIES

Committee Member Esselman made a motion to approve the discussion summary for the meeting of April 4, 2018; seconded by Committee Member James with all in favor.

IV. AN OVERVIEW ON SUSTAINABLE GOODS MOVEMENT IN KERN (Ball)

Mr. Ball gave a presentation on the two goods movement studies done in 2017 by the San Joaquin Valley Regional Planning Agencies. This item was moved to the end of the meeting.

Committee Member James added comments about the Focus Group meeting that was held by Fehr and Peers for Caltrans concerning Goods Movement.

- California has the most hostile business environment of all the states.
- Truck parking is a big problem.
- Road maintenance is a big problem for truck drivers because of the damage to equipment.
- Coming in and out the the ports is a problem.
- The small trucking operations vs. the major operations, need a more level playing field.
- Need more east/west connectors between SR 99 and I-5.

This was an information item.

V. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – DELIVERABLE REVIEW (Pacheco)

Ms. Pacheco provided an ITS update and stated that Draft Deliverable # 12: Draft Regional ITS Plan is available for review and comment on the website. Comments are due May 23, 2018.

This was an information item.

VI. TIMELINE FOR: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Ms. Pacheco discussed the updated timeline. It is planned for the public review period to begin May 18, 2018 with adoption in August 2018.

Committee Member Viterelli made a motion to recommend that the Transportation Planning Policy Committee approve the development timeline; seconded by Committee Member Esselman with all in favor.

VII. ANNOUNCEMENTS

- Jacqui Kitchen from the City of Bakersfield introduced Kevin Coyle who is the new Planning Director for the City of Bakersfield.
- Ed Flickinger announced that he can assist members with the transportation model.
- Troy Hightower recommended the handout available on SB 375.

VIII. MEMBER ITEMS

None.

IX. ADJOURNMENT

The meeting was adjourned at 2:31 p.m. The next scheduled meeting of the RPAC is June 6, 2018.

June 6, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Raquel Pacheco,
Regional Planner

SUBJECT: RPAC AGENDA ITEM: IV.
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE –
REGIONAL ITS PLAN APPROVAL

DESCRIPTION:

Kern COG staff will provide an Intelligent Transportation Systems (ITS) Kern update. A summary of comments has been prepared. Comments received have been incorporated, as appropriate, into the Final Draft Regional ITS Plan posted at <http://www.kerncog.org/category/docs/its/>.

DISCUSSION:

Background

Kern COG developed an ITS Early Deployment Plan (EDP) for the Kern Region in 1997 and participated in the 2001 San Joaquin Valley ITS Strategic Deployment Plan (SDP). Stakeholder input served as guidance for developing a planning framework that was used to identify and prioritize ITS projects in the updated ITS Plan for the Kern Region.

ITS Kern Update – Deliverable #12: Final Draft Regional ITS Plan

After a 30-day review period, a summary of comments was prepared. Comments received have been incorporated, as appropriate, into the Final Draft Regional ITS Plan posted at <http://www.kerncog.org/category/docs/its/>. No changes were made to the appendices. Final consideration of the ITS Plan including appendices is scheduled for the June 21, 2018 Kern COG Board meeting.

ITS Kern Deliverable #12: Final Draft Regional ITS Plan

The Regional ITS Plan (Plan) serves as a planning roadmap for ITS strategies and projects to be implemented in the region. This Plan provides guidance to stakeholders on the planning, development, and funding of ITS projects in the region for the next 20 years. The contents of this document include project and strategy prioritization and phasing, and then makes recommendations for the use and maintenance of the Regional ITS Architecture to ensure that the projects and strategies from the Plan are implemented.

An Executive Summary has been prepared and is attached. Please visit <http://www.kerncog.org/category/docs/its/> for all information related to the ITS Kern activity.

Page 2 / ITS Kern Update

Attachments: Summary of Comments and Responses
Executive Summary

ACTION: Information

**ITS Plan for the Kern Region
Deliverable Review/Comment Form**

Deliverable Under Review			Draft Deliverable #12	
Reviewer Name			Representing	Phone #
Linda Urata			Kern COG	661-635-2904
Comment #:	Section:	Page:	Comment:	Disposition of Comment*:
1	2.0	2-1	<i>Example Comment: "in some cases, this required going beyond what is currently available within the National ITS Architecture." Does "going beyond" mean that existing elements are no longer a part of the National ITS Architecture?</i>	Do Not Edit This Column:
1	4.1.5	4-9	Insert "a": The City of California City operates a dial-a-ride.....	1
2	4.3	4-12	Kern Valley Airport serves....and 296 acres are on lease to the County of Kern from the US Forest Service (the County owns 8 acres)	1
3		4-12, 13	Following are municipal airports not mentioned in the ITS Plan. I have provided website links and drafted the text for the plan.	1
4	4.3	4-12	There is no mention of the Inyokern Airport. (http://inyokernairport.com/index.html) Please add: Inyokern Airport (IYK) is a public use airport located one mile northwest of Inyokern, California. It is owned and operated by the Indian Wells Valley Airport District and serves the northeastern Kern County communities of Inyokern, Ridgecrest, and Lake Isabella.	1
5	4.3	4-12,13	There is no mention of the Bakersfield Airport. (http://www.bakersfieldcity.us/gov/depts/public_works/bakersfield_municipal_airport/default.htm) Please add: The Bakersfield Municipal Airport (L45) is owned by the City of Bakersfield. The airport is a public use airport classified as a General Aviation Airport and is approximately 200 acres in size.	1
6	4.3	4-12,13	There is no mention of the Delano Airport. (http://cityofdelano.org/) Please add: The City of Delano owns and operates the Delano Municipal Airport, an uncontrolled airfield sitting on 520 acres, open to the public.	1
7	4.3	4-12,13	There is no mention of the California City Airport. (http://californiacityairport.com/) Please add: California City Municipal Airport serves every part of aviation including sky diving, military jump training, gliding, flight training, personal flying, aerial mapping and surveying, County, State, and Civil Air Patrol Support, as well as stunt and filming areas for productions. The adjacent manufacturing zone is International Trade tax free.	1
8	4.5.1	4-16	Third paragraph beginning "The KMAA funds a litter..." Please change "uses" to "employs" in the sentence: The City of Bakersfield employs clients from the Bakersfield Homeless Shelter to carry out the contract....	1

*Comment Disposition Key

1 = comment incorporated 2 = general statement 3 = to be addressed by future task 4 = comment not incorporated (with explanation)

**ITS Plan for the Kern Region
Deliverable Review/Comment Form**

Deliverable Under Review			Draft Deliverable #12	
Reviewer Name			Representing	Phone #
<i>Linda Urata</i>			<i>Kern COG</i>	<i>661-635-2904</i>
Comment #:	Section:	Page:	Comment:	Disposition of Comment*:
9	5.1	5-2	Second line on page, please add an “s” to Stakeholder to make plural: as well. Stakeholders not able to attend the workshop.	1
10	5.4	5-4	Change Appendix C line so that it reads as a complete sentence. Relationships between ITS User Needs and Recommended ITS Strategies may be viewed on 11” x 17” size sheets in Appendix C .	1
11	12.4	12-18	Please change “It is envisioned that annually” to “Annually, a listing of the projects recommended in the ITS Plan will be produced and a project status update will be requested.”	1
12	13.0	13-1	First paragraph, The Valleywide ITS Plan has not had a comprehensive update...”	1
Reviewer Name – Ted James (KCOG Regional Planning Advisory Committee Member)				
13	4.1.5	4-8	Figure 4-3 Countywide Transit Service Areas- does not address Route X92 from the Downtown Transit Center and the Kern Delta Park and Ride to the Tejon Ranch Commerce Center (including the Tejon Ranch Outlet Mall). An appropriate notation to this route outside the Metropolitan Area to the Tejon Ranch Commerce Center should be made.	1
Reviewer Name – Emery Rendes (GetBus)				
14	4.1.5	4-7	word “Many” should be changed to “All.” All of GET’s vehicles have cameras.	1
				To add a row, place cursor in this cell and press the tab key. Repeat as needed to add more rows.

*Comment Disposition Key

1 = comment incorporated 2 = general statement 3 = to be addressed by future task 4 = comment not incorporated (with explanation)

EXECUTIVE SUMMARY

The Intelligent Transportation Systems (ITS) Plan for the Kern Region is a stakeholder driven plan to assist with addressing the transportation needs of the region by using technology. As travel demand on the freeway and arterial system increases, there is an increasing need to improve the system through better management of existing capacity. As such, the stakeholders in the Kern Region (bounded by Kern County) developed a vision statement for the ITS Plan to guide future technology investments in the region.

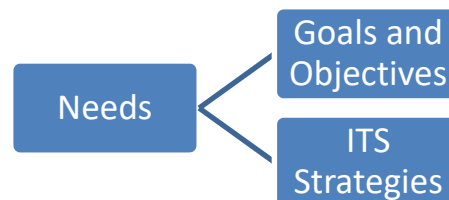
The project vision statement reads:

“Through community ITS investment, coordination and data sharing between transportation agencies, travel in Kern is safe and efficient.”

The stakeholders provided a ranking of ITS needs in the region, which resulted in the following as the top five needs:

1. Provide routing (detour) information to travelers during incident, construction, weather events, special events, etc.
2. Provide/enhance road weather conditions information to travelers
3. Improve signal timing/coordination
4. Provide roadway closure/restriction information
5. Improve information exchange between Caltrans and local transportation agencies

The ITS needs were used to develop goals and objectives and are linked to ITS strategies. ITS strategies are types of ITS applications that are used to identify the service areas in the Regional ITS Architecture. Examples of ITS strategies are Freight-Specific Dynamic Travel Planning and Transit Vehicle Tracking. A total of 66 ITS strategies are recommended in the ITS Plan.



The goals for the ITS Plan are shown below:

Goal #1: Reduce Traffic Congestion

Goal #2: Reduce the Number, Severity and Duration of Accidents and Incidents

Goal #3: Improve Transportation and Transit Planning and Operations

Goal #4: Promote the Efficiency, Safety, Convenience, and Use of Alternative Travel Modes

Goal #5: Improve the Safety and Efficiency of Goods Movement and Reduce the Impacts of Commercial Vehicles on other Traffic and Roadways

Goal #6: Minimize the Environmental Impacts of Transportation

Goal #7: Improve the mobility of people and freight; Maximize the efficiency and cost effectiveness of the existing and future transportation system.

The ITS Plan includes stakeholder roles and responsibilities that are related to the goals of the Plan and include both existing and planned responsibilities to realize the ITS vision for the region. The roles and responsibilities are described at a high level to identify “who does what” regarding the operation of ITS and day-to-day activities for operating and maintaining ITS elements that enable services. The roles and responsibilities are tied to the eleven service areas in the ITS Architecture.

The ITS Plan includes the Regional ITS Architecture, which is a customized version of the National ITS Architecture. The Regional ITS Architecture consists of service packages, functional requirements, ITS standards, and interconnect and information flow diagrams. It shows both existing and planned ITS services to promote regional planning of ITS deployments. The details of the architecture can be found in the full ITS Plan.

Kern Council of Governments (Kern COG) will be responsible for housing and maintaining the Kern Regional ITS Architecture. Being responsible for maintaining the architecture requires Kern COG to be able to identify stakeholders, inventory, and service packages that are related to specific systems or projects when agencies request pertinent information. Updates will be done through a documented process whereby users submit a change request form to Kern COG to review. Changes or additions are approved by the Regional ITS Architecture maintenance committee, which is the Transportation Technical Advisory Committee.

The ITS Plan culminates in an ITS project sequencing table that identifies projects required to be developed to implement the regional ITS architecture. This project sequencing section balances what projects are feasible to implement within the Short-term (0-5 years) and Medium-term (5 to 10 years) timeframes. Projects that are likely to occur within the Long-term (greater than 10 years) are identified as such in this section and include areas that are still under development nationally, such as autonomous vehicle initiatives and connected vehicle initiatives. Project sequencing provides a phasing plan that recognizes that there are some projects that need to occur before others, to be effective in operations. Projects’ priorities are assigned to the respective projects based on three primary factors.

1. **The need for a particular ITS function** - as outlined in the ITS User Needs summary. Information on High, Medium and Low priority needs have been carried forward in the project prioritization process; with High Priority equating to Short-Term, Medium Priority equating to Medium-Term, and Low Priority equating to Long-Term.
2. **The logical ordering of projects** - to ensure that prerequisite projects or infrastructure is in place.
3. **The known maturity levels of ITS services throughout the region** - as summarized in the inventory summary section of the plan for existing or planned strategies.

Forty projects were developed for the ITS Plan. The prioritized project list describes the sequencing, the stakeholders involved, the need, and the ITS service area. The projects are meant to guide stakeholders in the implementation of the ITS Plan and can be used in long range and capital planning for the region and the individual agencies.

June 6, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director - Planning
Becky Napier, Deputy Director - Administration
Raquel Pacheco, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: RPAC AGENDA ITEM: V.
Public Review: Draft 2018 Regional Transportation Plan/Sustainable Communities Strategy; Draft Environmental Impact Report; Draft 2019 Federal Transportation Improvement Program; and Corresponding Draft Air Quality Conformity Analysis

DESCRIPTION:

Public review of Kern Council of Government's long and near term federal transportation documents is currently underway. The public review period for the Draft 2018 Regional Transportation Plan/Sustainable Communities Strategy; Draft 2019 Federal Transportation Improvement Program and corresponding Draft Air Quality Conformity Analysis began May 18, 2018 and ends at 5 P.M. July 12, 2018. The Draft Environmental Impact Report public review period began May 25, 2018 and ends July 12, 2018. All documents are available at www.kerncog.org.

DISCUSSION:

Pursuant to Senate Bill 375, Kern COG is required to conduct at least two public hearings on the 2018 Regional Transportation Plan (RTP) that contains the Sustainable Communities Strategy (SCS). If feasible the public hearings are to be conducted in different parts of the region to maximize the opportunity for participation by members of the public. The first of three public hearings scheduled within the Kern region will be held at the City of Ridgecrest, 100 W California Avenue, Ridgecrest, CA 93555 at 6:00 p.m., June 6, 2018. The second public hearing will be held at the City of Arvin, 200 Campus Drive, Arvin, CA 93203 at 6:00 p.m., June 19, 2018. The third public hearing will be held at Kern Council of Governments, 1401 19th Street, 3rd Floor, Bakersfield, CA 93301 at 6:30 p.m. June 21, 2018.

The 2018 RTP is a long-term blueprint for transportation projects. The Draft Environmental Impact Report for the RTP contains a summary of alternatives considered. The 2019 Federal Transportation Improvement Program (FTIP) is a near-term list of transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term project lists will not delay the region's efforts to improve the air. A concurrent 55-day public review period is being held for the RTP/SCS, FTIP, and Conformity documents. A 45-day public review period is being held for the EIR. A summary of public comments received will be incorporated into the final documentation as appropriate. Final consideration of all documents is scheduled for August 16, 2018, during the Kern COG Board meeting.

Revised Development Timeline

Date	Event
May 2, 2018	Timeline presented to Transportation Technical Advisory Committee/Regional Planning Advisory Committee
May 17, 2018	Timeline presented to Transportation Planning Policy Committee
May 18, 2018	55-day review period begins
May 25, 2018	45-day review period begins
June 6, 2018	Public review draft presented to Transportation Technical Advisory Committee/ Regional Planning Advisory Committee
June 6, 2018	Public hearing at Ridgecrest City Council Meeting
June 19, 2018	Public hearing at Arvin City Council Meeting
June 21, 2018	Public review draft presented to Transportation Planning Policy Committee (public hearing)
July 12, 2018	Public review period ends
August 1, 2018	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
August 16, 2018	Present to Transportation Planning Policy Committee for adoption
August 24, 2018	Send final documents with response to comments to state and federal agencies for approval
December 2018	Anticipated federal approval of Conformity, the near-term and long-term documents

All documents can be viewed at www.kerncog.org

Public comments may be submitted in writing no later than **5 P.M. July 12, 2018**.

Attachments: advertisement

ACTION: Information.



Kern Council of Governments Regional Transportation Plan/ Sustainable Communities Strategy Public Comment Period



**55-day Public Review Period is Now Open
Friday, May 18 thru Thursday, July 12, 2018**

You are invited to offer your ideas and comments on Kern COG's proposed 2018 long-range Regional Transportation Plan/Sustainable Communities Strategy and its environmental impact report as well as the draft 2019 short-range Federal Transportation Improvement Program, and air quality analysis. These documents provide an outline of major transportation expenditures over the next 24 years. Review a copy at Kern COG's office, in all public libraries and online at <http://www.kerncog.org/category/docs/rtp/>. For information call 661.635.2910

Three public hearings are scheduled to receive your comments on the documents.

6:00 p.m., Wednesday, June 6th

Ridgecrest City Hall

City Council Chambers

100 W California Avenue

Ridgecrest, CA 93555

6:00 p.m., Tuesday, June 19th

Arvin City Hall

City Council Chambers

200 Campus Drive

Arvin, CA 93203

6:30 p.m., Thursday, June 21st

Kern Council of Governments

Board Room

1401 19th Street, Suite 300

Bakersfield, CA 93301



Plan de Transporte Regional del Consejo de Gobiernos de Kern / Estrategia de Comunidades Sostenibles Periodo de Comentarios Públicos



**El período de revisión pública de 55 días ya está abierto
desde el viernes 18 de mayo hasta el jueves 12 de julio, 2018**

Le invitamos a que presente sus ideas y comentarios sobre la propuesta del Plan de Transporte Regional / Estrategia de Comunidades Sostenibles 2018 a largo plazo de Kern COG y su informe de impacto ambiental, así como el borrador del Programa Federal de Mejoras de Transporte a corto plazo 2019 y el análisis de la calidad de aire. Estos documentos proporcionan un resumen de los principales gastos de transporte en los próximos 24 años. Revise una copia en la oficina de Kern COG, en todas las bibliotecas públicas y en línea en

<http://www.kerncog.org/category/docs/rtp/>. Para información llame al 661.635.2910

Tres audiencias públicas están programadas para recibir sus comentarios sobre los documentos.

6:00 p.m., miércoles, 6 de junio

Ridgecrest City Hall

City Council Chambers

100 W California Avenue

Ridgecrest, CA 93555

6:00 p.m., martes, 19 de junio

Arvin City Hall

City Council Chambers

200 Campus Drive

Arvin, CA 93203

6:30 p.m., jueves, 21 de junio

Kern Council of Governments

Board Room

1401 19th Street, Suite 300

Bakersfield, CA 93301



VI. RPAC

June 6, 2018

TO: Transportation Modeling Committee and
Regional Planning Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Ed Flickinger, Regional Planner III

SUBJECT: RPAC/TMC AGENDA ITEM: VI.
CHANGES ARE REQUESTED BY CALTRANS TO KERN REGIONAL TRAFFIC COUNT
PROGRAM TO MODIFY COUNT LOCATIONS

DESCRIPTION:

Changes are requested by Caltrans to Kern Regional Traffic Count Program to modify count locations.

DISCUSSION:

Background

Traffic monitoring and pavement management are mandated under Federal Title 23 Part 500 Management and Monitoring Systems. In addition to traffic monitoring, traffic volume data obtained by traffic counters is used to validate the regional transportation model and used for engineering and planning purposes by member agencies. Traffic counts are used in the annual pavement management report that provides technical data on road samples throughout Kern County. From 2006 through the Fiscal Year ending June 2015, over 11,300 daily counts, 5,500 classification counts, and 160 control station counts have been acquired and are available online on the Kern COG website.

A Memorandum of Understanding (MOU) establishing the Kern Regional Traffic Count program was approved by the Kern COG Board in January 2004 between Caltrans, the County, the City of Bakersfield and Kern COG representing the outlying communities. The program is funded through the Federal Transportation Improvement Program (FTIP) per the requirements of the MOU. The program is funded at \$79,677 per year for traffic count consulting services. COG staff time for administration is funded by federal planning (PL) and/or local Transportation Development Act (TDA) matching funds. This regional traffic counting program eliminates potential duplication of effort in counting programs between Kern COG member agencies and Caltrans. The program includes a provision for periodic review.

In 2008, with the assistance of a consultant and input from member agencies, a transportation monitoring system plan was completed. The plan provides more consistent and frequent traffic count, vehicle mix, and other transportation monitoring data.

On February 18, 2016 the Kern COG Board approved an update to the Regional Transportation Monitoring Improvement Plan (RTMIP) which is available at http://www.kerncog.org/wp-content/uploads/2009/10/RTMIP_20160205.pdf. The focus of the update is the addition of a regional bicycle and pedestrian traffic count program. The goal of this program is to provide consistent, comprehensive data on bicycle and pedestrian activity for analysis of the need/benefit of investment in these modes. Providing bike and pedestrian data should make our region more competitive for state resources, while ensuring that limited resources are focused on areas with the greatest need.

Add updated Highway Performance Management System (HPMS) sample locations - Changes are requested to the RTMIP count locations by Caltrans for their HPMS Program. HPMS is used to estimate total travel in the region using a sampling of approximately 94 locations representing different facility types and volume ranges. HPMS total VMT for Kern is used in the travel model validation process and some

formula funding allocations.

On October 20, 2017, Caltrans had requested 22 new HPMS count locations. To accommodate those new locations and not delete any existing ones Kern COG has identified the, 66 lowest volume locations (traffic volumes less than 500) in the traffic count program to be counted once every 3 years instead of annually.

The attached maps show the proposed changes to the maps in the RTMIP. Since the changes proposed do not increase the annual number of count locations, the Regional Traffic Count Program consulting contract does not require an amendment.

Accommodating this request will help improve the accuracy of HPMS VMT estimates while insuring continuity in data collection methods on local roads in Kern County. In addition, this change will help reduce duplication of effort for collecting traffic counts.

Attachments –

1. Maps of Proposed Traffic Count Location Changes

ACTION: Direct staff to Implement Traffic Count Program changes and amend the Regional Transportation Monitoring Improvement Plan and Regional Traffic Count Program based on these changes at no change to the cost or scope.

Attachment - Maps of Proposed Traffic Count Location Changes

Traffic count locations changed

Traffic Count Locations

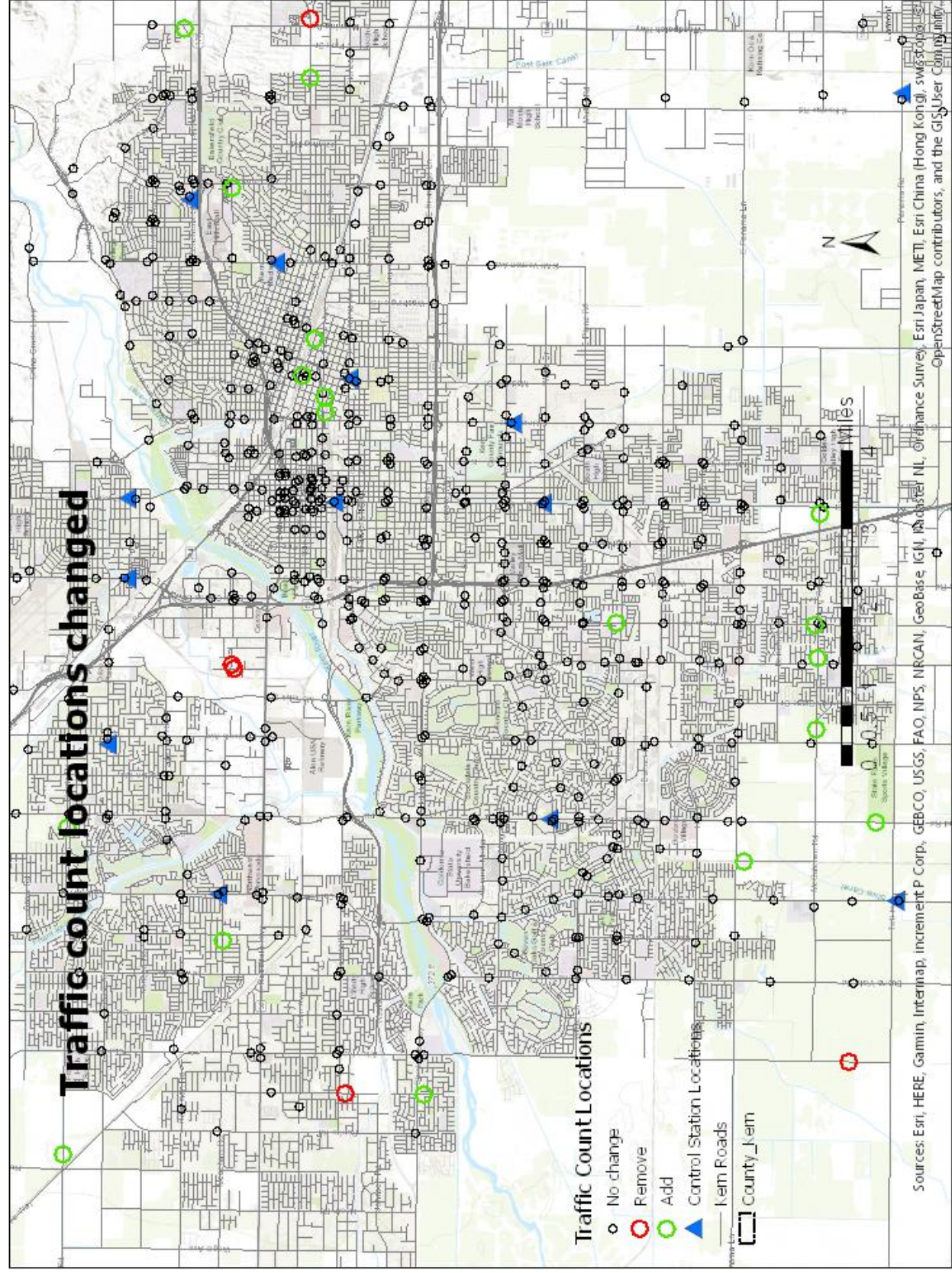
- No change
- 3 Year
- Add
- ▲ Control Station Locations
- Kern Roads
- [] County Kern

Scale: 0 5 10 20 30 40 Miles

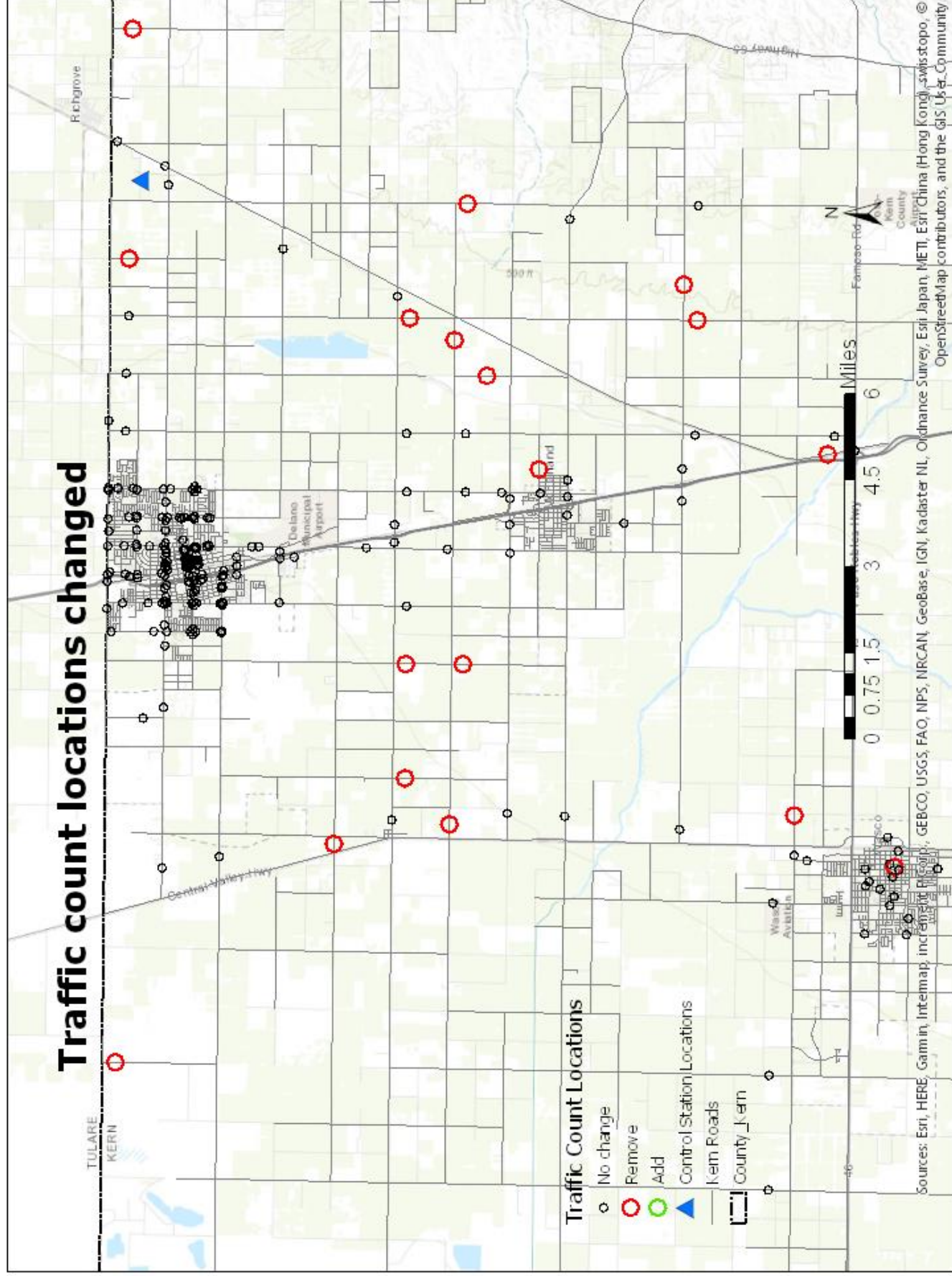
Geographical Features: Kings, Porterville, Tulare River, Sequoia National Forest, El Paso Mountains, Edwards Air Force Base, Lancaster, Santa Barbara, Kern River, Los Padres National Forest, Carrizo Plain National Monument, Kern County, California.

Map Title: Traffic count locations changed

Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, ©
OpenStreetMap contributors, and the GIS User Community



Traffic count locations changed



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

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

June 6, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director

SUBJECT: TPPC AGENDA ITEM: VII
AN OVERVIEW ON THE INTEGRATED PERFORMANCE MEASURES
ANALYSIS AND EXEMPLARY PUBLIC OUTREACH PROCESS FOR THE
DRAFT 2018 RTP

DESCRIPTION:

An overview presentation on the Draft 2018 Regional Transportation Plan (RTP) Sustainable Community Strategy (SCS) integrated performance measure analysis and the public outreach process has been prepared.

DISCUSSION:

State and federal regulations have steadily placed greater emphasis on performance measures and public outreach in the regional transportation planning process. Since 2001 Kern COG has taken these regulations seriously, developing, adapting and implementing an integrated performance measure process that tracks system level, smart mobility framework, health equity, environmental justice and title VI measures. In addition, Kern COG's decision makers balance the feedback from performance measures for environmental justice and title VI communities with an aggressive public outreach effort that provides numerous opportunities for the all members of the public to provide input to the regional transportation planning process. The 4-year 2018 RTP public outreach process successfully garnered input from over 6,000 participants, which is 1% of the adult population, a similar level of participation to the 2014 RTP process.

In the 2010 RTP Guidelines adopted by the California Transportation Commission, Kern COG's Integrated Performance Measure process was the only one in the state identified as a "Best Practice" for environmental justice analysis. In the recently updated 2017 RTP guidelines, Kern COG was the only Medium/Small Metropolitan Planning Organization cited as an "Exemplary Planning Practice" for its Public Education/Outreach program.

The Public Outreach process is Appendix C to the 2018 RTP, and the Performance Measure Analysis is Appendix D. A slide presentation will be available at the June 6th meeting.

ACTION: Information

June 6, 2018

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Peter Smith,
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.
PRESENTATION BY UNIVERSITY OF CALIFORNIA BERKELEY SAFETREC
PROGRAM STAFF ON USING THE STREET STORY APPLICATION

DISCUSSION: Using the self-reporting platform, Street Story, to collect transportation safety information.

BACKGROUND: The University of California's Berkeley SafeTREC program is creating an online platform that will allow community residents to report transportation safety issues with the goal of complementing police reported data with self-reported data on injuries, near misses and perceptions of safety. The platform is being piloted with transportation safety groups in Bakersfield in June-July, 2018.

DISCUSSION: Police-reported data is a critical tool in evaluating traffic safety, injury collisions and identifying dangerous areas. However, there is some evidence that police reported data undercounts injuries among pedestrians and bicyclists, people of color, undocumented people, younger people, and people with lower education levels. Often times other information, such as near-misses and perceptions of safety, which may indicate areas vulnerable to injury incidents are not included in police reports. Providing a platform for members of the public to self-report collisions, near-misses and safety concerns can provide agencies with information that can supplement some of police-reported data. Street Story, a web tool developed by the University of California Berkeley SafeTREC program, allows communities to collect and analyze self-reported safety issues.

ACTION: Information. Presentation by University of California Berkeley SafeTREC program staff on using the Street Story application.

JUNE 13, 2018 ☀ REGISTER TODAY!

HOUSING POLICY IN THE SAN JOAQUIN VALLEY



**BY THE SAN JOAQUIN VALLEY
HOUSING COLLABORATIVE**

**ENERGY EDUCATION CENTER
4175 SOUTH LASPINA STREET
TULARE, CA 93274**

☀ [Click here to register](#) ☀

Join the San Joaquin Valley Housing Collaborative, the California Department of Housing and Community Development, and other leaders from across the Valley to discuss affordable housing policy in our communities.

Topics include, but are not limited to:

- **Implementation of the 2017 Housing Package**
- **New planning standards and compliance for jurisdictions**
- **Elections and the 2018 Ballot**
- **Changing federal policies and programs**
- **State legislation**

Breakfast & Lunch Provided!

Limited scholarships available

For more information, contact Alicia Sebastian at alicia@calruralhousing.org 916.443.4448

SAN JOAQUIN VALLEY

**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
August 1, 2018
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) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of June 6, 2018

IV. RECOMMENDATION ON THE DRAFT FINAL 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT FINAL ENVIRONMENTAL IMPACT REPORT; DRAFT FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; CORRESPONDING DRAFT FINAL AIR QUALITY CONFORMITY ANALYSIS AND RESPONSE TO COMMENTS (Ball)

Comment: The 4-year public involvement process for the Kern Council of Government's long and near term federal transportation documents concluded on July 12, 2018 with a 55-day public review period for the Draft 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS); Draft 2019 Federal Transportation Improvement Program (FTIP), and corresponding Draft Air Quality Conformity Analysis (Conformity); and a 45 day review for the associated Draft Programmatic Environmental Impact Report (EIR). All documents are available online at <http://www.kerncog.org/category/docs/rtp/>.

Action: Recommend the Transportation Planning Policy Committee Authorize the Chair to Sign the Resolutions approving the DRAFT FINAL 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; DRAFT FINAL ENVIRONMENTAL IMPACT REPORT; CORRESPONDING DRAFT FINAL AIR QUALITY CONFORMITY ANALYSIS and RESPONSE TO COMMENTS

- V. KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE - STATUS REPORT (Urata)**
- VI. ANNOUNCEMENTS**
- VII. MEMBER ITEMS**
- VIII. ADJOURNMENT**

The next scheduled meeting will be August 1, 2018.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
June 6, 2018
1:30 P.M.

Vice Chairman James called the meeting to order at 1:30 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Steven Esselman	City of Bakersfield
	Craig Platt	City of California City
	Alexander Lee	City of McFarland
	Suzanne Forrest	City of Shafter
	Mark Staples	City of Taft (phone)
	Rober Mobley	City of Wasco
	Michael Navarro	Caltrans
	Jack Becker	Community Member
	Ted James	Community Member
	Eric Dhanens	Community Member
STAFF:	Becky Napier	Kern COG
	Raquel Pacheco	Kern COG
	Rob Ball	Kern COG
	Ed Flickinger	Kern COG
	Linda Urata	Kern COG
	Rochelle Invina	Kern COG
	Ben Raymond	Kern COG
	Pete Smith	Kern COG
OTHERS:	David Berggren	Caltrans
	Dave Dmohowski	Home Builders Association
	Troy Hightower	Consultant
	Yolanda Alcantar	Kern County Public Works
	Yesenia Orampo	California Walks
	Jill Cooper	UC Berkeley SafeTREC
	Kate Beck	UC Berkeley SaftTREC
	Patricia Leal	LCJA
	Zac Griffin	Standard School District

- 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 Craig made a motion to approve the discussion summary for the meeting of May 2, 2018; seconded by Committee Member Esselman with all in favor.

IV. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – REGIONAL ITS PLAN APPROVAL (Pacheco)

Ms. Pacheco provided an ITS update and indicated that a summary of comments has been prepared and incorporated into the Final Draft Regional ITS Plan and posted at <http://www.kerncog.org/category/docs/its/>.

This was an information item.

V. PUBLIC REVIEW: DRAFT 2018 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS (Pacheco)

Ms. Pacheco stated that public review of Kern COG's long and near term federal transportation documents is currently underway. The public review period for the Draft 2018 Regional Transportation Plan; Draft 2019 Federal Transportation Improvement Program; and Corresponding Draft Air Quality Conformity Analysis began May 18, 2018 and ends at 5 p.m. July 12, 2018. The Draft Environmental Impact Report public review period began May 25, 2018 and ends July 12, 2018. All documents are available on the Kern COG website.

This was an information item.

Item no. VII was taken out of order.

VI. CHANGES ARE REQUESTED BY CALTRANS TO KERN REGIONAL TRAFFIC COUNT PROGRAM TO MODIFY COUNT LOCATIONS (Flickinger)

Mr. Flickinger stated that changes are requested to the Regional Transportation Monitoring Improvement Plan (RTMIP) count locations by Caltrans for their Highway Performance Management System (HPMS) sample locations. HPMS is used to estimate total travel in the region using a sampling representing different facility types and volume ranges. HPMS total VMT for Kern is used in the travel model validation process and some formula funding allocations.

Action: Committee Member Esselman made a motion to direct staff to implement Traffic Count Program changes and amend the RTMIP and Regional Traffic Count Program based on these changes at no change to the cost or scope; seconded by Committee Member Mobley, with all in favor.

VII. AN OVERVIEW ON THE INTEGRATED PERFORMANCE MEASURES ANALYSIS AND EXEMPLARY PUBLIC OUTREACH PROCESS FOR THE DRAFT 2018 RTP (Ball)

This item was heard prior to Item VI.

Mr. Ball provided an overview presentation on the Draft 2018 Regional Transportation Plan/ Sustainable Communities Strategy integrated performance measure analysis and the public outreach process. After the presentation Mr. Ball took comments from the audience.

This was an information item.

VIII. PRESENTATION BY UNIVERSITY OF CALIFORNIA BERKELEY SAFETREC PROGRAM STAFF ON USING THE STREET STORY APPLICATION (Smith)

Mr. Smith introduced Kate Beck from UC Berkeley SafeTREC who provided a brief overview of the program. Ms. Beck introduced Jill Cooper of UC Berkeley SafeTREC who provided a presentation on pedestrian and bicycle safety reporting in Kern County and answered questions from the audience. Street Story: Self-Reporting Transportation Safety Issues can be found at <https://streetstory.berkeley.edu/county/kern>.

This was an information item.

IX. ANNOUNCEMENTS

- Housing Policy in the San Joaquin Valley will be presented on June 13, 2018 in Tulare.

X. MEMBER ITEMS

None.

XI. ADJOURNMENT

The meeting was adjourned at 3:11 p.m. The next scheduled meeting of the RPAC is August 1, 2018.



IV. RPAC

August 1, 2018

TO: Regional Planning Advisory Committee/Transportation Modeling Committee

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Deputy Director/Planning Director

SUBJECT: RPAC/TMC AGENDA ITEM: IV.

RECOMMENDATION ON THE DRAFT FINAL 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT FINAL ENVIRONMENTAL IMPACT REPORT; DRAFT FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; CORRESPONDING DRAFT FINAL AIR QUALITY CONFORMITY ANALYSIS AND RESPONSE TO COMMENTS

DESCRIPTION:

The 4-year public involvement process for the Kern Council of Government's long and near term federal transportation documents concluded on July 12, 2018 with a 55-day public review period for the Draft 2018 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS); Draft 2019 Federal Transportation Improvement Program (FTIP), and corresponding Draft Air Quality Conformity Analysis (Conformity); and a 45 day review for the associated Draft Programmatic Environmental Impact Report (EIR). All documents are available online at <http://www.kerncog.org/category/docs/rtp/>.

DISCUSSION:

Public Involvement/Performance Based Process

State and federal regulations have steadily placed greater emphasis on performance measures and public outreach in the regional transportation planning process. Since 2001 Kern COG has taken these regulations seriously, developing, adapting and implementing an integrated performance measure process that tracks system level, smart mobility framework, health equity, environmental justice (predominantly minority/low income areas) and Title VI (predominantly minority areas) measures. In addition, Kern COG's decision makers balance the feedback from performance measures for environmental justice and Title VI communities with input from a public outreach effort that provides numerous meaningful opportunities for all members of the public to provide input. The 4-year 2018 RTP public outreach process successfully garnered input from over 6,000 participants – 1% of the adult population – a similar level of participation to the 2014 RTP process.

In the 2010 RTP Guidelines adopted by the California Transportation Commission, Kern COG's Integrated Performance Measure process was the only one in the state identified as a "Best Practice" for environmental justice analysis. In the recently updated 2017 RTP guidelines, Kern

COG was the only Medium/Small Metropolitan Planning Organization cited as an “Exemplary Planning Practice” for its Public Education/Outreach program.

The Public Outreach process is summarized in Appendix C of the 2018 RTP/SCS, and the Performance Measure Analysis is in Appendix D of the 2018 RTP/SCS.

Public Involvement Policy Evaluation

Five performance measure categories -- Accessibility, Reach, Diversity, Impact and Satisfaction -- have been set by the Kern COG Board as part of the adopted 2015 Public Involvement Policy quantifiable indicators for evaluating public involvement. The following performance indicators have been met as indicated by a check mark.

A. Accessibility Indicators:

- ✓ Meetings are held throughout the county (over 100 meetings and outreach event held throughout the county)
- ✓ 100 percent of meetings are reasonably accessible by transit (100%)
- ✓ All meetings are accessible under Americans with Disability Act requirements (100%)
- ✓ Meetings are linguistically accessible to 100 percent of participants with three working days' advance request for translation. (Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services.) (100%)

B. Reach indicators

- ✓ Number of comments logged into comment tracking and response system (1,600+)
- ✓ Number of individuals actively participating in the outreach program (6000+)
- ✓ Number of visits to the specific section of the Kern COG website (600+)
- ✓ Number of newspaper articles mentioning the plan/program (2)
- ✓ Number of radio/television interviews or mentions on the plan/program (2)

F. Diversity indicators

- ✓ Demographic of targeted workshop/charrette/meeting roughly mirror the demographics of the Kern region (varies by event location/host organization)
- ✓ Percentage of targeted organizations and groups participating in at least one workshop/charrette/meeting (100%)
- ✓ Participants represent a cross-section of people of various interests, places of residence and primary modes of travel. (varies by event location/host organization)

G. Impact Indicators

- ✓ 100 percent of written comments received are logged into a comment tracking system, analyzed, summarized and communicated in time for consideration by staff and the policy board. (100%)
- ✓ 100 percent of significant written comments are acknowledged so that the person making them knows whether his or her comment is reflected in the outcome of a policy board action, or, conversely, why the policy board acted differently. (100%)

H. Participant Satisfaction (This information would be obtained via an online and written survey available on the Kern COG web site, and at each workshop/charrette/public meeting involving the plan or program in question.)

- ✓ Accessibility to meeting locations.
- ✓ Materials presented in appropriate languages for targeted audiences. (Spanish speakers appreciated provided Spanish materials and translation services.)
- ✓ Adequate notice of the meetings provided.
- ✓ Sufficient opportunity to comment. (Interactive voting technology was used and participants were given the opportunity to make written and oral comments.)
- ✓ Educational value of presentations and materials. (Positive comments were received.)

- ✓ Understanding of other perspectives and priorities.
- ✓ Clear information at an appropriate level of detail.
- ✓ Clear understanding of items that are established policy versus those that are open to public influence.
- ✓ Quality of the discussion.
- ✓ Responsiveness to comments received.

Based on the above analysis the 2018 RTP fully met or exceeded all the 2015 Public Involvement Policy evaluation indicators.

Workshopped Scenarios and EIR Alternatives

To better differentiate the use of each model run Kern COG has made the following distinction between the use of the terms “alternative” and “scenario.” An alternative refers to modeling, assumptions and output that is intended to be included in the CEQA document for the 2018 RTP. A scenario describes modeling results intended to generate feedback from the public in a public workshop. Feedback on scenarios is used to inform the development of assumptions for the CEQA required alternatives.

Consistent with the 2018 RTP/SCS process, and to meet the requirements of SB 375, Kern COG developed and workshopped 4 scenarios that varied in the amount of infill, compact development, and transit/bike/pedestrian infrastructure. Scenario 1 was the least compact while Scenario 4 was the most compact land use scenario. Twice as many people participated in the workshop activity this cycle compared to 2014. The results were similar to the 2014 process with the weighted average of participants falling closest to Scenario 3. By weighting and averaging the responses, the resulting preferred scenario provides a level of infill, compact development, and mix of strategies that represents all the responses received at the 14 public workshops spread throughout the county. The result also re-enforced the 2018 preferred plan alternative which was the basis for the 2018 preferred alternative.

The next step is to develop alternatives for inclusion in the environmental document to the 2018 RTP to meet California Environmental Quality Act (CEQA) requirements. Currently there is the 2018 Plan alternative based on Scenario 3, and three other alternatives to the Plan alternative. They have been named the No Project, Old Plan, and Countywide Infill alternative.

The 2018 RTP/SCS alternatives use Kern COGs latest transportation model development completed in December 2017 and the Regional Growth Forecast adopted in November 2015. The distribution of the growth forecast by RSA subregion was presented to the RPAC in February 2016 to ensure each sub region is allocated the proper amount of growth. The Regional Growth Forecast allocated across the county into 10 regional statistical area (RSA) sub regions. Two more sub regions were added based on public input. These control totals by subregion are used across all alternatives. Full model documentation and a peer review report are available at: <http://www.kerncog.org/category/data-center/transportation-modeling/>

Summary of EIR Alternatives

The Plan and three primary alternatives are designed to provide a range of reasonable alternatives to the plan in accordance with CEQA regulations. In addition a scoping level slow growth alternative was discussed in the EIR and dismissed.

The Plan

The Plan alternative is a balanced reflection of the input received during the 4 year public involvement process. The following bullets highlight some of the plan assumptions:

- **Maintenance Investment:** Increased to fully maintain transportation infrastructure.
- **Transit/Bike/Walk Investment:** Transit investment is based on the 2012 Golden Empire Transit (GET) Long Range Transit Plan, the Kern Commuter Rail Study, and includes a new Bus Rapid Transit system for Metro Bakersfield and extends Metrolink commuter rail service from Lancaster to Rosamond in East Kern as well as High Speed Rail stops in Bakersfield and Palmdale. Transit ridership is anticipated to increase with the use of shared mobility and autonomous vehicles to increase first/last mile connectivity. Additional bike and pedestrian improvements identified by the Kern County Active Transportation Plan would enhance transportation in revitalized areas. This alternative continues the rideshare program and adds the new 511 travel information system.
- **Housing Choices:** 30-40% of new housing growth characterized by multi-family, attached and small lot single family development less than ~6,000 square feet located predominately in Metropolitan Bakersfield consistent with the 2018 RTP/SCS and public input. **Revitalization:** Focus infill on vacant lots in Metropolitan Bakersfield and at the transit oriented development (TOD)/infill sites identified in the GET Long Range Transit Plan, and the Bakersfield Downtown Station Area Plan and consistent with the local General Plans.
- **Land Use Forecast:** 2018 RTP/SCS utilizes the new 2015-2050 Growth Forecast adopted by the Kern COG board in November 2015. The distribution in Metropolitan Bakersfield has been revised to assume all vacant lots in developed areas are filled, consistent with the existing General Plan as well as some revitalization around TOD/infill sites and downtown. This alternative uses Uplan land use model software developed by UC Davis to re-distribute the growth from areas with the lowest level of economic attractions in Metro Bakersfield to the infill areas.
- **Highway Investment:** Transportation investments would continue to alleviate the most critical roadway bottlenecks while investing in operational improvements, improved truck flows, safety and demand management strategies such as the CalVans public vanpool system. This alternative would postpone the Bakersfield South Beltway beyond 2042.

The No Project Alternative

The No Project alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. However, “no project” does not necessarily mean that development will be prohibited. The No Project alternative includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and infrastructure that would be completed in the first 5 years of the Plan that is nearing or under construction. This alternative is consistent with the alternative in the 2018 RTP/SCS EIR.

The Old Plan Alternative

The Old Plan alternative is an update of the adopted 2018 RTP/SCS reflecting the most recent growth distribution and transportation planning decisions and assumptions, extrapolated from the 2040 horizon year in the Old Plan out to 2042, the horizon year of the 2018 RTP/SCS. This Old Plan alternative does not include the updated development pattern strategies included within the 2018 Sustainable Communities Strategy (SCS), but includes all of the projects in the 2018 RTP/SCS. The growth scenario for the Old Plan is a combination of local input and existing General Plan and land use data provided by local jurisdictions during the 2018 RTP/SCS and Kern Regional Blueprint process which represented a significant change from previous

development patterns. This alternative is consistent with the alternative in the 2018 RTP/SCS EIR.

The Countywide Infill Alternative

The Countywide Infill alternative would result in a more aggressive development pattern than the 2018 RTP Plan. Under the Infill alternative, new growth would be focused in the 2015 existing urban/built-up areas countywide. The housing mix in this alternative would average about two-thirds medium or high density. The transportation network would accelerate transit, bike, and pedestrian projects in the 2018 RTP Plan. This alternative is consistent with the infill alternative in the 2018 RTP/SCS EIR.

The Slower Growth Alternative

The EIR also discusses a slower growth alternative that was considered and rejected as infeasible during the scoping process. The EIR describes several reasons for rejecting this alternative, including the fact that if slower growth were to occur, all the impacts would be less, making the adopted Kern COG forecast a more conservative assumption. In addition, recent estimates for 2018 are higher than the most recent DOF forecast.

Performance Measures and Indicators

The outputs generated by the transportation model are used to produce performance measures. These measures such as Vehicle Miles Travels (VMT) are used to evaluate the efficiency of the transportation system. Indicators are produced mainly from the outputs generated by the land use model. Indicators such as land consumption are used to evaluate the impacts and benefits a future land use pattern may have. Indicators are also used to evaluate the co-benefits such as public health and are included in Appendix D of the 2018 RTP/SCS. The results of the measures indicate that the Plan will not negatively impact the predominantly minority and/or low income communities.

ARB has established percentage change in CO₂ per capita as a key measure to determine that the SCS (RTP Chapter 4) if implemented is projected to meet the SB 375 reduction targets of 5% by 2020 and 10% by 2035. The Plan results in better CO₂ per capita reductions of 12.5% per capita by 2020 and 12.7% by 2035. It is important to note that these values are not to be compared with the 2018 RTP targets described in the target setting documentation approved by ARB as part of their target setting update process.¹

Summary of Changes Compared to Previous Plan

The Draft 2018 RTP/SCS is very similar to the adopted 2014 RTP/SCS. Following is a list of substantive changes to the 2014 RTP/SCS.

- The 2018 Plan time-frame was reduced from 26 years to 24 years consistent with the 7 other COGs making up the San Joaquin Valley. The horizon year was extended from 2040 to 2042.
- The Plan uses a slightly lower revised growth forecast adopted by the Kern COG Board in 2015.
- The Plan includes some minor policy updates based on public input.
- The Plan incorporates and identifies funding for all the prioritized projects in the 2017 Active Transportation Plan and includes a complete project listing by sub area of the county in Appendix G of the 2018 RTP/SCS.

¹ California Air Resources Board, Staff Report on SB 375 Regional Greenhouse Gas Emissions Reduction Targets, https://www.arb.ca.gov/cc/sb375/appendix_b_feb2018.pdf, .pdf pages 80-86, March 2018.

- The Plan is consistent with the extensive public feedback on new transportation strategies and funds new shared mobility (micro-transit) pilot projects in the rural areas of Kern.
- The Plan incorporates updates to local General Plans as well as the adopted City of Bakersfield High Speed Rail Station Area Plan land use assumptions for downtown Bakersfield.
- The Plan assumes new funding from sources such as the federal Infrastructure for Rebuilding America (INFRA) grant program, state Senate Bill 1 (SB1), state Cap & Trade programs, and other new and/or potential sources. If some of these sources are repealed or not fully realized, certain types of projects could slip depending on which are not fully funded.
- The Plan has the advantage of an improved Travel Model with observed base year data and assumptions updated from 2010 to 2015. Over 1,100 annually surveyed traffic count locations were used to ground-truth the model.
- The Plan benefits from a 40% increase in the number of performance measures to analyze impacts on predominantly minority and/or low income areas.

Summary of Major Comments and Responses

Ten comment letters and 6 public hearing testimonies were received from the following agencies and individuals on the Draft 2018 RTP/SCS and EIR:

- Leadership Counsel for Justice & Accountability
- Kern County Planning & Natural Resources Department
- California High Speed Rail Authority
- Dennis Fox
- Troy Hightower
- California Division of Oil, Gas, and Geothermal Resources
- Ted James Consulting
- Kern Transportation Foundation
- California Department of Transportation

Below is a summary of some of the major comments and responses:

- **MR-1** – Why do the CO2 per capita emissions values appear to be lower in the 2018 RTP than the 2014 RTP? **Response** – Change in methodology required by ARB make the values difficult to compare. Overall VMT per capita has gone down in the 2018 RTP, showing continued progress toward the SB 375 goals.
- **7-3** – In the integrated performance measure analysis, why do some minority/low-income areas perform better for average transit travel time in the No-Build alternative than the build alternative? **Response** – In the No Build alternative, transit routes are shorter, creating shorter travel times. Reduced transit investment in the No-Build also causes transit ridership to be 48% less than the Plan indicating that minority/low-income areas are not better-off as far as transit service in the No-Build alternative.
- **8-2 thru 8-3** – Add more specific policies that prioritize/protect disadvantaged communities. **Response** – Revised several policies to include a reference to disadvantaged communities.
- **8-6** – Add policy language that protects disadvantaged communities from the impacts of increased trucking and goods movement activity. **Response** – Updated policy 24 on goods movement to include protection for disadvantaged communities and the environment.

- **8-11 thru 8-13** – Add more specific mitigation measures that address population displacement, and truck related air quality/GHG emission impacts on disadvantaged communities. **Response** – The document is a programmatic level document and is not appropriate for including project level mitigation nor would Kern COG have the authority to impose such mitigation. Specific mitigation for individual projects would be developed at the project level by the local government lead agency. Kern COG agrees that promoting environmental protections for all communities is a priority and has proposed changes to Policy 24 accordingly (see response to comment 8-6).

The full Response to Comments is included as Attachment B to this staff report. The numbered comments are found in Attachment C to this staff report.

Next Steps

- **August 1, 2018** – TTAC/RPAC Considers Recommendation of Adoption of the 2018 RTP/SCS, EIR, 2019 FTIP and Conformity documents
- **August 16, 2018** – TPPC/COG Board Considers Adoption of the 2018 RTP/SCS, EIR, 2019 FTIP and Conformity documents
- **December 2018** – FHWA/EPA approves Conformity
- **December 2018** – FHWA/FTA approves 2019 FTIP
- 2019 - ARB accepts Kern COG's determination that if implemented, the SCS will meet the targets established by ARB.
- 2019 – Kern COG updates its Public Information Policies & Procedures and the Regional Growth Forecast
- 2022 – Kern COG considers adoption of the 2022 RTP/SCS

Conclusion

The development and performance of the 2018 RTP/SCS, EIR, 2019 FTIP, and Conformity documents including public outreach meet federal, state and Kern COG requirements. The environmental document was developed with expert consulting services including a CEQA attorney. The resulting planning documents balance extensive, bottom-up public input with a measured, performance based approach, providing an effective Plan and vision that advances the goals of the Kern COG Board, while facilitating project delivery. Staff recommends approval of this action item.

Attachments

Attachment A – Executive Summary
Attachment B – Response to Comments
Attachment C – Comments
Attachment D – Resolutions

ACTION: Recommend the Transportation Planning Policy Committee Authorize the Chair to Sign the Resolutions approving the DRAFT FINAL 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; DRAFT FINAL ENVIRONMENTAL IMPACT REPORT; CORRESPONDING DRAFT FINAL AIR QUALITY CONFORMITY ANALYSIS and RESPONSE TO COMMENTS

Attachment A

Executive Summary

INTRODUCTION

The 2018 Regional Transportation Plan (RTP) is a 24-year blueprint that establishes a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation systems in Kern County. It has been developed through a continuing, comprehensive, and cooperative planning process, and provides for effective coordination between local, regional, state and federal agencies. Included in the 2018 RTP is the Sustainable Communities Strategy (SCS) required by California's Sustainable Communities and Climate Protection Act, of Senate Bill (SB) 375. The California Air Resources Board (CARB) set Kern greenhouse gas (GHG) emissions reductions from passenger vehicles and light-duty trucks at 5 percent per capita by 2020 and 10 percent per capita by 2035 as compared to 2005. In addition, SB 375 provides for closer integration of the RTP/SCS with the Regional Housing needs Allocation (RHNA) ensuring consistency between low income housing need and transportation planning. Kern COG engaged in the RHNA process concurrently with the development of the 2014 RTP. This process required Kern COG to work with its member agencies to identify areas within the region that can provide sufficient housing for all economic segments of the population and ensure that the state's housing goals are met.

Kern COG is a federally designated Metropolitan Planning Organization (MPO) and a state designated Regional Transportation Planning Agency (RTPA). These designations formally establish Kern COG's role in transportation planning. Preparing an RTP is one of Kern COG's primary statutory responsibilities under federal and state law.

Kern COG prepared a Program Environmental Impact Report (Program EIR), pursuant to the California Environmental Quality Act (CEQA), for the RTP. Individual transportation projects are preliminarily identified in the 2018 RTP; however, the Program EIR analyzes potential environmental impacts from a regional perspective, providing opportunities for streamlining the analysis required in project specific environmental documents. In addition the companion RTP conformity document demonstrates that the Plan will not delay attainment of federal air quality standards in the State Implementation Plans for air quality.

PUBLIC PARTICIPATION: Listening to the Citizens and Stakeholders

Public participation is encouraged at every stage of the planning process and all meetings are open to the public. Community engagement and outreach are fundamental to the development of the 2018 RTP/SCS. By nature, this plan represents the region's mutual vision for its future and was developed using a grassroots, bottom-up approach, garnering input from over 6,000 residents at over 20 meetings and events across the region. Kern COG's comprehensive community engagement process, Directions to 2050, was designed to solicit input from stakeholders and community members on priorities for the region's long-term future. The name "Directions to 2050" was meant to encourage participants to think long-term. The community engagement process extended from December 2015 through February 2018. The program provided various opportunities for community members, stakeholders, and local agencies and jurisdictions to participate. The program provided numerous public workshops, community events and interactive and educational booths at festivals and fairs, an interactive project website, three statistically valid phone surveys and presentations to various clubs and community groups.

The vast majority of people want to maintain, fix and finish what we have. A discussion of Kern COG's public participation activities is provided in Chapter 4 of the RTP and a Summary of Findings is documented in Appendix C of the RTP.



Executive Summary

OUR VISION: Fix and Finish What We Have

Through the RTP process Kern COG has placed an emphasis on sustainability and integrated planning. The intent of the SCS is to achieve the state's emissions reduction targets for automobiles and light trucks. The SCS will also provide opportunities for a stronger economy, healthier environment, and safer quality of life for community members in Kern County.

The RTP SCS seeks to: improve economic vitality, improve air quality, improve the health of communities, improve transportation and public safety, promote the conservation of natural resources and undeveloped land, increase regional access to community services, increase regional and local energy independence and increase opportunities to help shape our community's future.

Kern County is unlike any other region in California. Kern's large size and diverse valley, desert and mountain environs are dominated by agriculture, oil production, renewable energy, aerospace, military, recreation, transportation linkages and other activities that warrant unique and different approaches to address the SCS goals. These economic pursuits are the basis for dispersed rural centers and strategic locations for developments within the county that are unlike other areas of the state. Accordingly, unique strategies are needed to support Kern's economic, transportation and other needs. This uniqueness is reflected in the General Plans and programs of Kern County's local governments.

The 2018 RTP/SCS supports an improved quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. The safe, secure and efficient transportation systems will provide improved access to opportunities, such as jobs, education and healthcare. The emphasis on transit and active transportation will allow our residents to lead a healthier, more active lifestyle.

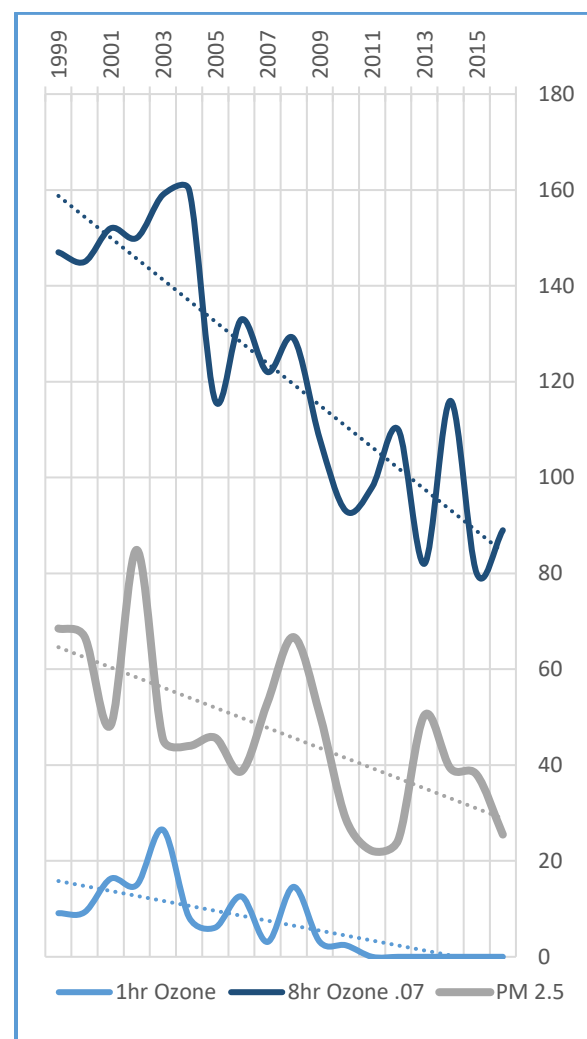
CHALLENGES

Solutions for the Economy and Air Quality

Even though Kern County has already recovered all the jobs lost during the great recession, Kern continues to suffer from double-digit unemployment. The Federal Highway Administration estimates that every \$1 billion spent on transportation infrastructure creates 10,870

job years of which up to 4,000 can persist long after construction, generated by increased labor from better mobility and more efficient goods movement. This 24-year investment plan is projected to add over 80,000 job years (3,100 24-year jobs) from construction, maintenance and better mobility, a 40% jump over the 2011 RTP. The plan could ultimately add 28,000 permanent jobs to the region, increasing Kern's economic base, adding capacity to reinvest in an ever more efficient/cleaner transportation system, triggering an upward economic spiral for future generations.

Figure ES-1: Number of Days Exceeding Federal Air Standards in Kern County 1999-2016



Note: In this air quality graph, lower ozone and PM 2.5 numbers are equivalent to better air quality. Source: CARB iADAM data.

Since the 1990s, the Kern region has achieved consistent improvements in the number of days exceeding federal standards for ozone and particulate matter, generally defined as “fine dust”. In 2012, Kern demonstrated attainment of the 1-hour ozone standard, and has made significant progress on the new 8-hour ozone and PM_{2.5} standards (Figure ES-1). However the air quality modeling forecast for this RTP showed that by 2042, if things didn’t change and population and travel continue to grow, the NO_x precursor component to PM_{2.5} begins to creep back up. To combat this effect the plan focuses new efforts to achieve and maintain the federal air quality standards, and in doing so also makes significant progress toward the new state climate change goals. These strategies such as improving transit, bike, walk, and housing options are included in the SCS in Chapter 4.

Financial Challenges

Of all the challenges facing us today, there is none more critical than funding. With the projected growth in population, employment and demand for travel, the costs of our multimodal transportation system needs surpass projected revenues available from our historic transportation funding source – the gas tax. Maintaining the local transportation infrastructure is of critical importance for the entire region, and was ranked as the highest priority based on public outreach. Funding from the federal gas tax has traditionally been used to support the maintenance of these facilities. Over time; however, gas tax revenues have failed to keep up with inflation. The increase in the number of electric and hybrid vehicles that pay significantly less gas tax per mile traveled only exacerbates the problem.

As a result of years of underinvestment, a significant number of our roadways and bridges have fallen into a state of disrepair. It is imperative that this situation be addressed. The rate of deterioration will only accelerate with continued deferral, significantly increasing the cost of bringing our transportation assets back into a state of good repair. Furthermore, with recent declines in transit funding, the region’s transit operators continue to face major obstacles to providing frequent and convenient transit services.

The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources. This region needs a long-term, sustainable funding plan that ensures the

region receives its fair share of funding, supports an efficient and effective transportation system that grows the economy, provides mobility choices, and improves our quality of life.

PLANNING FOR OUR POPULATION

Population, Housing and Employment Forecasts

Population in the 8,200 square mile County of Kern was estimated to be just under 905,801 in 2018. The forecast projects that the population growth will average about 21,400 people per year from 2015 to 2035 and about 21,900 people per year over the entire forecast time frame from 2015 to 2042. Kern County has had a trend of increasing average household size, growing to 3.03 from 2000 to 2010, to 3.2 in 2015, and 3.27 in 2035. It is anticipated that the average household size will slow to 3.11 by 2042. The Kern region is California’s eleventh most populated of 58 counties ahead of San Francisco, but behind Fresno County in the Central Valley. The Kern region is forecasted to grow by nearly one-half million persons to 1,458,000 in the forecast year 2042.

According to the California Employment Development Department (EDD) Kern County gained 74,000 jobs since 2000 and experienced an increase in per capita income. According to the Employment Development Department, the unemployment rate for January 2018 in Kern County was 9.2 percent, up from a revised 8.4 percent in December 2017, and below the year-ago estimate of 10.0 percent. This compares with an unadjusted unemployment rate of 4.6 percent for California and 4.5 percent for the nation during the same period. In 2010 there were 1.08 jobs per household, but estimates for 2014 indicate the ratio has increased to 1.22. The forecast indicates that Kern County will experience a slight reduction in the number of jobs per household to 1.13 in 2035 and 1.06 by 2042.



Executive Summary

This decline is generally in proportion to the decline in labor force participation expected nationally.

Over the past decade, growth has concentrated in Metropolitan Bakersfield and the communities of Delano, Wasco, Ridgecrest, California City, Arvin, Shafter, Tehachapi, McFarland and the unincorporated communities around Tehachapi, Rosamond, and Frazier Park.

Much of Kern employment is dispersed, consequently, the Metropolitan Bakersfield area experiences a “reverse commute” whereby a segment of workers commute to outlying areas such as agricultural fields, food processing facilities, warehousing, wind farms, oil fields, prisons, power plants, and government installations.

Development

Land use is one of the most important elements of effective transportation planning. Kern COG does not have jurisdiction over land use planning, but the agency does advise and encourage dialogue among those involved in the decision making process. The RTP/SCS was developed in consultation with local jurisdictions and is consistent with existing adopted General Plans and Zoning. Kern COG will continue to use the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to communicate with Kern cities and the county on issues of land use, transportation and air quality, to ensure that land use projects are environmentally sound.

At the core of the 2018 RTP are seven goals:

1. **Mobility** – Improve the mobility of people and freight;
2. **Accessibility** – Improve accessibility to major employment and other regional activity centers;
3. **Reliability** – Improve the reliability and safety of the transportation system;
4. **Efficiency** – Maximize the efficiency of the existing and future transportation system;
5. **Livability** – Promote livable communities;
6. **Sustainability** – Minimize effects on the environment; and
7. **Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups.

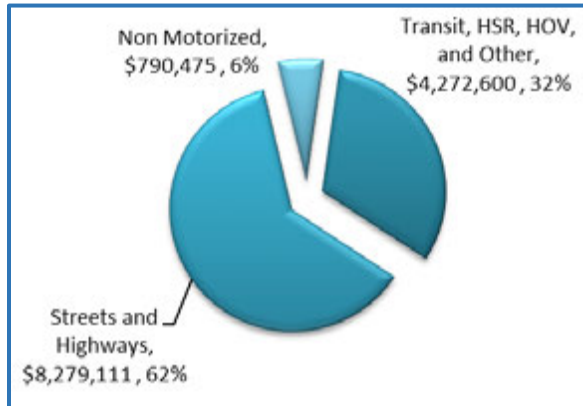


STRATEGIC INVESTMENTS

The 2018 RTP/SCS financial plan identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local state and federal sources along with funding sources that are considered to be reasonably available over the time horizon of the RTP/SCS. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (National Surface Transportation Policy and Revenue Study Commission and National Surface Transportation Infrastructure Financing Commission), leveraging of local sales tax measures, local transportation impact fees, potential national freight program/freight fees, future state bonding programs and mileage-based user fees.

The 2018 RTP promotes a more efficient transportation system that calls for fully funding alternative transportation modes, while emphasizing transportation demand and transportation system management approaches for new highway capacity. The Constrained Program of Projects includes projects that move the region toward a financially constrained and balanced system. Constrained projects have undergone air quality conformity analysis to ensure that they contribute to the Kern region's compliance with state and federal air quality rules.

Investments by Mode 2018–2042 (\$ x 1,000)



The RTP fulfills several requirements with one document:

- Congestion Management Program
- Sustainable Communities Strategy & Rural Urban Connectivity Strategy
- Regional Housing Need Allocation
- Safety-Security Action Element
- Environmental Justice & Performance Measure Analysis

As the Congestion Management Agency, Kern COG has responsibility to ensure that all cities and the county are following the Congestion Management Program (CMP). Kern COG completes a coordinated and comprehensive review of current traffic data during each RTP update. Through the Kern Regional Traffic Count Program, the cities, county and Caltrans undertake annual traffic counts on their roads. Use of current peak-hour traffic counts to monitor congestion ensures that the review is based on observed traffic conditions and includes an innovative multi-model level of service analysis policy. The SCS includes a Rural Urban Connectivity Strategy analysis designed to ensure that the economic development of rural areas for agriculture, energy, tourism, military and other activities are not left out of efforts to provide for a more efficient transportation system.

To ensure consistency requirements with the SCS, Kern COG engaged in the RHNA process concurrently with the development of the 2014 RTP. The RHNA is

an 8-year document that provides low income housing goals for each community in the region.

The Safety/Security Action Element fulfills a federal requirement for homeland security planning in the RTP as well as forwards the region's safety and emergency planning efforts.

Recognized as a national best practice, the Kern RTP includes an innovative analysis with the Integrated Performance Measures Analysis for System Level, Smart Mobility Framework, Health Equity, Environmental Justice and Title VI. The analysis advises our decision makers on the progress we are making toward our goals, while ensuring disadvantaged communities are not left behind.

MONITORING PROGRESS

Transportation planning for the Kern region requires continually improved information on the condition and use of the transportation system. The Highway Performance Monitoring system is a federally mandated program designed by the Federal Highway Administration to assess the performance of the nation's highway system. Chapter 8 discusses an array of monitoring efforts.

SUMMARY OF BENEFITS

2018 Regional Transportation Plan

The region represented by the Kern Council of Governments is projected to grow by more than 50% by 2042. To protect the quality of life for future generations, the 2018 RTP is presented as an economic development strategy as well as a transportation, infrastructure and sustainability investment.

MOBILITY BENEFITS

- ✓ The plan improves overall mobility and provides needed congestion relief by maintaining, fixing and finishing what we have.
- ✓ This plan fully funds maintenance of the transportation system while increasing funding for bike, pedestrian, and transit facilities.
- ✓ Implementation of the plan will nearly double the number of homes within walking distance to quality transit. By integrating land use and transportation, 72% of homes will be near quality transit compared to 57% under the prior plans.

ECONOMIC BENEFITS

- ✓ The Federal Highway Administration estimates that every \$1 billion spent on transportation infrastructure creates 10,870 job years of which up to 4,000 can persist long after construction, generated by increased labor from better mobility and more efficient goods movement.
- ✓ This 24-year investment plan is projected to add over 75,000 job years (3,100 26-year jobs) from construction, maintenance, and better mobility, and saves an additional 21,000 existing jobs that would have been lost because of poor road conditions.
- ✓ The plan could ultimately add 26,000 permanent non-transportation sector jobs to the region, increasing Kern's economic base, adding capacity to re-invest in an ever more efficient transportation system, triggering an upward economic spiral for future generations.

HEALTH BENEFITS

- ✓ Improve air quality and public health by reducing all criteria pollutants, emissions and their precursors to meet national standards – oxides of nitrogen (NOx), reactive organic gasses (ROG), particulate matter (PM₁₀), fine particulate matter (PM_{2.5}) and carbon monoxide (CO).
- ✓ 5% or more reduction in health expenditures because of improved air quality.
- ✓ Promotes more active transportation by fully funding the Kern Active Transportation Plan and increasing funding for bike and pedestrian facilities 700% over Pre-SCS RTPs.

SUSTAINABILITY BENEFITS

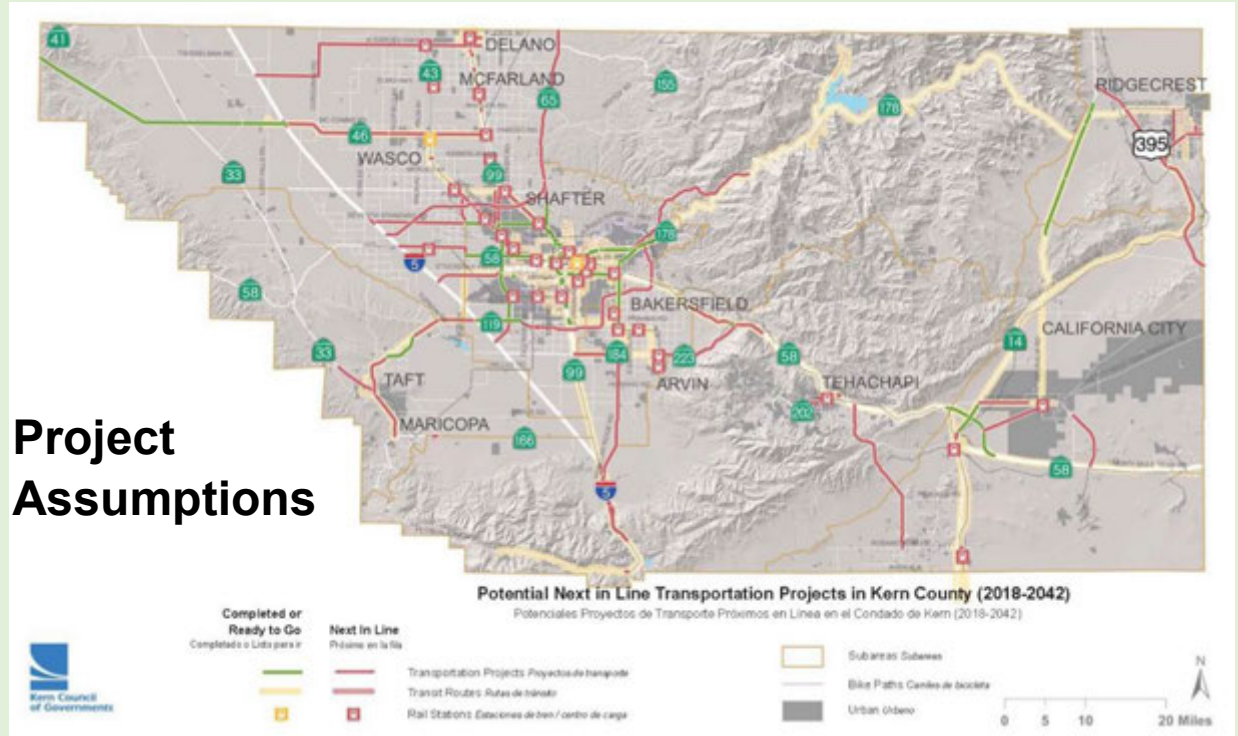
- ✓ 12% or more reduction in household water use by providing a full range housing choices.
- ✓ 12% or more reduction in infrastructure costs by revitalizing existing communities.
- ✓ 90% reduction in farmland conversion to urban uses outside city spheres of influence



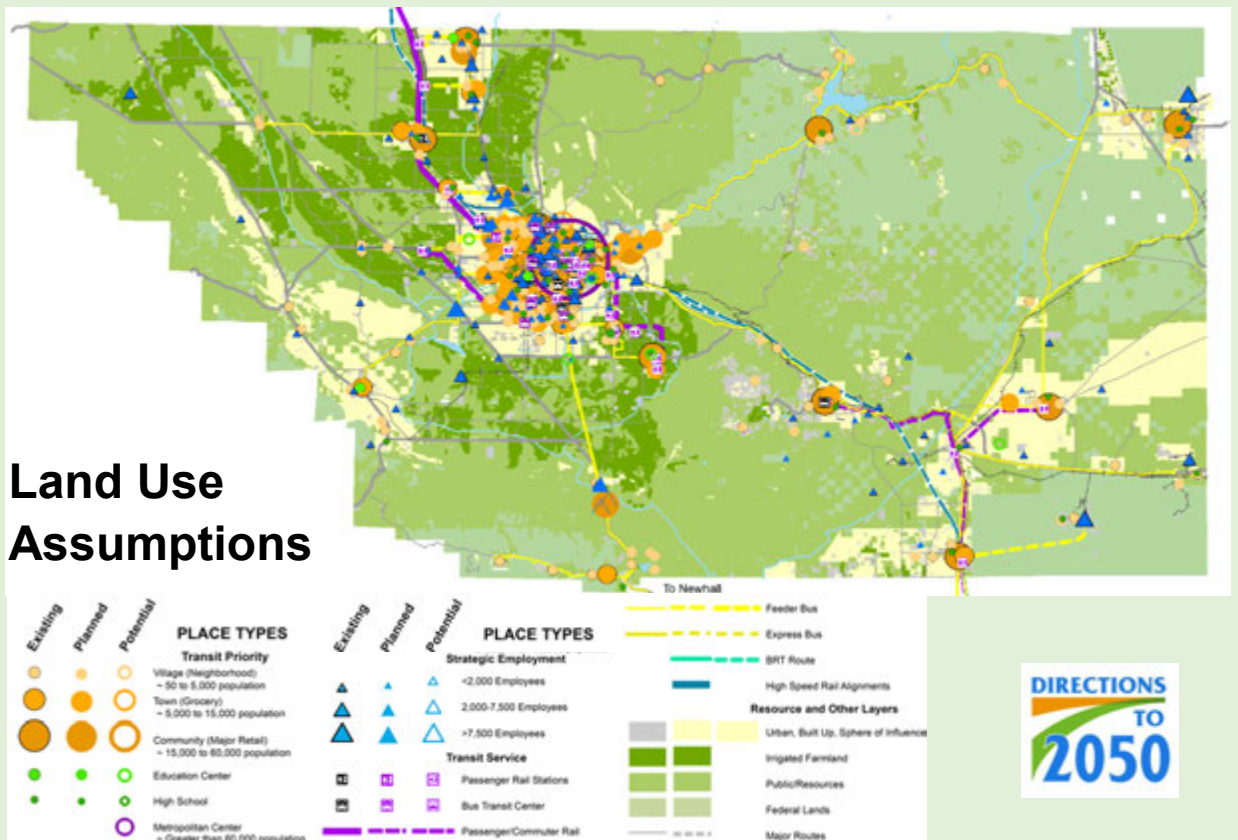
2018 Regional Transportation Plan

Reflecting diverse public input, the plan assumes projects that reflect a more efficient transportation system that will benefit the mobility, economy, health and sustainability of the region. Consistent with the prior plan, funding from traditional sources continue at historic rates as well as a slight increase in additional funding from potential new sources. Funding assumptions are updated every four years. Land use assumptions are based on local general plans with input from the public and the regional planning advisory committee.

Project Assumptions



Land Use Assumptions



Attachment B

RTP Response to Comments (Please Note the Page Numbers Referenced in This Document are From the Draft 2018 RTP)

RTP MASTER RESPONSES

RTP-MR-1: Revised Table 4-6 footnote to fix faulty URL reference. The footnote at the bottom of Table 4-6 explains that the 2018 RTP results use the VMIP2 model and are not directly comparable with prior RTP results. For a detailed description of the modeling differences see the 12/30/16 letter to ARB on SB 375 Target Setting Recommendations from the San Joaquin Valley Regional Transportation Planning Agencies (corrected URL http://www.kerncog.org/wp-content/uploads/2018/06/ARB_Targets_SR_appendix_b_feb2018.pdf p. 10 of 156). 12/30/16 letter was provided to the RPAC and included in support of the recent ARB adoption of new SB 375 Targets in April 2018 and scheduled to be made effect in October 2018. Section 2 of this letter from the 8 San Joaquin Valley COGs includes an analysis of valleywide challenges for target setting. Many of those challenges had to do with requested modeling changes from ARB staff. The resulting changes demonstrate that the new methodology for SB375 makes the targets incomparable with the 2014 RTP target setting demonstration for the following reasons:

- Impact of model improvements from the San Joaquin Valley Model Improvement Plan (VMIP), phase 2;
- Impact of updated emissions calculation tool (EMFAC2014);
- Impact of an increased rate of economic recovery on VMT;
- Challenges associated with interregional travel; and
- Impact of lower automobile operating costs on VMT.

Some of these changes affected the Valley COG models differently, further making comparability with the 2014 results challenging. ARB provided the new methodology being used by all the COGs in the state and it was also used for the SB 375 target setting process by all the COGs.

Your assessment is correct, the 2018 RTP does outperform the 2014 RTP in GHG reduction.²

RTP SPECIFIC COMMENT RESPONSES

Letter 1: Leadership Counsel for Justice & Accountability, Adeyinka Glover, Esq., Attorney

1-1 Model methodology documentation is referenced with a web link on p. D-8 and other locations in the RTP. A similar analysis to the one referenced in a prior RTP is provided on p. D-9 and D-30. The narrative providing an analysis of shortcomings can be found adjacent to Tables D-9 and D-10.

² Draft RTP/EIR, Table 5.0-12, p. 5.0-31

The Draft 2018 RTP performance measure analysis contains 40% more performance measures than prior RTP cycles and those results are provided in Tables D-4 through D-20. Performance measures on hours spent in congested traffic are provided on p. D-22, 23 in Table D-18. The corresponding description of shortcomings from the 2011 RTP 2-24 is found on p. D-29. The model methodology documentation Model Development Report³ states that the transit mode choice functionality is the same as used in the prior RTP cycle and demonstrated that the model is sensitive to travel reducing strategies.⁴ Requests for custom runs is described in Chapter 8 of the Draft 2018 RTP/SCS p. 8-8 under Inter-Governmental Review.

1-2 Requested inclusion of the Transportation Modeling Committee's Policies and Procedures which can be found in Chapter 8 of the Draft 2018 RTP p. 8-5 to 8-7.

1-3 Deleted errant footnote 9 on p. D-16. Rural transit performance measure results were already provided in Table D-9a contrary to what was stated in the footnote.

1-4 Extensive reports on the travel model related to SB 375 target setting, also used in development of the 2018 RTP, were provided to the RPAC in December 2016 and 2017 as well as various components being presented at numerous other RPAC meetings over the past 4 years.⁵ The comment from the May 2, 2018 RPAC meeting minutes was not about completing adjustments to the model validation and assumptions, but about the generation of extensive model output such as the numerous performance measures. The urban simulation computer modeling or computer visualizations were presented in the 17 sponsored mini-grant workshops held throughout the county as required in the Kern COG Public Information Policies and Procedure, Article IX. Section 5 which only requires 3 workshops.

Letter 2: County of Kern, Planning and Development Department, Lorelei Oviatt, AICP, Director, June 21, 2018

This letter contains comments on the EIR; see EIR Response to Comments 2-1

2-1 Thank you for the numerous supportive comments including those on the comprehensive modeling and outreach process to the 2018 RTP, and the new focus on shared mobility as a solution for rural transit. We look forward to the completion of the Kern County General Plan update.

Letter 3: Dennis Fox, June 21, 2018

3-1 Additional funding for traffic signal coordination is included in this RTP and discussed on p. 5-43 as an air emissions reduction strategy.

3-2 Comments supportive of Chapter 2 policies 15.2, 18.0, 21.6, and 33.6.

³ Fehr&Peers, Model Methodology Report, <http://www.kerncog.org/wp-content/uploads/2017/11/VMIP-2-Model-Development-Report-KernCOG.pdf>, p. 43.

⁴ Fehr&Peers, Revised Kern COG Model Dynamic Validation Memo, http://www.kerncog.org/wp-content/uploads/2009/11/Kern_DynamicValidation_20130828.pdf, p. 6.

⁵ Kern COG, Regional Planning Advisory Committee Agendas and Minutes, <http://www.kerncog.org/rpac-meetings/>.

Letter 4: Michael Toland, California Division of Oil, Gas, and Geothermal Resources, July 2, 2018

4-1 Comment noted.

Letter 5: Ted James Consulting, July 9, 2018

This letter contains comments on the EIR; see EIR Responses to Comments 5-2 through 5-4.

5-1 Map updated to better reflect modeling.

Letter 6: Diana Gomez, California High Speed Rail Authority, July 10, 2018

6-1 Comment noted.

6-2 Comment noted.

Letter 7: Troy Hightower, TDH Associates International, July 12, 2018

This letter contains comments on the EIR; see EIR Responses to Comments 7-6

7-1 See response 1-4. Comments received during the public review period will be responded to and addressed as appropriate in the Draft Final 2018 RTP/SCS to be considered at the August TTAC, RPAC and TPPC meetings.

7-2 Multiple versions of the Policies in Chapter 2 were made available to the RPAC and the public via the Kern COG website during the development of the document. All edits were incorporated into the draft document and were distributed for review by both the RPAC and the public as well. A summary of public participation outreach results can be found in Appendix C of the Draft 2018 RTP/SCS. The outreach process incorporated a presentation on new technologies such as shared mobility as well as an emphasis on the Active Transportation Plan. The plan includes funding for a shared mobility pilot project in the disadvantaged communities of Lamont, Arvin and Wasco.

7-3 The methodology used to determine impact to EJ and Title VI areas evaluates how these areas perform compared to the county as a whole. The method is the same as used in the 2014 RTP. Changing this method to compare the Plan with the No Build Alternative as proposed by the commenter was not recommended at any of the three RTP Environmental and Social Equity Roundtables where that methodology was vetted by stakeholders including representatives of disadvantaged communities, nor by the RPAC/TPPC in several public meetings during the past four years when the methodology was presented. Based on the publicly vetted method, the measures indicate that in every instance, the No Build alternative EJ/Title VI areas perform better than the No Build countywide measures as a whole. The commenter questions the measures dealing with just 2 of the 10 RTP goals – mobility and accessibility. The measures look at average travel time (mobility) and average travel time to job centers (accessibility). Using the alternative comparison method suggested by the commenter, several of the measures for the No Build alternative EJ/Title VI areas do perform better than the Plan EJ/Title VI areas

for transit travel time. However, in the No Build alternative, transit boardings are down 48%⁶ and all federal criteria air pollutant emission are up⁷ compared to the Plan, demonstrating that this is a poor method of comparison for the travel time measures. Some of the transit travel time performance gains are the result of a scaled back transit system with shorter routes. Increased congestion also limits the ability to travel, further degrading overall mobility and accessibility.

7-4 The EJ Screen tool used U.S. Census blockgroups in the top 80th percentile for predominantly minority areas to identify federal Title VI areas, and in the top 80th percentile for predominantly minority and/or low income areas for identifying Environmental Justice (EJ) areas. Transportation Analysis Zone centroids that fell within these blockgroups were used in the respective analyses creating a direct correlation between the analysis areas and the EJ/Title VI areas. The Metropolitan Bakersfield, urban area consists of the TAZs that approximately match the Metropolitan Bakersfield General Plan boundary.

7-5 See response MR-1.

Letter 8: Leadership Counsel for Justice & Accountability, Adeyinka Glover, Esq., Attorney, July 12, 2018

This letter contains comments on the EIR; see EIR Responses to Comments 8-11 through 8-14.

8-1 The language is incorporated into the DRAFT 2018 Regional Transportation Plan and Sustainable Communities Strategy on page 2-1 that was submitted for public review on May 18, 2018.

8-2 Policy 7 includes the following language: “in all communities and particularly in disadvantaged communities.” Policy 8 the following language was added: “including in disadvantaged communities.” Policy 28.2 the following language was added: “in all communities including disadvantaged communities.” Policy 29.1 the following language was added: “including in disadvantaged communities where appropriate.” Policy 29.2 the following language was added: “including in disadvantaged communities where appropriate. Policy 29.3 includes the following language: “in all communities including disadvantaged communities.”

Kern is aggressive in going after SB 1 planning funds. Kern COG has recently applied for and awarded over \$400k in SB 1 planning funds to look at transit technology solutions for outlying/disadvantaged communities such as micro-transit dispatch software (similar to what is used by Uber/Lyft) and electric vehicles, as well as develop solutions for seniors and the disabled countywide.

8-3 Added a sentence to Policy 21.1 that states: “Attention should be taken to not impact disadvantaged communities more than the county as a whole.” Policy 23 added the following language: “to include representatives from disadvantaged communities and air quality advocates.

⁶ Draft RTP/EIR, Table 4.11-5, p. 4.11-30

⁷ Draft RTP/EIR, Table 4.3-4, p. 4.3-35

8-4 More than 6,000 did provide input into the 2018 RTP process in addition to the 6,000+ that participated in the 2014 RTP process and does not include feedback gathered from the 2014 cycle. There were actually Over 100 Public Outreach Opportunities in Past 4-Years:

- 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

Even more attended these public input opportunities but did not provide input. For example, at the festivals, fairs, farmer's markets only the individuals who participated in the information gathering activity were counted.

On p. 4-33 revised to clarify that the housing market studies were performed prior to the adoption of the RHNA in 2014

8-5 See Master Response RTP-MR-1.

8-6 Added text revision to policy 24 to better reflect existing regulations requiring emission reduction technology solutions for goods movement facilities. The RTP is a programmatic level document. The local government General Plans and permitting process help ensure that local disadvantaged communities are not impacted environmentally. However, the land use for this facility is included in the regional modeling and the regional air quality impacts have been fully analyzed in the RTP/EIR. Note that the Shafter Intermodal Facility will take trucks off our highways and allow greater shipment by rail which is 10 time more energy efficient and 7 times less polluting than shipping by truck. The emissions savings from this project is one of the greatest potential savings for a single project in the state of California. In addition, goods movement facilities benefit rural disadvantage communities by providing indoor, air conditioned, well-paying jobs, as well as increased economic activity and a corresponding increase in local revenue that can be used to improve public services to disadvantaged communities. It is also important to note that the Shafter Intermodal Rail Facility is 4 miles from the nearest major residential area with the exception of being ½ mile from a small 15 unit rural tract, well beyond the 500' impact area for project level impact.

8-7 See Master Response MR-1. Tables D-9 a-c show transit expenditures on a cost per mile basis. A lower cost per mile in rural EJ/Title VI areas compared to the county as whole means the expenditures are more cost efficient per mile in rural areas primarily because of the long transit routes traveled per passenger. Rural EJ/Title VI areas are more efficient than the county as a whole because they also benefit from higher passengers per bus in rural areas than the county as a whole. For example, the Lamont to Bakersfield rural transit route operates at higher capacities per bus than the Ridgecrest to Mojave rural transit route.

8-8 Revised text on p. D-4 and D-10 to clarify that the analysis only includes minority and low-income, not seniors and disabled as had been done in previous cycles.

8-9 Appendix C Outreach Results, provides a summary of the results of over three years of public outreach. It states: “The 2018 RTP/SCS outreach program garnered input from more than 2,600 participants in the last year of a 3-year public outreach process using stakeholder meetings, mini-grants for non-profit hosted public workshops, fair booths, phone surveys and an online “Play the Game” survey activity. In addition, in the two years prior, 3,600 participants provided input in annual phone surveys, festivals, events and online for a total of more than 6,000 participants providing input countywide. Kern COG’s outreach activities are ongoing, and get input from over 2,000 persons per year via the annual phone surveys, online survey and booth activities at local fairs and festivals.” Additionally, Kern COG hosted four (4) stakeholder roundtable meetings in December 2015, March 2016, June 2016 and August 2017. The purpose of the stakeholder roundtable meetings was to discuss the project and outreach process, to provide an overview of recent studies and to engage participants on transportation issues. For the environmental and social equity stakeholder group, additional goals were included: discuss the RTP/SCS environmental justice methodology and system level performance measures and the new Federal safety performance measure requirement. With funding from Kern COG through the Mini-Grant Program, Kern COG was hosted by the following organizations: A Philip Randolph Community Development Corporation, Bike Bakersfield, California State University Bakersfield, the Delano Alliance, Greater Bakersfield Chamber of Commerce, Greater Tehachapi Economic Development Council, Kern County Black Chamber of Commerce, Leadership Counsel for Justice and Accountability, Shafter Rotary Club, the United Way of Kern County and the Bakersfield Downtown Business Association Third Thursday event. A total of seventeen (17) meetings were held during the months of April, May and June 2017, in Greater Bakersfield, Lamont, Wasco, Tehachapi, Mojave, Delano, Shafter and Wofford Heights. Three Hundred and Sixty-Nine (369) community members participated in the workshops. Community members ranged in age from college age to 60+ and self-identified as Hispanic/Latino, White/Not Hispanic, Asian/Pacific Islander, African American and more than one race. At each outreach event, sign-in sheets and evaluation forms were provided.

During fall of 2017, Kern COG staff addressed the eleven City Councils and the Board of Supervisors regarding development of the 2018 Regional Transportation Plan/ Sustainable Communities Strategy, Key Land Use and Planning Assumptions and Public Outreach.

During fall and winter of 2017/18, Kern COG staff addressed the eleven City Councils and the Board of Supervisors regarding the development of the Kern Region Active Transportation Plan. Staff provided each entity with copies of the January 2018 Report that was relevant to each individual community.

Pursuant to GC Section 65080(b)(2)(F)(v), if the MPO consists of a single county at least two public hearings shall be held on the draft SCS in the regional transportation plan. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region. Kern COG conducted three public hearings on June 6, 2018, in the City of Ridgecrest, June 19, 2018, in the City of Arvin and on June 21, 2018, in the City of Bakersfield. Ads were published announcing the three public hearings as well as display ads in the Bakersfield Californian in English and in

El Popular in Spanish. **Samples of the ads have been attached to the end of Appendix C of the 2018 RTP/SCS.**

8-10 The City of Arvin provides interpretation services from a certified interpreter at all of its Council Meetings. Additionally, Kern COG had Spanish speaking staff in attendance at the meeting in case there were questions from the public.

Letter 9: Kern Transportation Foundation, Ron Brummett, July 12, 2018

9-1 See Master Response MR-1.

9-2 Kern COG has instituted an advanced transportation technology planning work element that focuses on grant writing and development of a master plan for electric vehicle charging. The new program is discussed on p. 5-42 to 5-47.

Letter 10: California Department of Transportation, Michael Navarro, July 12, 2018

10-1 Chapter 7-1 p. 7-1 contains a more general discussion of the importance of corridor preservation which includes this project.

10-2 Comments noted. Added Policy Action No. 35 to Table 2.1 to include the Safety and Security policies found on p. 5-90 to 5-91.

10-3 Comments noted.

10-4 Comments noted.

RTP Checklist Comments:

- #12 & 2 Checklist updated per comment.
- #7 & 8 The first three bullets found on p. 6-3 define the assumptions for financial constraint of STIP funding components including assumptions about “RIP” and “IIP”, and discussion about the STIP county share and year-of-expenditure projects. These three items together satisfy the STIP requirement for consistency between the RTP, ITIP and the STIP since they describe how projects of regional significance are financially constrained in Chapter 5. Therefore, Kern COG is only able to deliver those projects in the STIP found in the constrained list of capital projects in the RTP.
- #9 Kern COG has a robust program for CMAQ implemented in a call for projects cycle every two years. The ranking process is rigorous and TCMs are highly ranked much of the time. This is implied in the financial section of the RTP and reflected in Table 6-1 found on p. 6-6. Kern COG has developed TCM strategies by incorporating a project selection process provided in Chapter 5 of the Kern COG Project Delivery Policies and Procedures document.
- #3 Comment noted.

10-5 Comments noted. Revised Table 4-5; Made revisions as appropriate.

Public Hearings 11: City of Ridgecrest, June 6; City of Arvin, June 19; and Kern COG, June 21, 2018.

Comments were made at the public hearings regarding the EIR; see EIR Response to Comments

11-1 Heidi Lonza – California High Speed Rail Authority – Comments noted. The Bakersfield HSR Station Area Plan was included in the land use development pattern assumptions for the RTP and includes compact, pedestrian-oriented design, mixed use, and high-density development where appropriate.

11-2 Lorelei Oviatt – Kern County Planning & Natural Resources Department – Comments noted. Kern COG thanks Ms. Oviatt and county staff for their extensive input and oversight in the development of the 2018 RTP.

11-3 Dennis Fox – Comments noted.

11-4 Adeyinka Glover – Leadership Counsel for Justice & Accountability – Comments noted. Advertisement and publicly noticed/posted three public hearings is documented in **Appendix H** and was performed consistent with the adopted 2015 Kern COG Public Information Policies and Procedures. Kern COG held 3 advertised public hearings throughout the county when only 2 were required along with 17 public workshops throughout the county when only 3 were required, and a total of over 100 public meetings over the past four years on the Draft 2018 RTP garnering input from more than 1% of the adult population in Kern County. The Policies in Chapter 2 apply to all communities, including disadvantaged communities unless otherwise noted. Many of the state and federal programs prioritize disadvantaged communities, and the Plan assumes additional funding based on the high proportion of disadvantaged communities compared to the rest of the state. Kern COG thanks the Leadership Counsel for their extensive input and participation in the outreach process and making it one of the most successful in the state.

11-5 Troy Hightower –

This comment contains comments on the EIR; see EIR Response to Comment 11-6.

Comments noted. The multiple version of the Policies in Chapter 2 were made available to the RPAC and the public via the Kern COG website during the development of the document. All edits were incorporated into the Draft document and was distributed for review by both the RPAC and the public as well. The Metropolitan Bakersfield, urban area consist of the TAZs that make up the Metropolitan Bakersfield General Plan boundary. The EJ Screen tool used U.S. Census blockgroups in the top 80th percentile for predominantly minority areas to identify Federal Title VI areas, and in the top 80th percentile for predominantly minority and/or low income areas for identifying Environmental Justice (EJ) areas. Transportation Analysis Zone centroids that fell within these blockgroups were used in the respective analyses creating a direct correlation between the analysis areas and the EJ/Title VI areas.

Draft EIR Response to Comments
(Please Note the Page Numbers Referenced in
This Document are From the Draft 2018 RTP/EIR)

2.0 COMMENT LETTERS AND RESPONSES

The Draft Program EIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for a 45-day public review on May 25, 2018. The Draft 2018 RTP was circulated for an additional 10 days of public comments during the same period as the Draft Program EIR (55 days, from May 15, 2018 to July 12, 2018). Comments were received on both the 2018 RTP and the Program EIR (PEIR).

Additional comments on both the 2018 RTP and Draft PEIR were provided at the two public hearings conducted on the 2014 RTP and PPEIR. A list of commenters on the PEIR is shown on the following page. Comments that address the 2018 RTP are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

The original bracketed comment letters are provided followed by a numbered response to each bracketed comment. Individual comments within each letter are numbered and the response is given a matching number. Where responses result in a change to the Draft PEIR, the resulting change is identified in the response.

In some cases, commenters on the 2018 RTP indicated in the subject line of their letter that they were providing comment on the Draft PEIR, but the substance of their letter included only comments on the 2018 RTP. These letters are not addressed in this Final PEIR. This Final PEIR indicates where comments with a letter are responded to within the 2018 RTP Appendix I.

Table 2.0-1
List of Commenters on the Draft EIR

Letter Number	Organization	Commenter Name	Comment Date	Response Page Number
Letter 1	Leadership Counsel for Justice & Accountability	Mr. Adeyink Glover	June 1, 2018	3.0-
Letter 2	Kern County Planning and Natural Resources Department	Ms. Lorelei H. Oviatt, AICP	June 21, 2018	3.0-
Letter 3		Dennis Fox	n/d	3.0-
Letter 4	Department of Conservation, Division of Oil, Gas, and Geothermal Resources Inland District	Michael Toland	July 2, 2018	3.0-
		Ted James, AICP, Consultant	July 9, 2018	
Letter 5				3.0-
Letter 6	California High Speed Rail Authority	Diana Gomez	July 10, 2018	3.0-
Letter 7	TDH Associates International	Troy D. Hightower	July 12, 2018	3.0-
Letter 8	Leadership Counsel for Justice & Accountability & Greenfield Walking Group	Adeyinka Glover, ESQ. Gemma Perez	July 12, 2018	3.0-
Letter 9	Kern Transportation Foundation	Ronald E. Brummett	July 12, 2018	3.0-
Letter 10	Department of Transportation, District 6	Michael Navarro	July 12, 2018	3.0-
Letter 11	Public Hearing Comments	Various	Various	3.0-

3.0-1 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT PROGRAM EIR

The original bracketed comment letters are provided on the following pages, followed by a numbered response to each bracketed comment. Individual comments within each letter are numbered and the response is given a matching number.

Letter 1: Leadership Counsel for Justice and Accountability

Mr. Adeyinka Glover, Esq
Leadership Counsel for Justice and Accountability
764 P Street, Suite 012
Fresno, CA 93721

June 1, 2018

Responses 1-1 through 1-4

Comments 1-1 through 1-4 are related to the 2018 RTP only and are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

Letter 2: County of Kern Planning and Natural Resources Department

Ms. Lorelei H. Oviatt, AICP, Director
County of Kern, Planning and Natural Resources Department
2700 M Street, Suite 100
Bakersfield, CA 93301

June 21, 2018

Response 2-1

Comment 2-1 is related to the 2018 RTP only and is addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

Letter 3: Private Citizen

Mr. Dennis Fox
918 Blossom Street
Bakersfield, CA 03306

June 2018

Response 3-1

Additional funding for traffic signal coordination is included in the RTP and discussed on page 5-43 as an air emissions reduction strategy.

As described in Section 1.0, *Introduction*, the PEIR is a programmatic document that provides a region-wide assessment of the potential impacts of implementing the programs, policies, and projects included in the 2018 RTP. The PEIR is not intended to evaluate detailed impacts at the local/project level which would require specific information on location and design of transportation and development projects. Pursuant to the California Environmental Quality Act, potentially significant adverse impacts associated with these transportation and development projects including area planning projects, are required to be analyzed and mitigated prior to approval. CEQA also requires that cumulative impacts be evaluated.

Response 3-2

Chapter 2 of the RTP includes policies 15.2, 18.0, 21.6 and 33.6 which relate to maintenance of local roadways. See also Response 3-1 above.

Letter 4: CA Department of Conservation – Division of Gas, and Geothermal Resources

Mr. Michael Toland, Senior Oil and Gas Engineer
CA Department of Conservation – Division of Gas and Geothermal Resources
Facilities/Environmental, Idle Well and Construction Site Review Unit
4800 Stockdale Highway, Suite 100
Bakersfield, CA 93309

July 2, 2018

Response 4-1

Commenter requests that all new transportation projects be forwarded to the Division of Gas, and Geothermal Resources (DOGGR) for review and comment. It is anticipated that local agencies will comply with all applicable requirements to notify and consult with DOGGR where construction projects will be in proximity to oil and gas well operations, or upon the discovery of abandoned wells.

Letter 5: Ted James, AICP, Consulting

Mr. Ted James, AICP
1626 19th Street, Suite 26
Bakersfield, CA 93301

July 9, 2018

Response 5-1

Comment 5-1 is related to the 2018 RTP only and is addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

In response to this comment, Figure 4 of the RTP, which is Figure 3.0-4 of the PEIR is revised to show the Grapevine development of Tejon Ranch.

Response 5-2

Page 4.4-38 of the Draft PEIR is revised to add the following (new text is underlined):

Tehachapi Uplands Multiple Species Habitat Conservation Plan (TUMSHCP)

The TUMSHCP is a private conservation planning program. It is an approved Incidental Take Permit for 25 covered species including the California Condor. The conservation plan over 141,888 acres of Tejon Ranch property. The TUMSHCP incorporates a conservation strategy designed to minimize and mitigate species impacts that could occur as a result of the Ranch's covered activities and uses.

Tejon Ranch Conservation and Land Use Agreement (TRCLUA)

The TRCLUA is an approved agreement between Tejon Ranch, Audubon California, the Endangered Habitats League, Natural Resources Defense Council, Planning and Conservation League and the Sierra Club. This agreement provides the potential to preserve up to 240,000 acres of the 270,000-acre Tejon Ranch and the establishment of a Tejon Ranch Conservancy to provide for the management and conservation of natural resource lands subject to a "Ranch Wide Management Plan"

Response 5-3

Page 4.4-38, first paragraph, of the Draft PEIR is revised as follows (new text is underlined, deleted text is in strikeout font):

CDFW Kern County Valley Floor Natural Communities Conservation Plan/ Habitat Conservation Plan

~~In 2006, The proposed Kern County published the Valley Floor Natural Communities Conservation Plan/ Habitat-Conservation Plan (VFHCP).⁸ The VFHCP would provide for an incidental take permit for Oil and Gas Activities as well as development of the Tejon Ranch Grapevine Project. Kern County, in conjunction with their permitting of these developments, would be the permit holder and as an NCCP it would allow the taking of multiple federal- and state-protected species as well as fully protected species under the CES while providing for landscape level ecological planning. The project area would include the entire 2.3 million acres of the valley portion of Kern County. established the conditions under which Kern County, the California Division of Oil, Gas, and Geothermal Resources (DOGGR), and other Program beneficiaries sought authorization to allow the taking of multiple federal and state protected species incidental to development and other land use activities within the historical range of federal protected plant and animal species, state protected plant and animal species and/or other species of concern. Species of concern, not currently protected by the federal or state Endangered Species Act (ESA) are also included.~~

¹ ~~Kern County Valley Floor Habitat Conservation Plan, December 2006~~
~~https://www.kerncounty.com/planning/pdfs/vfhcp_dec06.pdf~~

Response 5-4

Figure 4.4-2 of the Draft PEIR is revised to remove the “Valley Floor (HCP) Zones” including both the “High” and “Moderate” Zones

The last item on the legend for Figure 4.4-2 of the Draft PEIR is revised as follows: ~~SB-375~~ Spheres of Influence and City Limits”

Letter 6: CA High Speed Rail Authority

Ms. Diana Gomez, Central Valley Regional Director
CA High Speed Rail Authority
1111 H Street
Fresno, CA 93721

May 10, 2018

Responses 6-1 and 6-2

Comments 6-1 and 6-2 are related to the 2018 RTP only and are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

Letter 7: TDH Associated International

Mr. Troy D. Hightower
Transportation Consultant
P.O. Box 2493
Bakersfield, CA 93303

July 12, 2018

Responses 7-1 through 7-5

Comments 7-1 through 7-5 relate to the 2018 RTP only and are is addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

Response 7-6

Descriptions of each alternative are provided on pages 5.0-6 through 5.0-9. Are sufficient to allow analysis at the programmatic level and comparison of impact to those of the project. The Slow Growth Alternative is briefly discussed in the Draft PEIR, on page 5.0-6. CEQA Guidelines Section 15126.6(c) provides:

“The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.”

As stated on page 5.0-6, “[p]reliminary modeling shows that DOF slower growth would lower the ability to achieve the SB 375 2035 target by one to two percentage points meaning that Kern COG would still meet the CARB targets. Therefore, further analysis of this alternative is not necessary as analysis of the Plan is more conservative.”

Letter 8: Leadership Counsel for Justice and Accountability & Greenfield Walking Group

Mr. Adeyinka Glover, Esq
Leadership Counsel for Justice and Accountability & Greenfield Walking Group
764 P Street, Suite 012
Fresno, CA 93721

May 12, 2018

Responses 8-1 through 8-10

Comments 8-1 through 8-10 relate to the 2018 RTP only and are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final 2018 RTP.

Response 8-11

Comments noted. Commenter states that all feasible mitigation measure should be considered for impacts to population displacement. The RTP evaluates impacts with respect to Environmental Justice issues (see Appendix D, Integrated Performance Measures Analysis).

Since the 2018 RTP is a long-term, regional Plan, it is possible that some individual transportation projects may result in the displacement of population due to the location of the specific project. As indicated on page 4.9-20, "because this document evaluates impacts at the programmatic level, all project circumstances are not foreseeable and therefore impacts are considered significant." It is not feasible to predict and measure the extent and/or location of population displacements from individual or groups of future projects at this time and therefore it is not possible to design mitigation measures appropriate for such impacts (see also response 8-12 below). The PEIR therefore conservatively concludes that because circumstances are not foreseeable, impacts of the 2018 RTP as a whole *are considered* (rather than determined to be) significant because it is not possible to actually determine significance.

The PEIR does not evaluate socio-economic impacts unless they also lead to physical environmental impacts. Thus, if low-income communities were displaced such that populations had to relocate further from jobs and services leading to substantially increased VMT and air emissions, the PEIR would evaluate such an impact. In preparing the PEIR no evidence of such physical impacts was identified.

Response 8-12

Comments noted. Commenter states that mitigation measure MM-AIR-3 should include a timeline and better representation from disadvantaged communities.

Without knowing the schedules of the various agencies as well as the specific designs of individual projects it is not possible to provide a specific timeline for how Measure MM AIR-3 will be implemented.

The RTP/SCS process is a four-year planning, policymaking and analytic process that begins afresh every four years. Kern COG works with a variety of stakeholders on a variety of issues as part of that process. Anyone can participate in the policymaking process on whatever issues are of interest or concern to them. (The Leadership Counsel for Justice and Accountability has participated extensively over the years to ensure that disadvantaged stakeholder interests are represented in the RTP/SCS policymaking process each cycle.) Environmental issues impacting disadvantaged communities related to transportation projects and the RTP/SCS in particular are discussed and addressed by the Environmental and Social Equity roundtable.

CEQA requires that mitigation measures be appropriate to the level of detail specified by the project. At this time, project specific details are not available for most of the projects within the 2018 RTP. The RTP is a regional scale document, and the mitigation measures in the EIR are appropriate for this type of document. Under CEQA, individual lead agencies are responsible for determining whether an impact is significant, and if significant, what mitigation is appropriate to reduce the impact. For any given project, if impacts remain significant (as determined by the individual lead agency), then the individual lead agency is responsible for deciding whether to approve the project or not. If an individual agency chooses to approve a project with significant impacts they must adopt a Statement of Overriding Considerations. Kern COG has no authority over a jurisdiction's process of determining significance, choosing appropriate mitigation and approving projects. Though the analyses for future individual transportation projects under the 2018 RTP may tier off the 2018 RTP EIR, mitigation measures will be developed to be project specific and within a schedule appropriate to each individual future transportation project.

Though the analyses for future individual transportation (and development) projects under the 2018 RTP/SCS may tier off the 2018 RTP PEIR, mitigation measures will be developed to be project specific and within a schedule appropriate to each individual future transportation (and development) project.

Response 8-13

The 2018 RTP includes numerous policies designed to reduce GHGs and meet SB 375 and CARB targets. As the commenter notes the PEIR includes mitigation that Kern COG shall work with local governments to adopt policies and practices to reduce GHG emissions. Because each jurisdiction is different, and regional GHG targets are being met, including additional specific action policies in the 2018 RTP is not appropriate at this time.

The commenter asserts that Kern COG has authority over land development in Kern County and that Kern COG should analyze and mitigate the impacts of development projects. As noted by commenter, Kern COG has explained that it does not have actual land use authority over how land is developed in Kern County. However, by developing the SCS to meet the GHG targets for the region, the 2018 RTP has

an *indirect influence* on land use developments in the County. Kern COG also works with member agencies to prioritize transportation projects in compliance with Kern COGs adopted policies and procedures as well as the state RTP Guidelines.⁹ These policies and procedures prioritize projects/actions that, among other things, improve air quality, reduce GHG emissions and protect vulnerable populations. This is the limited extent of Kern COG's authority. While Kern COG has the authority to prioritize projects (in accordance with adopted policies and procedures), such authority does not include the ability to require project-level mitigation measures.

Under CEQA, individual lead agencies are responsible for determining whether an impact is significant, and if significant, what mitigation is appropriate to reduce the impact. For any given project, if impacts remain significant (as determined by the individual lead agency), then the individual lead agency is responsible for deciding whether to approve the project or not. If an individual agency chooses to approve a project with significant impacts they must adopt a Statement of Overriding Considerations. Kern COG has no authority over a jurisdiction's process of determining significance, choosing appropriate mitigation and approving projects.

Response 8-14

As stated in the Project Description, the RTP includes funding for bike lanes and other pedestrian improvements. The RTP PEIR is a programmatic document that does not analyze localized impacts of individual projects. Individual projects are analyzed by local agencies as design details that relate to safety become available prior to the decision as to whether approve each project.

⁹ See http://www.kerncog.org/wp-content/uploads/2012/12/project_selection_policy_20161117.pdf; <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/docs/2017RTPGuidelinesforMPOs.pdf>, accessed July 7, 2018.

Letter 9: Kern Transportation Foundation

Mr. Ronald Brummett
Kern Transportation Foundation
PO Box 417
Bakersfield, CA 93301

July 12, 2018

Responses 9-1 and 9-2

Comments 9-1 and 9-2 relate to the 2018 RTP only and are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final RTP.

Letter 10: CA Department of Transportation

Michael Navarro, Chief
Transportation Planning North and South
CA Department of Transportation, District 6
1352 West Olive Avenue
PO Box 12616

Fresno, CA 93778-2616

July 12, 2018

Responses 10-1 through 10-5

Comments 10-1 through 10-5 relate to the RTP and are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final EIR.

Letter 11: Public Hearing Comments

Responses 11-1 through 11-5 and 11-7

Comments 11-1 through 11-5 and 11-7 relate to the 2018 RTP only and are addressed in Attachment A to the RPAC staff report dated August 1, 2018 and in Appendix I of the Final RTP (these comments generally repeat comments provided in letters 1, 2, 3, 7 and 8).

Response 11-6

See Responses to Letter 7.

2019 Federal Transportation Improvement Program Summary of Comments and Responses

As part of the development of the TIP, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held May 18, 2018 to July 12, 2018.

State Department of Transportation (Caltrans)

Office of Federal Transportation Management Program – email dated 6/27/18

General Comments

1. Maintenance and Operations Costs: Include in the financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.

Response: *Maintenance and Operation costs are discussed in the text of the Draft 2019 FTIP on page 11 under “Financial Plan – Financial Constraint and Funding Assumptions” section. Costs are provided in a table. Shortfall is discussed in the third paragraph. No revision needed.*

2A. Appendix I: Expedited Project Selection Procedures: Include a statement similar to “Projects from the 2019 FTIP have been selected using the approved project selection procedures”.

Response 2A: *The Expedited Project Selection Procedure statement requested is in the text of the Draft 2019 FTIP on page 13 – “Projects from the first four years of the 2019 FTIP have been selected using the approved project selection procedures.” No revision needed.*

2B. Also add programs listed below to the list of programs managed by Caltrans Program Managers:

- Safe Routes to School Program (SRTS)
- State Minor Program
- Highway Maintenance Program
- SHOPP
- Highway Safety Improvement Program

Response 2B: *The additional programs requested are all considered in the existing Expedited Project Selection Procedures under Title 23 (“Projects funded with title 23 funds”). No revision needed.*

Financial Summary

1. Highway Maintenance Program (HM): Include funding per the approved funding posted at the link <http://www.dot.ca.gov/hq/transprog/federal/fedfiles/variou pgms/hwy mtc/hwy mtc program.htm> through Amendment No. 1.

Response: *The Highway Maintenance Program information was not available prior to the circulation of the Draft 2019 FTIP. Kern COG will incorporate Highway Maintenance Program information as part of Amendment No. 1.*

2. CMAQ: Update funding per the approved funding posted at the link http://www.dot.ca.gov/hq/transprog/federal/cmaq/cmaq_4yr_revised_52218.pdf

Response: *The updated CMAQ revenue estimate was not available prior to the circulation of the Draft 2019 FTIP. Revision was incorporated into the final document.*

Project Listing

1. Program Highway maintenance Program (HM) project through Amendment No. 1. See comment No. 1 under Financial Summary for information.

Response: *The Highway Maintenance Program information was not available prior to the circulation of the Draft 2019 FTIP. Kern COG will incorporate Highway Maintenance Program information as part of Amendment No.1.*

Summary of Comments and Responses Continued

2A. KER120108: Include cost for construction phase.

Response 2A: Record KER120108 Construction funding is not programmed at this time. Construction costs estimate is shown on the right side panel of the Draft 2019 FTIP as future cost estimate ("Future Cost Est: \$97,000,000"). CTIPS has the cost under the MPO comments section. No revision needed.

2B. Confirm if STIP funds programmed FY 2020/21 provide match funds for HPP funds.

Response 2B: STIP funds are not match funds for the HPP funds. No revision needed.

3. KER180101: Local funding is not consistent with the funding included in the 2018 STIP. Please clarify.

Response: Record KER180101 is for information only since it is outside of the four year FTIP. The latest information on the local funding was provided by the project implementing agency (or project lead) prior to the circulation of the Draft 2019 FTIP. No revision needed.

a. In addition, future action may be required. Since the approval of the STIP, there has been multiple actions on the overarching Centennial Corridor project. On June 6, 2018, an announcement was made of the Secretary of Transportation Elaine Chao's intention to award \$50 million to the City of Bakersfield to complete the Centennial Corridor through the Infrastructure For Rebuilding America (INFRA) Program. On June 28, 2018, the California Transportation Commission approved an advance allocation of \$25 million Trade Corridor Enhancement Program funds for the Centennial Corridor project. Currently, the TRIP partners (Kern COG, the City of Bakersfield, the County of Kern, Caltrans) have been working with the California Transportation Commission to advance the STIP funds in FY 19/20 of Record KER050104. Funding revisions for Record KER050104 were incorporated into the final document.

4. KER080112: Include total project cost from the 2018 STIP in the project description.

Response: Record KER180112 programming only shows the Kern RIP (STIP-AC) for this partnership project located in Inyo County per guidance from the Office of Federal Transportation Management Program Rural Non-MPO coordinator. No revision needed.

5. Document includes several projects with no funding programmed in the 4-years of the 2019 FTIP. Please clarify why they are included in the draft document.

Response: Discussion of projects with no funding programmed in the 4-years of the Draft 2019 FTIP is in the text of the Draft 2019 FTIP on the first two paragraphs of page 13. No revision needed.

6. KER180401: Please provide detailed information of the project scope.

Response: Record KER180401 (In Kern County: Regional Traffic Count Program) provides regional traffic counts throughout Kern County to ensure up to date modeling. It has been programmed in the FTIP since FY 04/05. No revision needed.

Technical revisions

- The Highway Infrastructure Program revenue estimate was not available prior to the circulation of the Draft 2019 FTIP. To facilitate programming new Regional Surface Transportation Program (RSTP) funding made available through the Highway Infrastructure Program, the following agencies requested corrections to their existing RSTP group listed projects as part of Record KER180403: Arvin, Bakersfield, California City, Delano, Ridgecrest, Shafter, Taft, Tehachapi, Wasco and the County of Kern.
- Appendix J Grouped Project Listing updated with above noted revisions.
- Financial Tables updated with above noted revisions.

Draft Conformity Response to Comments
(Please Note the Page Numbers Referenced in
This Document are From the Draft 2018 RTP Conformity)

No comments received.

Attachment C

Comments Received



June 1, 2018

Sent via Electronic Mail

Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: Comments on the Draft 2018 RTP/SCS Transportation Model

Dear Mr. Hakimi,

Thank you for the opportunity to provide comments on the Draft 2018 Regional Transportation Plan (Draft RTP).¹ Thank you also to Kern Council of Governments staff for meeting with my coworker, Patricia Leal and me on May 7, 2018 to give the Transportation Modeling 101 presentation. We appreciate your office taking the time to give the presentation and answer our questions. Since the presentation was a general introduction to transportation modeling and not specific to the Kern Council of Governments' transportation model created and run for the 2018 RTP cycle, we have a few concerns about the model used in the document. This letter sets forth those concerns and provides recommendations with respect to how Kern COG can resolve them below.

1-1 I. The Draft RTP Transportation Model Description is Vague and Lacks Specificity Concerning its Methodology, Performance Measures, and Results

The Draft RTP describes its transportation model in several chapters and Appendix D. While it highlights the model's purpose and mentions the various strategies that make up the methodology, the methodology itself is not elaborated on. Furthermore, the performance standards are defined, however are not analyzed in the document by applying the definitions to how it ran in the model.² In previous RTP cycles, the model was more thoroughly described and included shortcomings, performance measures, and modeling results. The model specificity of the earlier RTP documents reflect a level of transparency for the public in learning more about the specific modeling prepared for the Plan's performance.

¹ Leadership Counsel previously submitted two comment letters on the 2018 RTP/SCS update prior to the release of the Draft RTP. We will submit further comments on the 2018 Draft RTP/SCS prior to the comment deadline.

² Leadership Counsel will comment on and analyze performance measures in a subsequent comment letter prior to the comment deadline.

For example, the 2011 RTP provided a much more detailed model process. It described shortcomings such as a rise in the number of hours spent in congested traffic. 2011 RTP 2-24. It also described the model as “sensitive to travel reducing strategies such as access transit, regional/central accessibility, and other balance land development techniques that capture more trips locally.” 2011 RTP 4-83. Furthermore, it included a simple, yet clear statement that certain parties, like developers, could request custom runs of the Kern Regional Transportation Model. 2011 RTP 4-83.

The Draft 2018 RTP should include shortcomings of the model and the model’s sensitivities. It should also include a clearly designated section to elaborate on modeling results.

1-2 II. Kern COG Should Incorporate the Transportation Modeling Committee’s Policies and Procedures for Maintaining the Model

As the entity responsible for oversight of the model, the Transportation Modeling Committee (TMC), in RTP cycles 2011 and 2007 had clear, enumerated policies regarding the transportation model located within the RTP. The Draft 2018 RTP fails to include the current policies and procedures for the TMC. This information is critical because it details specifically how the TMC intends to maintain the model. Kern COG should revise the Draft 2018 RTP to include the TMC’s policies and procedures.

1-3 III. The Transportation Model Must Include Data Available For Rural Areas or Justify Why The Data Is Unavailable

As with Kern COG’s last four RTPs, the Draft 2018 RTP states that “Because Kern COG’s regional transportation model cannot estimate passenger miles traveled for rural transit services, estimates for daily investment per PMT countywide are unable to be calculated.” 2018 Draft RTP D-16. The Draft does not elaborate further on why this figure can be calculated for urban but not rural areas or provide any description of steps that will be taken to resolve this issue.

Without an accurate data set which adequately includes rural areas, the RTP cannot achieve an accurate transportation model which may be maintained to reflect current regional demand and needs over the planning period and cannot identify suitable goals, objectives, policies and programs to address those needs. The CalTrans RTP Guidelines emphasize the importance of fully considering rural communities in RTP development:

“The consideration of rural communities within the region in the development of the RTP (including the SCS) is a key element in the process, to ensure that regional GHG reductions and associated co-benefits such as improved access to jobs and services are not achieved at the expense of small towns and rural communities where high frequency transit and/or high density development is not feasible.” (pg. 153)

The failure to include data representing rural transit ridership in the transportation model undermines the Draft’s ability to serve as a “comprehensive performance-based multimodal

transportation” plan for an “integrated” metropolitan transportation system as required by the Code of Federal Regulations. 23 CFR §§ 450.300; 450.324(f).

1-4 IV. The Transportation Model has not been run and shown to the RPAC for feedback.

Based on a review of the posted agendas and minutes over the last few months, it does not appear that Kern COG staff has made the transportation model for review by the Regional Planning Advisory Council (RPAC). At 2018 meetings dated January 3rd and 31st, staff reported that the model was still being refined, and on April 4th staff relayed that model documentation was available online but modeling was still being generated. (Meeting notes from May 2, 2018 are not posted yet.)

To date, the completed modeling identified in the Draft has not been provided to either RPAC or the general public for review. Furthermore, Appendix B of the Draft 2018 RTP includes the following policy:

“At least three regional public workshops will be held with information and tools providing a clear understanding of policy choices and issues. To the extent practicable, each workshop shall include urban simulation computer modeling to create visual representations of the SCS and APS.” (Article IX, Section 5)

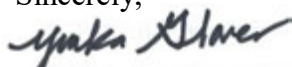
It is unclear if the “urban simulation computer modeling” includes a demonstration of the model at the workshops. Kern COG staff should make the modeling available for review.

* * * * *

The 2018 Regional Transportation Plan should thoroughly describe the modeling, the performance strategies, and detail its results. The descriptions should include model variances and the policies and procedures the Transportation Modeling Committees uses in running and evaluating the model. The Draft 2018 RTP lacks this specificity. In the interest of transparency and functionality and satisfying the COG’s requirements to prepare a comprehensive multi-modal transportation plan, the final draft of the 2018 RTP must include these details.

Thank you for your consideration of our comments. Please feel free to contact me at (661) 843-7677 or aglover@leadershipcounsel.org if you have any questions or would like to discuss our comments further.

Sincerely,



Adeyinka Glover, Esq.

Attorney

Leadership Counsel for Justice and Accountability

Cc: Rob Ball; Becky Napier

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**PLANNING AND NATURAL
RESOURCES DEPARTMENT**

Planning
Community Development
Administrative Operations

June 21, 2018

File: Kern Cog 2018 RTP

Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301

**RE: Draft 2018 Transportation/Sustainable Communities Strategy and Draft EIR
Rural Transit – Additional information**

Dear Board Members,

2-1 Kern County Planning and Natural Resources appreciates this opportunity to address the Transportation Planning Policy Committee on the Draft 2018 RTP/SCS and Draft EIR. The economic stability of Kern County depends on a comprehensive and realistic transportation plan. The challenges geographically for Kern County are well documented. This county is larger than the State of Rhode Island at 8,200 square miles. Over 5 million acres of land spread across valley, mountain and desert areas. All areas of the county have disadvantaged communities and half the population lives in the unincorporated areas.

The RPAC has worked to create a Sustainable Communities Strategy that acknowledges the challenges of our job centers not being urban focused but rather more appropriately sited in rural areas. Oil and Gas Fields and agricultural industries are not centered in our cities but rather in the rural areas in between. Designing a transportation system that moves commercial transport as well as people and also reduces vehicle miles travel requires innovative thinking not merely mapping on suggestions that are generated from Southern or Northern densely populated regions.

Kern County Planning and Natural Resources is in the second year of our three year plan for the General Plan 2040 project. This comprehensive update has completed a year of public outreach with topics every month at the Kern County Planning Commission. Our work plan can be found at our website. <https://kernplanning.com/general-plan-update/>.

Transportation issues in our rural areas for job growth and health care is an important topic of discussion. While we provide transit service, the fare ridership does not cover the cost. Comments have been submitted to your Board that more modeling needs to be done and more investment. Based on our land use planning outreach and review of the data provided in the DEIR, this is a request that does not reflect the reality of our planning efforts.

Simply putting more money towards transit will not increase ridership in rural areas. This is acknowledged in the California Transportation Plan 2025 – Rural Issues section, (attached) that notes that exploring alternatives to moving goods through rural areas is important as well as coordinating public transportation services with social services agencies. Yet that California plan also fails to include the new shared mobility aspects that the Draft 2018 RTP/SCS embraces.

A better source of this new mobility world is the University of Chicago report “ Promising Practices for Increasing Access to Transportation in Rural Communities “ (April 2018- Attached), that provides new thinking on how to support rural economic growth and daily access for essentials for life such as education, food and health care. Our new paradigm is delivery of our food and direct linkage to health care centers not simply more bus routes. This issue is so important that it will be a dedicated topic for the Kern County General Plan 2040 with the workgroup on Healthy Communities Element focused on identifying out health care and food access land use pattern and were we are lacking and overlying shared mobility solutions.

In summary, the Draft TRP/SCS goes beyond a modeling exercise and provides a blueprint for the future viability of all our communities in all parts of the county. The details of those elements of policy, practices and funding priorities should be the focus of public review and comment as the Kern Cog staff begins public workshops to discuss with the public what they want and need for their communities.

Thank you for this opportunity to provide comments and participate in the creation of our future transportation and mobility plan.

Sincerely,



LORELEITH OVIATT, AICP, Director
Kern County Planning and Natural Resources Department

Cc: Public Works –Warren Maxwell



Rural Evaluation Brief

April 2018

<http://walshcenter.norc.org>

The Walsh Center
for Rural Health Analysis

NORC AT THE UNIVERSITY OF CHICAGO

Promising Practices for Increasing Access to Transportation in Rural Communities

Access to safe, reliable, affordable, and convenient transportation improves the livability of rural communities and quality of life for rural residents.¹ Transportation connects residents of rural communities to employment, education, health care, child care, recreation, and other activities of daily life. Transportation also supports rural economic growth in agriculture, tourism, and service industries.²

The personal vehicle is central to the transportation landscape in rural communities. Over 90% of passenger trips in rural areas occur in automobiles, compared to 84% of trips in urban areas. Public transit is limited in rural communities: 4% of rural households use public transit compared to 31% of urban households.³ Public transit includes fixed-route services, such as buses, which operate on a predetermined route and schedule; demand-response services, also known as dial-a-ride, which use automobiles, buses, and vans that are dispatched on demand as well as paratransit for people who cannot use fixed-route services (e.g., people with disabilities); and flex-route services, where drivers deviate from a fixed route upon request.⁴

Transportation safety is also an issue in rural communities due to limited investments in infrastructure and the increasing use of rural roads over time. An estimated 40% of roads in rural areas are currently inadequate for travel, while nearly 50% of bridges over 20 feet long are currently considered structurally deficient.⁵ The lower population density in rural communities further contributes to challenges constructing and maintaining transportation systems due to a lack of funding for rural transit projects.

Transportation is a significant challenge for many rural residents who cannot or do not wish to drive, or do not have access to public transit or other transportation modes that meets their needs. The Health Resources and Services Administration's (HRSA) Federal Office of Rural Health Policy (FORHP) funds rural communities as part of the Section 330A Outreach Authority grant program to address unique health care challenges and increase access to health care services. The Section 330A grant programs are focused on outreach and service delivery; network

planning and development; clinical training, recruitment, and retention; emergency services; community and health care services outreach; and benefits counseling, among other services. Many grantees also address social determinants of health, including access to transportation, as a secondary focus area of their projects.

One of the lessons learned from the experiences of the Section 330A program is that there is a need to identify and compile promising practices and resources for rural communities to address community-specific challenges and concerns. The experiences of Section 330A grantees suggest promising strategies that can be adapted and applied in other rural communities. Grantees have successfully implemented a

Key Findings

- Transportation is a significant challenge for rural residents who cannot or do not wish to drive, or who do not have access to public transit or other modes of transportation that meet their needs.
- Barriers to accessing transportation services in rural communities include long travel distances, low population density, and safety and infrastructure issues.
- Rural communities are implementing programs that provide transportation to people on demand, for any reason.
- Mobility on demand models utilize technologies such as smartphones and mobile apps to increase access to transportation.
- Rural communities are implementing ride-sharing programs using volunteer drivers.
- When implementing rural transportation programs, it is important to collaborate with organizations that are working on transportation issues in the community.
- Rural transportation programs are exploring options to reduce social isolation for older adults and people with disabilities.

The Rural Transportation Toolkit is available at:
<https://www.ruralhealthinfo.org/toolkits/transportation>

range of transportation program models. Examining and compiling promising practices and resources for rural transportation programs can help guide program development, implementation, and sustainability.

Purpose of the Project

The purpose of this issue brief is to summarize promising rural transportation program models and share lessons learned from rural communities. The project focused on conducting a literature review of rural transportation programs and studying the experiences of rural transportation programs to identify promising practices, resources, and programs. This project culminated in the Rural Transportation Toolkit, a web-based toolkit of rural transportation program models and resources. The toolkit is hosted on the Rural Health Information Hub (RHIhub) website, available at: <https://www.ruralhealthinfo.org/toolkits>. Rural communities that are interested in implementing transportation programs may access the toolkit for information on programs, considerations, and resources.

Transportation Program Models in Rural Communities

This project identified 15 promising rural transportation program models. These models are implemented in rural communities and are designed to (1) increase access to transportation, (2) help populations overcome transportation barriers, and (3) improve transportation safety or infrastructure. Rural communities may implement a program that blends several models, depending on their target population, community needs and characteristics, and resources.

Models to Improve Access to Transportation

Models to improve the availability of and access to transportation in rural communities include: public transportation, volunteer models, voucher models, coordinated services models, mobility on demand, ridesharing models, connector services, and mobility management. These models help rural residents travel to schools, businesses, worksites, child care, houses, recreational sites, and shopping, among other destinations.

Public Transportation Model. Public transportation systems provide transit services to the public via bus, rail, or other mode on a regular and continual basis. The most common mode of public transit in the U.S. is fixed-route bus systems, which operates on a predetermined route and schedule.⁵ In rural communities, 32% of bus services provide fixed route services.⁶ However, fixed-route bus services in rural communities do not operate 24 hours a day, 7 days a week, and residents who have mobility limitations or who do not live or work near bus stops may be unable to access bus routes. Fixed-route bus systems are often supported by demand-response services—the second



largest type of transportation in the U.S.—and the main transit provider in rural areas and communities with low population density.⁵ Flex-route transportation systems, also called deviated fixed-route systems, where buses leave their regular routes on request, are provided by 43% of rural bus services.⁶ Rural communities may lack sufficient resources to expand public transportation.

Volunteer Model. Many rural transportation programs rely on volunteers to serve as drivers.⁷ Volunteer models provide demand-response transportation, often for older adults or people who have disabilities. Some provide door-to-door assistance to their passengers, which is particularly helpful to older adults and passengers with disabilities. Passengers request a ride from one location to another at a specific time – often for medical appointments, shopping, and social or recreational activities. Passengers are usually required to schedule a ride in advance. Volunteers often drive their own vehicles. Rural transportation programs implementing a volunteer model must coordinate driver recruitment, background checks, training, and scheduling. Programs may reimburse drivers for the cost of mileage and gas, or offer a voucher for transportation services.

Voucher Model. In the voucher model, eligible riders exchange tickets or coupons for a ride from a participating transportation provider. These programs vary in structure—programs may offer free rides or reduced fares; eligibility may be based on age, disability, income, or geographic location; and transportation modes may include public transportation and ridesharing. Voucher programs allow riders to choose transit services that meet their unique needs and preferences. The success of voucher programs is dependent upon the availability of transportation programs in the community and coordination between these organizations.

Coordinated Services Model. This model involves coordinating and sharing resources, knowledge, and funding to improve transportation services.⁸ Coordinated services models can fill gaps in transportation services and use limited resources more efficiently. Key partners for coordinated services models include human service agencies, non-profits, worksites, transit providers, and local or regional economic development agencies.

Mobility on Demand. This model is designed to improve the integration and connectivity of transportation systems. Mobility on demand utilizes technologies such as smartphones and mobile apps to increase access to transportation options, increase convenience, simplify payments, and lower costs. Mobility on demand models are designed to improve the efficiency and effectiveness of transportation services.

Ridesharing Model. Ridesharing is a type of demand-response transportation model that involves sharing a vehicle between one or more organizations (vehicle sharing), combining passenger trips with a common destination (carpooling and vanpooling), or using technology to arrange shared rides on short notice or en-route (real-time ridesharing). Ridesharing programs may work with drivers who use their personal

vehicles to provide rides. Many rural ridesharing programs use volunteer drivers and offer free or low-cost services. These programs help to fill gaps in transportation for people who cannot or do not wish to drive and who do not have access to other modes of transportation in the evenings, on weekends, and on holidays.

Connector Services Model. Also called feeder services, connector services provide transportation to or from another transportation system (for example, to or from a bus stop). In rural areas, the connector services model is implemented to help community members reach long-distance transportation (i.e., airports or inter-city buses), specific destinations (i.e., health centers or hospitals), or urban locations. An important consideration for ensuring the success of connector services is effective marketing and advertising, so that the public is aware of the routes available to them.

Mobility Management Model. In the mobility management model, organizations help people to connect to different transportation options in the community. Important goals of this model include improving efficiency, reducing costs, and maximizing use of resources. Mobility management programs may utilize mobility coordinators who are knowledgeable about the transportation services available in a particular community or county. Mobility coordinators can remove the burden of navigating different transportation systems and help riders to understand the services they are eligible for in their area.

Models to Overcome Transportation Barriers



Models such as mobile clinics, telehealth, school and workplace-based health programs, and home visiting programs are designed to help populations overcome transportation barriers in rural communities. These models focus on reducing the need to travel and increasing access to health care services and community supports.

Mobile Clinics. Mobile clinics are self-contained vans, recreational vehicles, or other vehicles that have been repurposed to provide clinical services in rural areas to populations that may lack access to specific health care services. Examples of the services provided by rural mobile clinics include dental services, diabetes screenings, immunizations, and x-rays, among others. Mobile clinics regularly visit schools and other

community sites to deliver these services, and can help people who would otherwise have to travel long distances to see a provider.

Telehealth. Telehealth is “the use of electronic information and telecommunication technologies to support and promote long-distance

clinical health care, patient and professional health-related education, public health, and health administration.”⁹ Using telehealth, providers deliver care to their patients from a distance, thereby connecting people to health care services and reducing the need to travel for health care. It has been used to provide services including mental health care, chronic disease management, and obstetric care. Telehealth can be used in a provider’s office or in a patient’s home through remote patient monitoring systems. Reimbursement and credentialing are two important considerations for telehealth programs, as is the availability of reliable broadband infrastructure.

School- and Workplace-Based Health. Schools and workplaces provide accessible health care to rural populations who experience transportation challenges. School-based health centers are located in or near schools, and provide services to students of all ages.¹⁰ The types of services vary depending on capacity and state regulations, but may include primary care, physical exams, mental health counseling, immunizations, vision and dental screenings, and health education. Similarly, workplace-based clinics are located in or near worksites and enable employees to access health care services.

Home Visiting Programs. Home visiting is a strategy to reach people who are less likely to seek health care and social services. Populations targeted for home visiting programs include older adults, pregnant and postpartum mothers, families with infants or young children, and tribal populations.^{11,12} By bringing health care and other resources directly to homes, these programs can support healthy child development and help older adults to live independently in their homes. Often, these models employ community health workers to conduct home visits.

Models to Improve Transportation Safety or Infrastructure

Rural program models designed to improve transportation safety or infrastructure include active transportation models, models that increase access to public transportation, and road safety models.



Active Transportation Models. Active transportation refers to any human-powered mode of transit, such as walking and biking. This model is an inexpensive way for residents to exercise, explore their communities, and commute to work or school. In some rural communities, walking and biking for transportation is almost as common as in cities.¹³ Infrastructure for biking and walking, including protected bike lanes and crosswalks, is important for ensuring pedestrian and biker safety.

Models that Increase Access to Public Transportation. Only 11% of rural residents reported having public transit services available near their home, compared to 83% of residents of central cities in Metropolitan Statistical Areas (MSAs).⁶ Strategies to increase access to public transportation may include: integrating bicycle lanes, pedestrian paths, and transit systems; introducing features like wheelchair lifts that enable

“[Transportation] is a lifeline... [being able to travel] back and forth to appointments and treatments is a matter of life or death – it is definitely a matter of quality of life.”

- Rural transportation program leader

people with disabilities to access transportation; and installing signage, schedules, and other markers to increase awareness of public transportation.

Road Safety Models. While there has been an overall decrease in motor vehicle-related deaths between 2005 and 2015, rural areas continue to experience more motor vehicle traffic deaths than urban areas.¹⁴ This disparity could be due to higher speeds on rural roads, fewer road safety features, and longer response times for emergency vehicles. Rural communities can implement strategies to lower traffic speeds and volumes to improve safety for drivers, pedestrians, bicyclists, and others who share roadways. Policies and strategic design elements are important for rural road safety models.

Implementation Considerations

When implementing a rural transportation program, careful planning is crucial. One of the most important considerations is funding. Financial resources are required to pay for staff wages, insurance, technology, and vehicle maintenance and fuel, among other costs. Program staff include mobility managers, human resources and hiring managers, customer service representatives, data managers, dispatchers, and drivers.

Collaboration with other transportation organizations in the community and stakeholders that serve the target population is also important. Partnerships facilitate coordination of services, improving the reach and efficiency of the program. Partnerships are also important for promoting and marketing the transportation program, and an effective way to build ridership and community buy-in for the program. Information on program eligibility, cost, coverage, and schedule should be widely disseminated so all potential riders are aware of and may utilize the service. Rural transportation program leaders also noted the importance of identifying a champion for the program.

Safety is also a key consideration for implementing and maintaining a rural transportation program. Policies and practices should be implemented to ensure the safety of program staff and riders. To promote safety, programs should require that drivers carry a valid driver's license, comply with insurance

"Transportation is always someone else's problem, not [your] responsibility. There should be a change in attitude to make it everyone's responsibility because if everyone chips in, it can be a lot more affordable."

— Rural transportation program leader

point of view." This program emphasized the importance of

policies, and complete a background check. Rural transportation programs also offer trainings for drivers on topics ranging from cultural sensitivity and home visiting to identifying victims of abuse and human trafficking. One rural volunteer driver program provides training on "understanding the rider's

building relationships between the driver and rider, which contributed to riders' satisfaction with, and the overall success of, the volunteer driver program.

Depending on the program's goals and resources, transportation services may only be offered for specific transportation needs, such as accessing health care services. It is critical to understand which services are covered by insurance, and the limitations of insurance. Additionally, some of these programs only operate during business hours. This can leave a gap in services for people who need to travel for other reasons or during other times. Rural communities are implementing transportation programs that help to fill these gaps by offering transportation to anyone, at any time, for any reason. Some programs provide transportation to people on-demand, while others require rides to be scheduled days or weeks in advance.

Technology is important for supporting rural transportation programs. Mobile applications can help coordinate transportation services. Geographic information systems (GIS) can facilitate the development of fixed routes, assess traffic patterns, or visualize usage areas. Other types of technology used to reduce transportation barriers include telehealth, which connects people to health care from a distance, and drones, which are a novel method for bringing health care supplies and pharmaceuticals to rural communities.¹⁵ Dispatchers may also use technology, such as GIS or computer-aided dispatching and scheduling, to schedule rides and determine transportation routes.¹⁶ For additional information on implementation, see Module 4: Implementation Considerations for Rural Transportation Programs in the Rural Transportation Toolkit.

Program Evaluation Strategies

Evaluation is important for building the evidence base of "what works" in rural communities related to transportation. Evaluations may focus on process, outcomes, and impact. Process measures focus on measuring how services are provided, for example: number of passenger trips, mileage cost, operational cost per vehicle and per passenger, safety incidents, and punctuality.¹⁷ Outcome measures focus on measuring program results or overall achievements, for example: access to health and social services, awareness of available services, avoided health care costs, policies and legislation, and return on investment.

Rural transportation programs may have limited funds to conduct rigorous evaluations. Rural transportation programs are collecting data using satisfaction surveys, offered on a regular basis or annually. Volunteer driver programs may collect information from both drivers and riders in an application; this data is also useful for evaluation purposes. When conducting evaluations of rural transportation programs, it is important to involve all stakeholders that are affected by the program, such as: drivers and passengers, health care and social service agencies, advocacy groups, government agencies,

transit service providers, transit interest groups, neighborhood organizations, elected officials, local businesses, environmental groups, and funders.

In general, it can be challenging to quantify the value of different transportation options in rural communities. Many impacts are difficult to measure (e.g., reducing social isolation among older adults, and providing transportation to people who would otherwise not seek health care services).

Sustainability Strategies

Rural transportation programs may require financial support from a number of organizations. Common funding sources include: federal, state, and local government agencies; associations; foundations; health care providers; faith-based organizations; and entrepreneurs. These funds may be used for different purposes. For example, federal transit grant programs help private, non-profit organizations to meet the transportation needs of older adults and people with disabilities (Section 5310) and support transportation programs in rural and tribal areas that serve populations with less than 50,000 residents (Section 5311). Other federal agencies have grant and loan programs that can be used for transportation infrastructure and planning in rural areas. Medicaid may cover non-emergency medical transportation. Foundations and philanthropic organizations provide funding to support administrative costs, research, and coalition building. To access information about these resources, visit Module 6: Sustainability of Rural Transportation Programs in the Rural Transportation Toolkit.

To support sustainability of the program, some rural transportation programs charge riders a fee to use the service. The fee may be a flat fee or based on the number of miles traveled. Many programs offer services at no cost to the rider or will waive the fee if the rider is unable to pay. Other key issues to consider include: sustaining partnerships, tracking program data, and monitoring community trends and changes in population demographics that may impact the program.

"We don't ever want to duplicate [the transportation services] that are already there. We are only going to fill in the gaps and work with counties to help get the transportation that is needed in each county."

- Rural transportation program leader

Rural Implications

Rural transportation program leaders emphasized the importance of building a strong network of transportation partners—and complementing other programs in the community rather than competing with them for existing resources. Rural transportation programs may refer people who need rides to other organizations, if they cannot assist

them, and may also share drivers. Coordination can increase rural residents' access to different destinations and increase the affordability of the service.

Rural communities may lack transportation services that meet the needs of people who cannot or do not wish to drive; those who do not have access to a personal vehicle; and populations such as older adults, veterans, tribal populations, people with low incomes, and people with disabilities. In addition, transportation services are lacking for individuals who need to travel long distances to reach specialty health care services.

Rural communities have a higher percentage of adults aged 65 years and older compared to the nation as a whole.¹⁸ With a growing older adult population in many rural communities, there is an increasing demand for transportation programs that provide door-to-door or door-through-door assistance. There is also a need to increase the number of vehicles in rural communities that are accessible (for example, able to accommodate walkers or wheel chairs). It will also be important to study the impact of emerging technologies and automated vehicles on transportation access in rural communities.

Further, rural transportation programs are exploring how to expand services to reduce social isolation for older adults and people with disabilities living in rural communities. Research shows that nearly three times as many socially isolated, high-need adults (those with chronic conditions or physical or cognitive limitations) delayed seeking health care due to a lack of transportation.¹⁹

With transportation playing a key role in the health and wellbeing of rural populations, it is important to identify promising rural transportation models and practices. This project, and the resulting Rural Transportation Toolkit, provides information and resources that can support rural communities in implementing programs that increase access to, and safety of, transportation services.

Methodology

Researchers at the NORC Walsh Center for Rural Health Analysis implemented this project by (1) reviewing the literature on rural transportation programs; (2) conducting semi-structured telephone interviews with representatives from organizations that have implemented rural transportation programs; and (3) developing a web-based toolkit containing resources and promising practices.

The literature review was conducted to provide insight on strategies that have been effective in, or could be adapted for, increasing access to transportation in rural areas. From this literature review, we developed a semi-structured interview protocol. The protocol addressed program goals, activities, use of promising or evidence-based approaches, lessons learned, challenges, facilitators, evaluation activities, sustainability plans, and dissemination strategies. We conducted interviews with nine representatives from rural transportation programs,

including two Section 330A grantees. Some programs shared resources (e.g., program brochures, flyers and other materials) for inclusion in the online toolkit. NORC completed the interviews between May and November 2017.

In the second phase of this project, we analyzed the interviews and compiled resources from the literature to develop the toolkit. The toolkit is organized into seven topic areas or “modules.” The modules are: 1) introduction to rural transportation; 2) promising transportation program models; 3) rural transportation program clearinghouse; 4) implementation considerations; 5) evaluation considerations; 6) sustainability strategies; and 7) dissemination of approaches for rural transportation programs.

The product of this research is the Rural Transportation Toolkit, a compilation of information, resources, and models for increasing access to transportation in rural areas. The literature on evidence-based rural transportation programs in rural communities is limited. Therefore, the [Rural Transportation Toolkit](#) represents promising practices, rather than evidence-based practices, and provides information and resources for rural communities interested in implementing a rural transportation program. This issue brief presents the key themes that emerged from this project related to rural transportation programs.

To access the Rural Transportation Toolkit, visit:
<https://www.ruralhealthinfo.org/toolkits/transportation>

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This study was funded under a contract with the Health Resources and Services Administration Federal Office of Rural Health Policy (ORHP), DHHS, Contract Number HHSH250201300021/HHSH25034002T/0002. Under this contract, the NORC Walsh Center for Rural Health Analysis and the University of Minnesota Rural Health Research Center are conducting evaluations of the grant programs established under the Section 330A Outreach Authority. The conclusions and opinions expressed in this report are the author's alone; no endorsement by NORC at the University of Chicago, the University of Minnesota, HRSA, FORHP, or other sources of information is intended or should be inferred. The Walsh Center for Rural Health Analysis is part of NORC at the University of Chicago.

CALIFORNIA TRANSPORTATION PLAN 2025

THE VISION

California has a safe, sustainable, world-class transportation system that provides for the mobility and accessibility of people, goods, services, and information through an integrated, multimodal network that is developed through collaboration and achieves a Prosperous Economy, a Quality Environment, and Social Equity.



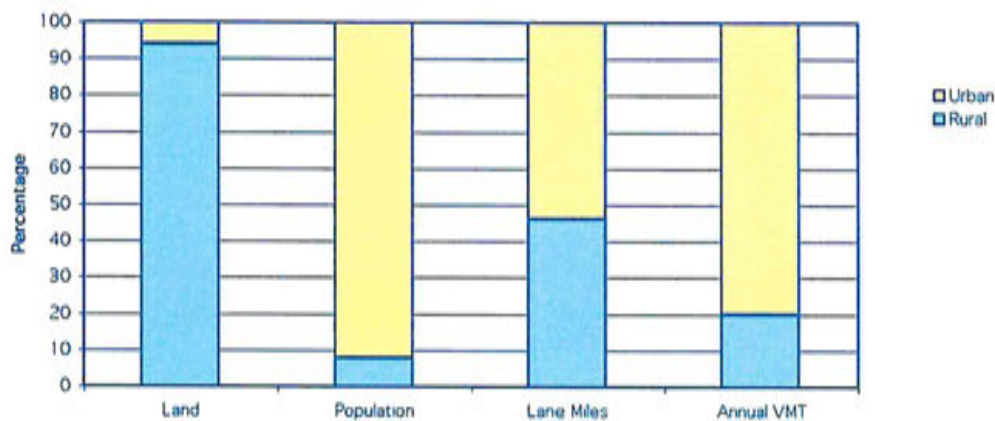
APRIL 2006

RURAL ISSUES

Rural issues, while as acute as those in urban areas, have very different characteristics. With only eight percent of California's population, rural areas comprise 94 percent of the land area (see **Figure 15**). Providing transportation services to a sparsely and widely distributed population presents special transportation challenges that must be considered when planning for a balanced, interconnected system.

FIGURE 15

California Rural and Urban Transportation Statistics (2001)



Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics.

Rural transportation issues may vary depending on the area's economic base, topography, or proximity to urban areas and popular destinations. There are, however, many areas of common need.

Integrity of the existing road system is a significant concern in rural areas. With approximately 46 percent of the road miles located in rural areas, the proportion of road miles to population creates a far larger responsibility without the economic means to address it. Weather issues exacerbate road condition problems, particularly where flooding, landslides, and snow removal can quickly jeopardize pavement integrity. **Figure 16** indicates the condition of California's rural roads using data collected by FHWA.

California's economy relies on the efficient movement of interregional commercial trucking. While rural areas might experience substantial goods movement traffic and associated air quality effects, they typically receive inadequate transportation resources to address the impacts.

For more than 50 consecutive years, California has been the number one food and agricultural producer in the nation. The State's agricultural output is nearly \$25 billion per year. This makes truck access of particular importance in bringing food and timber to the world. These large trucks take a substantial toll on the local road systems that feed into the State highways, not only in traffic volumes, but also in impacts to pavement conditions.

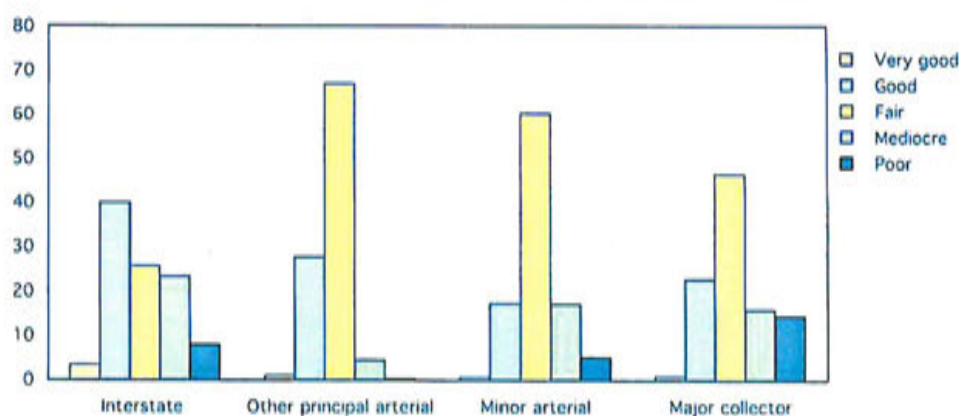
California's travel and tourism industry generated an estimated \$82.5 billion, and supported over 893,000 jobs in 2004. Destinations in rural areas are major attractors for State, national, and international travelers. For example, Yosemite, Sequoia, Joshua Tree, Cabrillo, and Death Valley National Parks, Point Reyes National Seashore, and Whiskeytown-Shasta-Trinity National Recreation Area attracted nearly 11 million visitors in fiscal year 2000/2001.³⁹ Rural tourism, and consequently rural economies, are dependent on a well-maintained and reliable roadway system, yet the roadways are inadequate to serve the demand.

Safety is another significant concern in rural areas. Nationally, over 58 percent of the total fatalities occur in rural areas. The rural fatality rate per 100 million vehicle miles traveled is more than twice that of urban areas. The higher fatality rate could be attributed to many factors including rugged terrain, shortened sightlines, unforgiving roadways, faster speeds, alcohol, longer response time to accidents, and distance to medical treatment centers.

For some rural residents, transit service is the only means of transportation. Rural entities are often challenged to provide transit and paratransit services to rural customers sparsely distributed over considerable distances. Regional and intercity bus service can be difficult to provide due to low demand, fare box return requirements, and limited resources for operating and maintaining the system.

FIGURE 16

Rural Road Conditions in California (2000)



Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics.

³⁹ California Travel and Tourism Commission, "California Fast Facts 2005," August 2005.

Intercity bus transportation is an important part of the California’s overall surface transportation network and holds particular importance to smaller communities and rural areas. It provides a critical service for smaller communities in which air or passenger rail is not readily available, and, even when these options are available, intercity bus may be more affordable. Since the 1980s, national carriers have abandoned many of the rural intercity bus routes, severely reducing rural mobility.

Rural area airports provide vital access for lifeline medical emergencies, fire fighting, and agricultural operations. These airports also provide links to larger urban airports for passenger and air cargo service. As commercial airports reach passenger and cargo capacity, demand will shift to regional and rural airports to provide general aviation services. Many rural airport runways need to be extended to accommodate larger aircraft.

Rural areas do not have the communication infrastructure that urban areas enjoy. Lack of wireless communication directly affects safety and increases information and advanced transportation systems infrastructure deployment costs.

Transportation plays a crucial role in the sustainable development of rural areas and communities. Pedestrian-oriented main streets in the historical rural downtowns of California have served as examples for improving urban environments. These rural main streets should continue to reflect the community’s values and character, while enhancing the rural economy by facilitating goods movement and access to goods, services, and jobs.

While many of the strategies discussed in the previous sections are applicable to rural needs, the following strategies address specific rural issues.

Partners:

Agricultural sector	Health and human services providers
Airport operators	Regional Transportation Planning Agencies
Business community	Rural advocacy groups
California Department of Transportation	Rural communities and counties
Educators	Tourism sector
Emergency response providers	Transit and paratransit operators
Environmental advocates	Transportation advocates

Strategies:

- Ensure rural areas have adequate funds to provide for the operation, maintenance, and rehabilitation of the rural and interregional transportation system.
 - Provide for roadway safety improvements and efficiencies.
 - Provide flexible funding for fund matching opportunities with other programs.
 - Consider interregional traffic, including goods movement and tourism, and weather impacts when allocating resources to rural entities.

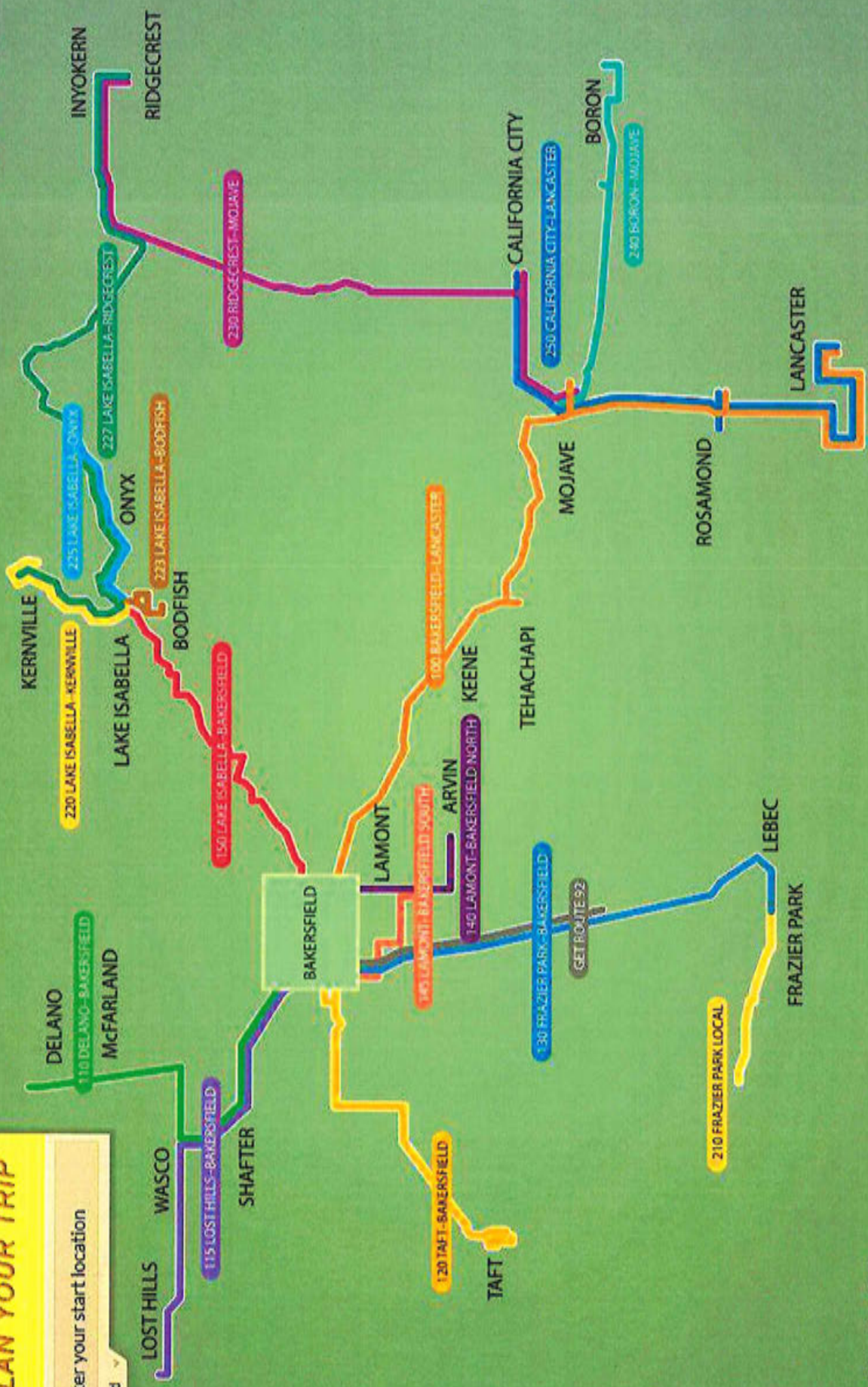
- Ensure critical transportation facilities, such as general aviation airports, are adequately funded to provide lifeline services.
- Upgrade communication, including emergency response entities in the early planning stages, to enable deployment of advanced transportation systems to improve safety, incident response, and traveler information.
- Advocate coordinated public transportation services with social service agencies to optimize resources and services.
 - Consult with Native American Tribal Governments to coordinate improved public transportation access to and through tribal lands.
 - Initiate effort with full participation of federal, State, regional, and local governments to explore funding options and opportunities and to address potential barriers.
 - Identify best practices including advanced public transportation technologies to improve and coordinate services.
- Consider the “main street” characteristics of transportation corridors and incorporate community values and context sensitive solutions.
- Explore alternatives to moving goods through rural areas to mitigate impacts on infrastructure and air quality.
- Protect rural airports from incompatible land use encroachment.

Click a route for details

PLAN YOUR TRIP

Enter your start location

expand



Kern Transit Routes

Lorelei Oviatt

From: Bob Neath
Sent: Tuesday, June 19, 2018 11:37 AM
To: Lorelei Oviatt
Subject: RE: Transit Stats

Annual ridership by route:

Route 100 (Bakersfield – Lancaster)	68,974
Route 110 (Bakersfield – Delano)	48,547
Route 115 (Bakersfield – Lost Hills)	1,484
Route 120 (Bakersfield – Taft)	21,585
Route 130 (Bakersfield – Frazier Park)	5,255
Route 140 (Bakersfield – Lamont N)	47,018
Route 145 (Bakersfield – Lamont S)	11,329
Route 150 (Bakersfield – Lake Isabella)	17,706
Route 210 (Frazier Park – PMC)	308
Route 220 (Lake Isabella – Kernville)	13,920
Route 223 (Bodfish Loop)	10,787
Route 225 (Lake Isabella – Onyx)	18,907
Route 227 (Lake Isabella – Ridgecrest)	5,420
Route 230 (Mojave – Ridgecrest)	1,883
Route 240 (Mojave – Boron)	584
Route 250 (California City – Lancaster)	59,621
Dial-a-rides	61,357
 System total	 394,685

Bob Neath
Manager
Kern Regional Transit
2700 "M" Street, Suite 400
Bakersfield, CA 93301
Office (661)862-8859
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bobn@kerncounty.com

From: Lorelei Oviatt
Sent: Tuesday, June 19, 2018 10:12 AM
To: Bob Neath <BOBN@kerncounty.com>
Subject: Transit Stats

Hi Bob,

Letter 3

Kern Council of Government
1401 19th Street
Third floor
Bakersfield, Ca 93301

Subject: Long term Goals

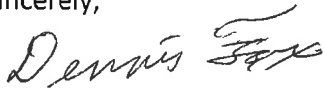
Honorable Chairperson, Council Members and Staff

I would suggest the following items for inclusion on a list of desirable transportation goals:

- 3-1 • Coordination of traffic signals in the greater urban Bakersfield area. This would facilitate traffic flow. Funding of this should come from the fines placed on vehicle licenses for not meeting air quality standards. The nexus occurs when vehicles go from a stop as watching a big rig exhaust will attest. It may be desirable to have this done by a private firm or a city, which is into this and is familiar with the concept, by contract.
- 3-2 • It is nice to see that sound walls are being constructed in the area's highway routes. This will help muffle the sound of tailpipes and fenders being shook loose from vehicles. This is caused by the rough and pot holed surface on even new construction. It would appear that this area is not receiving much notice from the powers that be who control funding yet ignore this area. The problem is most noticeable on the right lane so to either get the problem noticed or to handle it locally a proposal to obtain a portable weight truck is in order. Being aware of even the harmonics of empty (though speeding) trucks, the use (or consideration of use) by local enforcement utilizing a weight truck should bring the matter to its proper status. If it becomes necessary to actually obtain a weight truck, then fines left over from the enforcement operation should be dedicated to county road maintenance.

Thank you for your consideration of these suggestions and I think you will agree that they are both doable and cost effective.

Sincerely,



Dennis Fox
918 Blossom ST.
Bakersfield, CA 03306

661 366 4093



Department of Conservation
Division of Oil, Gas, and Geothermal Resources
Inland District
4800 Stockdale Highway • Suite 100
Bakersfield, CA 93309
(661) 322-4031 • FAX (661) 861-0279

July 2, 2018

Ms. Raquel Pacheco, Regional Planner
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Subject: Draft 2019 Federal Transportation Improvement Program, Draft 2018 Regional Transportation Plan/Sustainable Communities Strategy, Corresponding Draft Conformity Analysis, and Draft Environmental Impact Report
SCH# 2017041081

Dear Ms. Pacheco:

4-1 The Department of Conservation, Division of Oil, Gas, and Geothermal Resources (Division) regulates oil and gas production facilities in addition to supervising the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division has received and reviewed the above Draft Environmental Impact Report and submits the following evaluation.

The Division routinely reviews construction projects in proximity to oil and gas well operations to facilitate local permitting agencies' exercise of local land use authority regarding use of land where oil and gas wells are situated. Individual transportation project proposals should be forwarded to the Division for review and comment.

All oil and gas well operations are subject to the Division's well permitting process, and all oil and gas operations must abide by any pertinent Division statute or regulation. The developer/project owner is required to consult with the Division prior to the commencement of any work to uncover a known abandoned well.

If during project operations, any unknown wells are encountered the project developer or property owner shall immediately notify the Division's Inland District office for consultation. Remedial plugging and abandonment operations may be required.

Thank you for the opportunity to comment on this project. Should any questions arise, please contact me in the Bakersfield district office at (661) 334-3662.

Sincerely,

Michael Toland
Senior Oil and Gas Engineer
Facilities/Environmental, Idle Well and Construction Site Review Unit

RECEIVED
JUL 10 2018

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1626 19th Street, Suite 26, Bakersfield, CA. 93301
(661) 321-9292 office (661) 332-3243 cell
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KERN COUNCIL
OF GOVERNMENTS

July 9, 2018

Ms. Becky Napier, Deputy Director-Administration
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

**RE: Review of the Draft Kern Council of Governments 2018 Regional
Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and
Program Environmental Impact Report (PEIR)**

Dear Ms. Napier:

On behalf of Tejon Ranch Company, this correspondence presents comments on the Draft 2018 RTP/SCS and PEIR that the Kern Council of Governments (Kern COG) is circulating for public comments. Tejon Ranch appreciates the opportunity to provide comments on the updated 2018 RTP which is intended to guide development of the Kern Region's planned multi-modal transportation system as well as provide funding for future transportation projects. An important aspect of the RTP is the inclusion of the Chapter 4 Sustainable Communities Strategy (SCS) that incorporates an action plan for reducing greenhouse gas emissions in compliance with California's Sustainable Communities and Climate Protection Act (Senate Bill 375). Tejon Ranch planned communities and development projects are designed to promote sustainable development concepts that help to reduce greenhouse gas emissions consistent with the SCS.

5-1

**1. Draft May, 2018 RTP/SCS Comment
Chapter 4, SCS, Figure 4-10: Forecasted Development Pattern Map-Kern
Region 2035 (page 4-28)**

Although it is understood that the Figure 4-10, Forecasted Development Pattern Map is conceptual in nature and is intended to generally depict planned land use for the Kern Region, it is requested that the Map be modified to include the Kern County adopted Grapevine Specific and Community Plan, especially those planned community areas east of Interstate 5 and south of the Tejon Ranch Commerce Center.

5-2 2. Draft May, 2018 RTP/SCS PEIR Comments
Section 4.4, Biological Resources Habitat Conservation Plan (pages 4.4-37 and 38)

While the PEIR biological analysis makes reference to the Metropolitan Bakersfield Habitat Conservation Plan, the “Proposed” Kern County Valley Floor Habitat Conservation Plan and the West Mojave Habitat Conservation Plan, no reference is made regarding the Tehachapi Uplands Multiple Species Habitat Conservation Plan (TUMSHCP) which is a significant private conservation planning program addressing the upper elevations of Tejon Ranch.

The TUMSHCP is an approved Incidental Take Permit for 25 covered species including the California Condor. The conservation plan covers 141,888 acres of Tejon Ranch property. The TUMSHCP incorporates a conservation strategy designed to minimize and mitigate species impacts that could occur as a result of the Ranch’s covered activities and uses.

In addition, this Section of the PEIR analysis should acknowledge the existence of the Tejon Ranch Conservation and Land Use Agreement (TRCLUA) which was jointly agreed to by Tejon Ranch, Audubon California, the Endangered Habitats League, Natural Resources Defense Council, Planning and Conservation League and the Sierra Club. Significantly Tejon Ranch’s Agreement provides the potential to preserve up to 240,000 acres of the 270,000 acre Tejon Ranch and the establishment of a Tejon Ranch Conservancy to provide for the management and conservation of natural resource lands subject to a “Ranch-Wide Management Plan.”

5-3 Section 4.4, Biological Resources, CDFW Valley Floor Habitat Conservation Plan, (page 4.4-38)

The description of the proposed Kern County Valley Floor Conservation Plan (VFHCP) needs to be clarified. The VFHCP is not an approved plan. It is a “proposed” program to develop a Natural Communities Conservation Plan (NCCP) Program that is intended to be approved by both the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS). It is inappropriate to describe the VFHCP as a “published” program. Therefore, the PEIR should delete reference to “CDFW” and reference the program as the “Proposed Kern County Valley Floor Habitat Conservation Plan.” Kern COG and their consultant should consult with the Kern County Planning and Natural Resources Department in presenting an appropriate description of the proposed conservation planning program.

5-4

Section 4.4, Biological Resources, Preserves Refuges and Other Protected Areas, (pages 4.4-37 and 39)

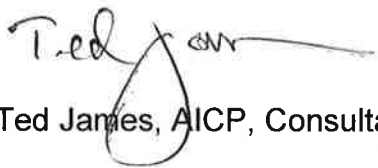
This Section makes reference to Figure 4.4-2, Resource Areas: Farmland, Habitat, Open Space and Government Lands Map as illustrating the location of protected lands in the plan area.

The Figure 4.4-2 Legend and Map depict "Valley Floor (HCP) Zone" for lands that in many cases involve private property that is not subject to conservation restrictions. It appears premature to depict such "Valley Floor (HCP) Zones" as the proposed program is undergoing revision and has not been adopted. It is suggested that Kern COG consult with the Kern County Planning and Natural Resources Department on this matter of presenting specific habitat zones for a program that has yet to be adopted.

In addition, it is unclear what the Figure 4.4-2 Map Legend category "SB 375 Spheres of Influence and City Limits" is intended to depict. Local Agency Formation Commission (LAFCO) Spheres of Influence and city incorporated limits are not directly affected by SB 375 requirements. Reference to "SB 375" should be deleted from the "Spheres of Influence and City Limits" category in the legend.

Please contact me if you have any questions concerning the PEIR comments. Tejon Ranch appreciates the opportunity to provide comments regarding the RTP/SCS planning and environmental process.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted James", with a large, stylized loop at the end of the signature.

Ted James, AICP, Consultant

cc: Derek Abbott, Vice President, Community Development & Resource Planning
Tejon Ranch Company



July 10, 2018

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Mr. Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street, Third Floor
Bakersfield, CA 93301

Subject: 2018 Draft Regional Transportation Plan/Sustainable Communities Strategy for Kern County

Dear Mr. Hakimi:

Thank you for the opportunity to comment on the 2018 Draft Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS).

The California High-Speed Rail Program will contribute to economic development and a cleaner environment, preserve agricultural and protected lands, promote efficient mobility, and increased livability in the Central Valley. These same principles are consistent with the Kern Council of Government's Draft 2018 RTP/SCS.

The California High-Speed Rail Authority (Authority) recognizes that Kern County will benefit from the arrival of High-Speed Rail given the extensive discussion in the RTP/SCS. Projects such as the proposed commuter rail network and the Meadows Field airport planning show the potential for the High-Speed Rail and regional transportation projects to complement each other.

The Authority wishes to congratulate KERNCOG and the City of Bakersfield for supporting and adopting "Making Downtown Bakersfield," the High-Speed Rail Station Area Plan. This noteworthy plan provides a vision for the revitalization for Downtown Bakersfield and a blueprint for future decisions. This plan includes key core reinvestments in mass transit, bicycling and pedestrian improvements throughout the Downtown and the High-Speed Rail Station, making Downtown more livable and High-Speed Rail ready.

The Authority's 2018 Business Plan presents a vision for implementing the nation's first high-speed rail system in the face of challenges that projects around the world of similar magnitude and complexity.

The Draft RTP contains several references to High-Speed Rail. For consistency with the Authority's latest adopted plan, we request your consideration of the following comments for inclusion in the RTP/SCS:

- 6-1 • Chapters 5 Strategic Investments and 7 Future Links sections should be updated to reflect the current 2018 Business Plan's implementation and delivery strategy, funding, costs, schedule, and ridership estimates.

- 6-2
- It should be noted the "Proposed High-Speed Rail Heavy Maintenance Facility" should be removed as the final location has not yet been determined.

The Authority looks forward to ongoing collaboration with Kern Council of Governments on issues that will leverage your interests in multimodal transit infrastructure.

Sincerely,



Diana Gomez
Central Valley Regional Director
(559) 445-5172
diana.gomez@hsr.ca.gov

cc: Becky Napier, Deputy Director – Administration, Kern Council of Governments
Jacquelyn Kitchen, Planning Director, City of Bakersfield
Cecelia Griego, Principal Planner, City of Bakersfield
Caitlin Miller, Air Pollution Specialist, Air Resources Board
Ken Zatarain, Access Planner, California High-Speed Rail Authority
Ben Lichty, Supervising Transportation Planner, California High-Speed Rail Authority
Stuart Mori, Senior Transportation Planner, California High-Speed Rail Authority



TDH Associates International

July 12, 2018

Becky Napier
Deputy Director - Administration
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RE: DRAFT 2018 Kern Regional Transportation Plan / Sustainable Community Strategy and Environmental Impact Report - Comments

Dear Deputy Director Napier,

I am a local independent transportation consultant with an office in downtown Bakersfield. My comments are solely my own based on my professional knowledge and experience with transportation planning and my concern for the community in general. I regularly walk, bike, use transit, and take the train for business and personal reasons.

- 7-1 A key concern is that the Regional Planning Advisory Committee (RPAC) and the public have not had the opportunity to review the assumptions, inputs, or model outputs such as performance measures and GHG reductions for any scenarios, alternatives or plans prior to release of the Draft.**

Kern COG staff explained they decided to use the 2014 RTP/SCS plan (scenario #3) as the 2018 “Plan”, as they termed it. The only performance measures that were presented to the RPAC or at public meetings during the outreach efforts were from the 2014 RTP/SCS model. At the last RPAC meeting June 6th staff and RPAC committee members confirmed that no changes or additions would be made to the Draft. This means not only was there no opportunity for public input or review of the 2018 “Plan” and performance measures. That would mean any comments made during the public comment period may be irrelevant.

- 7-2 The policies and strategies listed in Chapter 2 Table 2-1 have been expanded significantly with items that were not presented to the RPAC or the public.**

Chapter 4 on page 4-15 states “Directions to 2050” outreach process was used and there were 6,000 participants. Although this was a very good effort it was done for the 2014 RTP/SCS. The Draft also states the “Directions to 2050” effort was extended to Feb 2018. However, there are both an Executive Summary and Final Report “Summary of Public Participation” dated December 2013 on the Kern COG website. Where is an updated summary report with information from the extension to 2018?

Information gathered during the process may still be relevant but it does not look at what has changed or what has become areas of interest since the 2014 RTP/SCS. For example new priorities for Active Transportation projects (bike, walk, transit), Disadvantaged Communities, and new alternative modes of transportation such as shared mobility and UBER/LYFT.

- 7-3 The Environmental Justice (EJ) and Title VI (VI) analysis raise serious concerns. The Draft states in Chapter 2 page 2-15. “The results of the analysis indicate that with the implementation of the plan, Environmental Justice and Title VI communities will be better off than in most measures of performance than the region as a whole.”**

However, the tables in Appendix D illustrate to the contrary. Of the 12 tables that have EJ/VI analysis 8 of the EJ, and 6 of the Title VI tables have figures that indicate that the 2042 No Build is better than the 2042 Plan.

The summary table D-3 of all performance measures illustrates that non-EJ or Title VI communities benefit in all measures even in the 5 categories that do not have EJ or Title VI information. This data not only illustrates that EJ and Title VI communities are negatively impacted they also do not benefit from the Plan.

- 7-4** Also in Appendix D there is a statement that the EJ and Title VI geographic areas depicted on the maps D-1 and D-2 are based on the EJScreen maps. The methodology used to develop the maps in the Draft from the EJScreen maps is missing. Only the term “Predominately”, has been used as a qualifier to determine which areas are EJ or Title VI, and there are no legends on the maps. The EJScreen maps have a legend that depicts color-coded area based on 10% percentage ranges from 50% and above. What percentage ranges were used as a qualifiers for the Draft maps? This indicates that some derivatives of the EJScreen maps were used but not the actual maps. See the attached maps.

Traffic Analysis Zones (TAZ) represent the geographic areas that the model uses to allocate projected land use patterns, traffic volumes, performance measures, VMT and other information. The Draft does not have TAZ maps for the EJ and VI areas used by the modeling or for analysis. Since there is no explanation of the methodology used to create the maps in the Draft it is impossible to confirm that the EJ and VI TAZ’s correlate with the EJScreen maps. TAZ maps that directly correlate to the EJScreen maps and used in the modeling should be included in Appendix D.

- 7-5** Inconsistent GHG reduction information in Chapter 4 on page 4-51 states, “Based on the analysis of strategies included in the SCS, CO₂ emissions are anticipated to be 14.1% lower than 2005 levels by 2020 and 16.6% lower by 2035, exceeding the targets established by CARB in 2010 as illustrated by Table 4-6.” However, Table 4-6 lists GHG emissions 12.5% lower by 2020 and 12.7% lower by 2035.

This appears to be a cut-and-paste error. The 14.1% and 16.6% figures represent the 2014 SCS reductions. Based on Table 4-6 the 2018 SCS GHG reductions for 2035 are not as good as the 2014 SCS 2035 reductions at 12.7% vs 16.6% respectfully. That is a difference of 32%. Why does the new 2018 SCS perform worse than the old 2014 SCS?

Staff has stated that the “Plan” for 2018 is the same as the 2014 plan referred to as scenario #3. If that is the cause what is the reason for a drastic reduction? Is this an indicator of a negative trend? In my opinion the real world development is performing better than this Draft may present.

This leads to concern for the ability to develop a future SCS that will meet the proposed ARB 2035 target of 15% for Kern County.

7-6 There is confusion as to what scenarios or alternatives were analyzed in the Plan and what was analyzed in the EIR. More details on the alternatives in the EIR (No Project, Old Plan, and Countywide Infill) should be provided.

A Slow Growth alternative was mentioned but staff decided to not analysis it. The ARB letter (April 2018) states a Slow Growth alternative should be analyzed.

The letter from ARB raised important issues that I have not been able to determine they were addressed.

I submit these comments in the interest of assisting RPAC and staff to make improvements and corrections to the Draft RTP/SCS and the development process.

I offer two recommendations. Seek assistance from those that have expertise with EJ and Title VI analysis and outreach efforts.

Second, experience has shown that relying completely in a single model is not wise. I suggest as I did at a RPAC meeting earlier this year that a Plan B should be prepared whenever there are obviously serious issues with the modeling as there has been during this RTP/SCS cycle.

Respectfully,

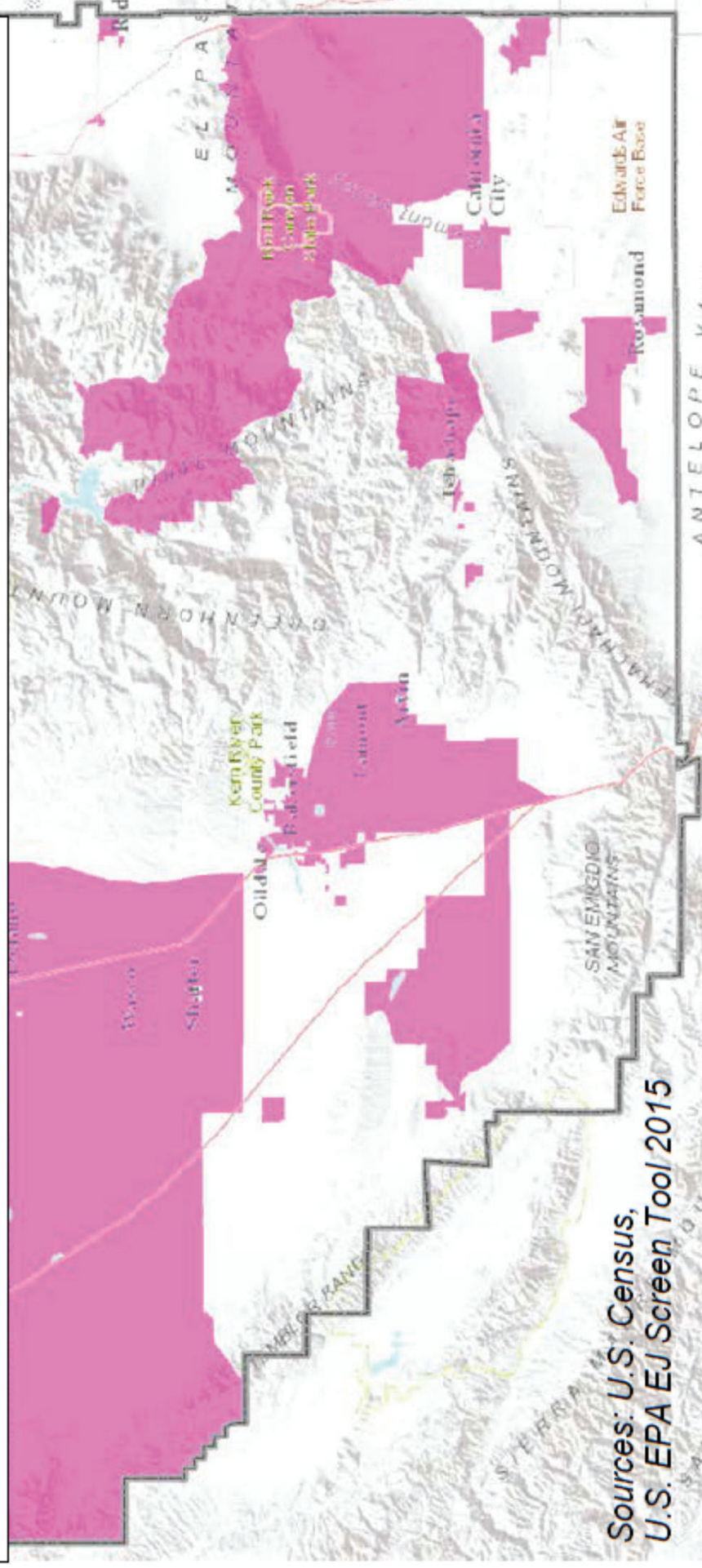


Troy D. Hightower
Transportation Consultant

Attachments

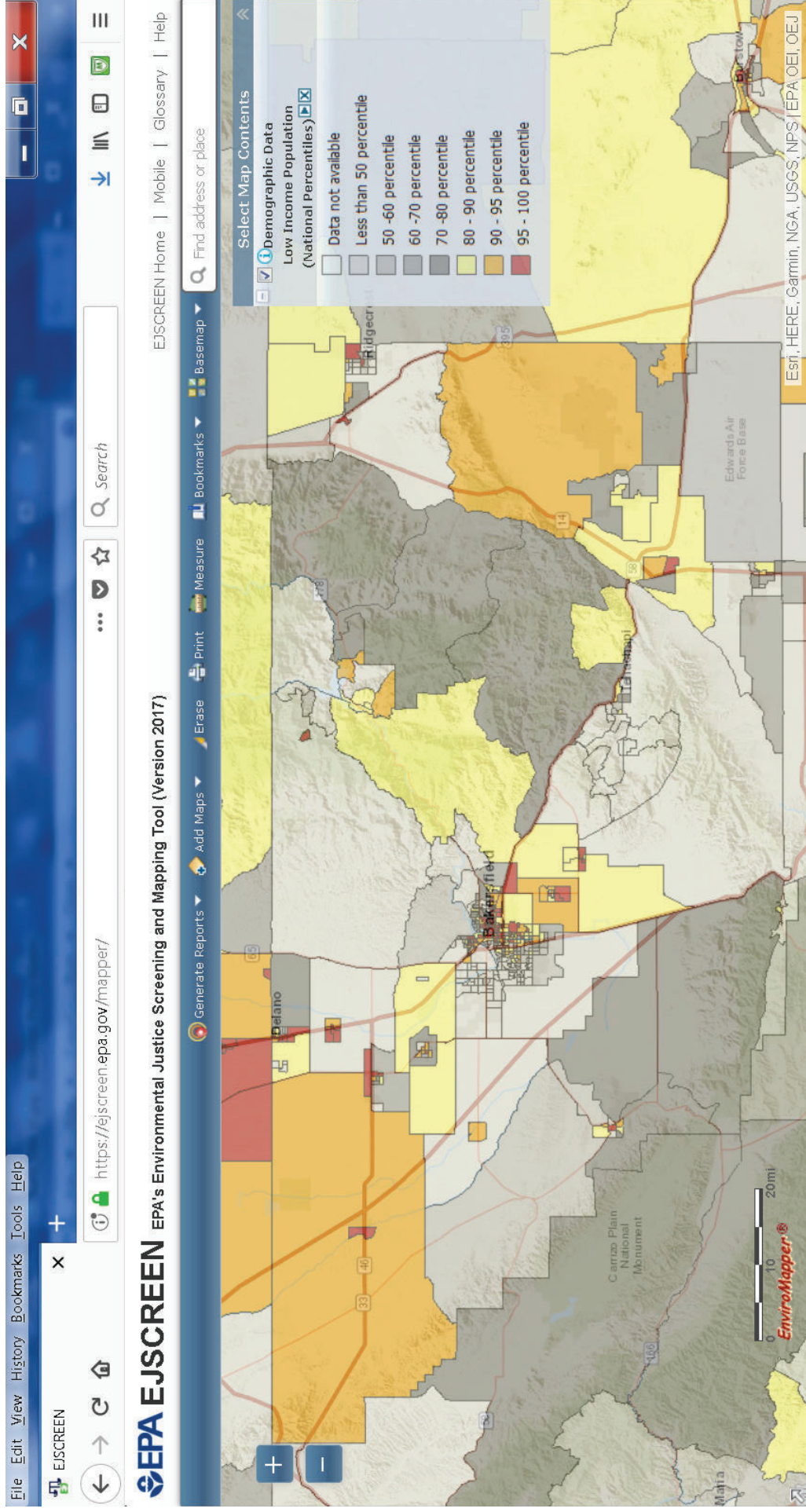
Kern Draft 2018 RTP/SCS - EJ Map

Figure D-2: Federal EJ Areas (Minority and Low Income Areas)



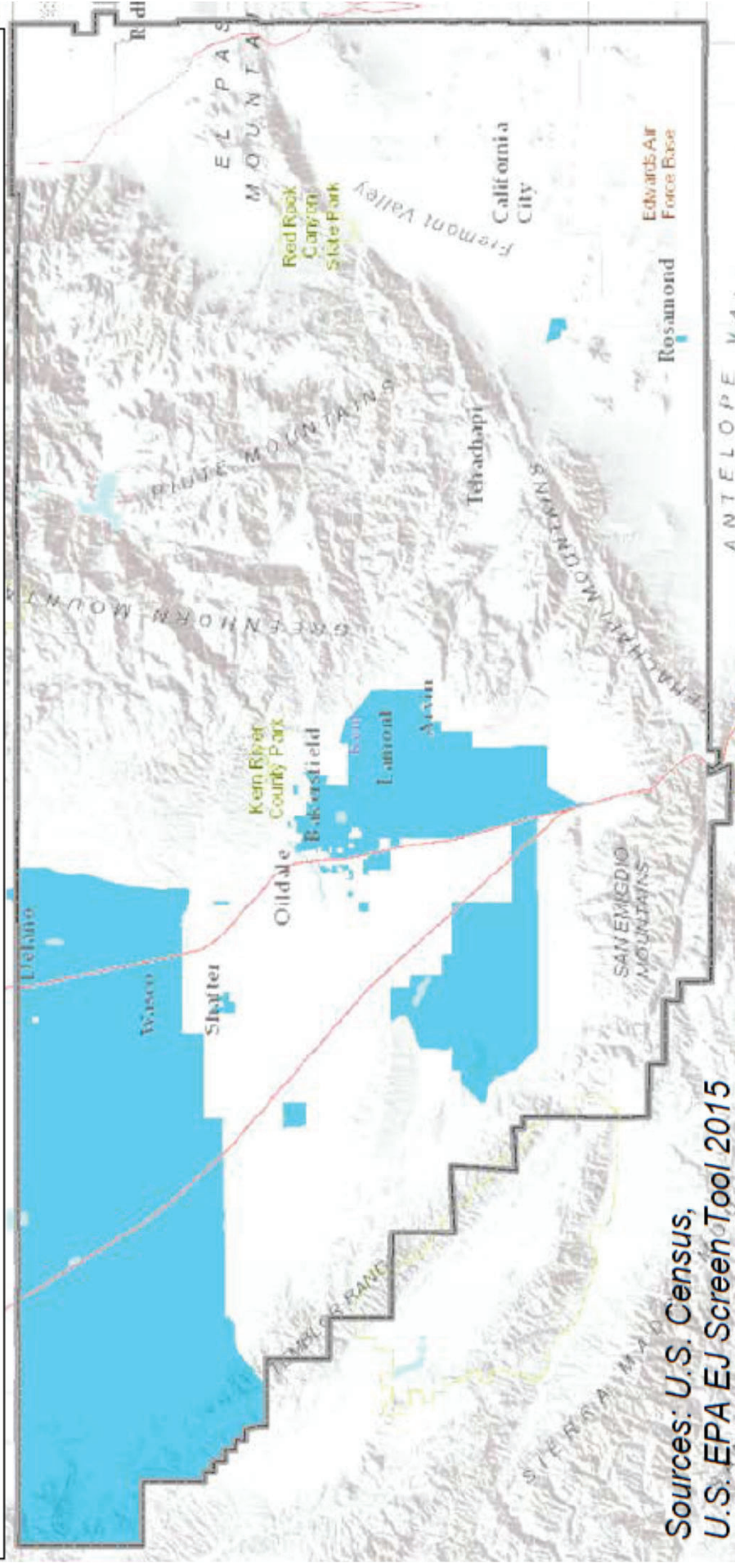
Sources: U.S. Census,
U.S. EPA EJ Screen Tool 2015

EJ Screen EJ Map

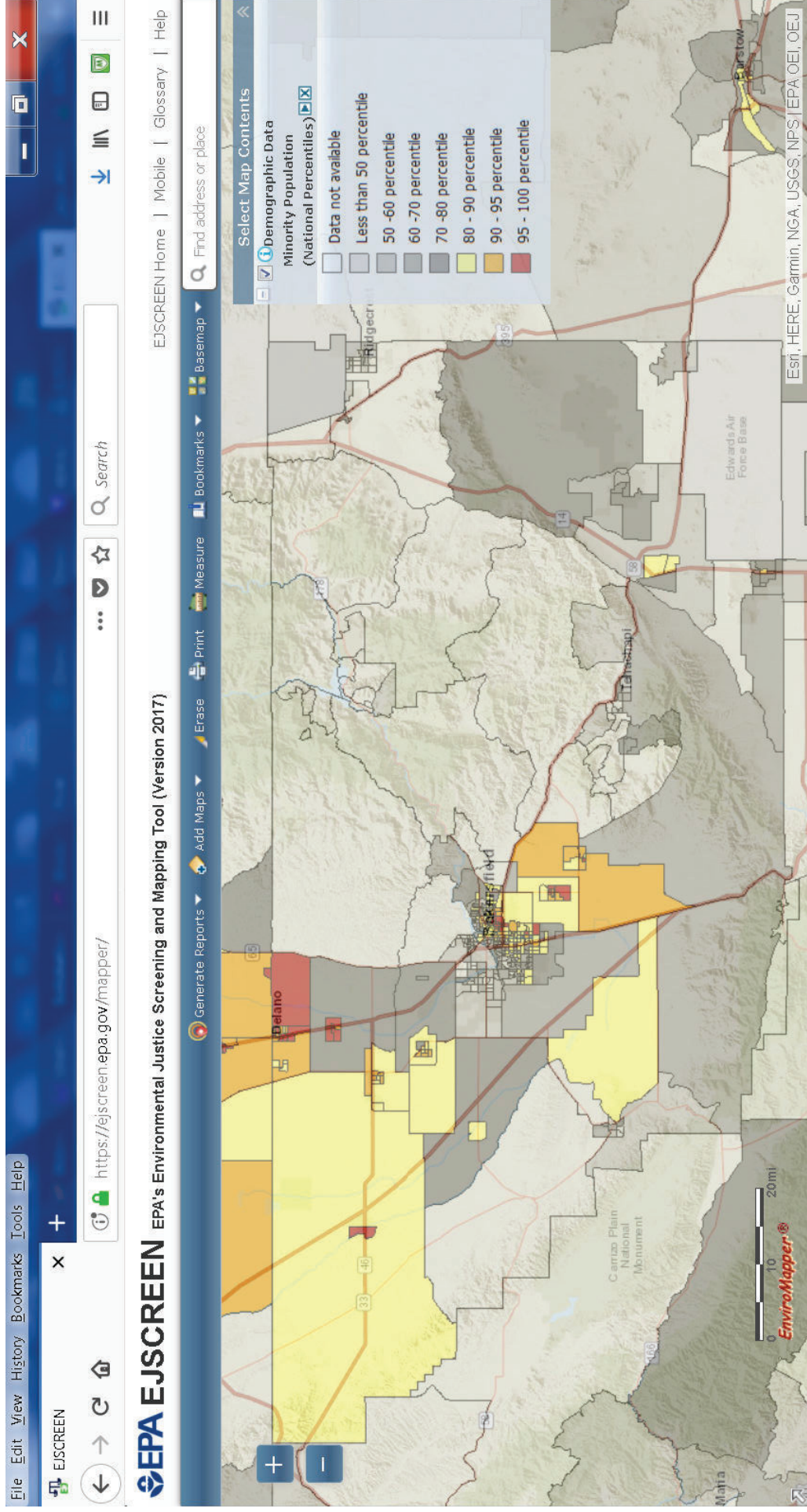


2018 SCS Title VI Map

Figure D-1: Federal Title VI Areas (Predominantly Minority Areas Only)



EJ Screen Title VI Map





July 12, 2018

Sent via Electronic Mail

Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: Comments on the Draft 2018 RTP/SCS and Environmental Impact Report

Dear Mr. Hakimi,

We thank you for the opportunity to provide written comments on the Draft 2018 Regional Transportation Plan/Sustainable Community Strategy (“Draft”). Leadership Counsel for Justice and Accountability (Leadership Counsel) works alongside residents of disadvantaged communities across the San Joaquin and East Coachella Valley, including throughout Kern County, to advocate for sound policy, eradicate injustice, and secure equal access to opportunity regardless of wealth, race, income or place. Leadership Counsel and Greenfield Walking Group submit the following comments for consideration. Through our comments, we seek to ensure that the Draft 2018 Regional Transportation Plan (RTP) creates sustainable, equitable, and effective transportation planning that benefits all Kern County residents, and that the Draft has thoroughly evaluated and mitigated the environmental and human impacts on Kern County’s disadvantaged communities and populations in accordance with the California Environmental Quality Act (“CEQA”) and state and federal laws.

Kern Council of Governments (COG) must explicitly consider the input of residents, and the RTP/SCS should provide Kern residents with the transportation and housing choices they have consistently requested — especially residents of disadvantaged communities and populations which have been denied the benefits of transportation and housing-related investment and environmental protections. By expanding affordable housing options and access to commercial and retail services in existing communities, increasing access to public transit, and increasing opportunities for walking and biking throughout the County — priorities expressed during the public process, Kern COG can positively impact residents’ health and at the same time meet their targets to reduce greenhouse gas emissions. Moreover, making these investments will help Kern COG ensure equitable investments as required by Title VI and affirmatively overcome practices that have denied access to necessary infrastructure, services and a healthy environment in low

income communities of color. While the Draft includes certain policies supportive of these priorities expressed by residents, it lacks specific action items and includes inconsistent funding allocations to ensure these goals are realized.

I. Transportation Policies within the Draft should Prioritize Transportation Objectives in Disadvantaged Communities and Advance Environmental Justice Goals

Pursuant to Government Code Section 65080(a), the RTP shall include a “policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements . . .” In a letter dated October 31, 2017, Leadership Counsel, The Center on Race, Poverty and the Environment, Central California Asthma Collaborative, and Greenfield Walking Group, provided comments on proposed policy changes and additions for Chapter 2 of the Draft to assist Kern COG in meeting these and other requirements for the RTP. The letter highlighted the importance of achieving objectives that addressed the transportation needs of disadvantaged communities and including clear, direct policy language to address environmental justice issues impacting those communities.

These proposed changes were discussed at RPAC meetings in late 2017. While some of our proposed edits have been incorporated into the Draft, the Draft fails to include certain edits which are necessary to ensure that the RTP adequately describes and addresses the transportation needs of the region, including disadvantaged unincorporated communities as required by Government Code Section 65080(a). A copy of the October 2017 letter which sets forth and explains these proposed edits has been enclosed for reference.

8-1 a. Policy Chapter Missing Key Statement Regarding Inclusion of Unincorporated and Disadvantaged Communities

At the December 12, 2017 meeting with Kern COG staff, Rob Ball and Becky Napier, and Troy Hightower, staff agreed to include the following statement about DACs in the Draft 2018 RTP:

“Transportation planning policies discuss multiple plans including but not limited to transit plans, active transportation plans. The scope of goals, policies and actions within this document apply to all jurisdictions including unincorporated areas and disadvantaged communities.”

Upon review of the Draft, this statement is missing. At the RPAC meeting on January 3, 2018, the advisory council voted to adopt Chapter 2. At that time, the above referenced statement was included in Chapter 2. In no RPAC meeting since was there any mention that Chapter 2 was later revised post our December 12, 2018 meeting. Nor has there been any explanation to Leadership Counsel or RPAC as to why it was removed. Such a statement highlights the inclusion of all segments of Kern County in Planning with attention brought to unincorporated

and disadvantaged communities—areas often neglected in planning and investment. Leadership Counsel would like to discuss this exclusion with staff and how COG intends to ensure that disadvantaged communities’ needs are planned for in the final RTP.

8-2

b. Policy Recommendations Must Include a Clear and Robust Focus on Improvements in Disadvantaged Communities

Given the historical transportation related underinvestment in environmental justice communities, Kern COG has a special responsibility to adhere to the federally established environmental justice principle “to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations” and to affirmatively address the effects of past discrimination. Federal Transportation Administration (“FTA”) Circular 4703.1; See CalTrans Guidelines, 78. In addition, Government Code Section 65080 requires that the RTP “be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials.”

The Draft RTP lacks sufficient specific policies that will provide the clear guidance to local and state officials and effectively advance the interests of disadvantaged communities as required by Section 65080 and civil rights laws. We recommend the following revisions to address these flaws in the Draft RTP.

First, we recommend that the COG revise the following policies to prioritize disadvantaged communities in their implementation: 7, 8, 28.2, 29.1, 29.2, and 29.3.

Second, Policy Action No. 27 should provide additional specificity about the source of funding that will be used to implement the policy. The policy states: “As planning funds are available, continue the technical and planning assistance grant program to assist and allow local jurisdictions to receive funding for coordinated land use, air quality and transportation planning.” We recommend that Kern COG specify a commitment to use some Senate Bill 1 transportation funding for this purpose. For example, since SB 1 funds can be used for planning activities, Fresno COG has a planning grant program that uses SB 1 planning funding. An impressive feature of the Fresno COG’s program is that the scoring criteria is heavily weighted towards projects that benefit disadvantaged communities. Kern COG can implement something similar.

For Policy Action No. 33.5, COG should clarify this policy by adding another tool in the following way: “Utilize tools like CalEnviroScreen and Assembly Bill 1550 designations to apply for funding for communities and invest in existing communities that demonstrate the highest level of need.” Draft 2018 RTP 2-12. Since, the policy recommends the use of tools—*plural*—it is important to provide jurisdictions with more than one readily available resource that can identify communities in need.

Ultimately, the policies within Chapter 2 should focus on disadvantaged communities. Such focus will allow for much needed investment that has been lacking in these communities. This

focus and specificity will also aid jurisdictions in apply for competitive funding opportunities to meet the transportation related needs of disadvantaged communities.

8-3

i. Freight Related Improvements Should Not Be Prioritized Over the Needs of Overburdened Communities

Policy Action No. 21.1 reads: “Prioritize and program the freight related capital improvements for highways, regional roads, and interchanges for the RTP planning period, consistent with adopted goals and policies and the project eligibility requirements for each funding program.” This policy should be clarified. It is not clear what types of actions this policy has priority over and how it intends to meet greenhouse gas reduction goals pursuant to SB 375. Residents of disadvantaged communities have articulated the negative environmental and public health impacts of such goods moving near their neighborhoods and their children’s schools. Such goods movement next to and across neighborhoods contributes to poor air quality, noise pollution and road deterioration that undermine public health and safety. Prioritization should focus on meeting the needs of disadvantaged communities, not serving business’ freight needs.

Furthermore, the goods movement related policies must be revised to incorporate protections for human health and environmental impacts, especially for overburdened communities. To reduce air quality and public health impacts, the policies should also include a clear and aggressive plan to pursue available funding for electrification and other pollution reducing approaches. In fact, MPOs are encouraged to support transportation electrification. 2017 RTP Guidelines for MPOs, 139. Furthermore, to ensure representation from potentially impacted communities and vulnerable populations, the stakeholder group identified in Policy Action No. 23 should include representatives from disadvantaged communities and air quality experts and advocates.

II. The Sustainable Communities Strategy Must be Developed from the Most Recent Feedback and Data and be Internally Consistent

Each MPO in California is required to update its RTP every four years. Gov. Code § 65080(d). In developing the RTP, the MPO “shall prepare a sustainable communities strategy” which “utilize[s] the most recent planning assumptions considering local general plans and other factors.” Gov. Code 65080(b)(2)(B).

The 2014 RTP Sustainable Communities Strategy (SCS) and the Draft 2018 RTP SCS are remarkably similar in its figures and narrative. Some of the figures in the 2018 Draft RTP are identical to figures included in the 2014 RTP. These figures include information concerning the public outreach results which influence the growth scenarios and the greenhouse emission targets which must be updated to reflect public outreach results from the current RTP planning period. 23 C.F.R. 450.316. Kern COG must revise the Draft RTP to ensure that it reflects the most recent assumptions, data, and public input available to the COG.

8-4

a. The 2018 RTP Must Reflect Current Data and Not Merely Copy Language from the 2014 RTP

The Draft states that, “In total over 6,000 people provided input into the RTP/SCS.” 4-16. The 2014 RTP states the same number of total people that provided input into that RTP update. There is a concern that this data was not updated for the 2018 Draft, and that this same data was used to inform the 2018 scenarios as opposed to COG reinitiating adequate outreach for the 2018 cycle to acquire the most updated public input. The latter is especially a concern since there were much less workshops in this current cycle then the 2014 cycle yet the number of people reached remained “[in] total over 6,000 . . .” 4-16. Furthermore, the document should break down what incorporated and unincorporated communities make up 6,000 people, how many were from each community, and what percentage was from urban and rural areas. If in fact the public outreach and feedback were acquired during the previous cycle that would mean that the development and the completion of the growth scenarios do not reflect the most recently available public input. Also, as a result of the mini grants Kern COG provided Leadership Council to helped facilitate workshops in South Kern communities like Arvin, Lamont and Greenfield, it is not clear how that input was used to inform the SCS’s policies and investment practices. The Draft should clarify when the public feedback was gathered for the SCS and how that input was used to shape the scenarios.

The Draft states that “The five recent studies on housing market demand indicate a growing interest for higher-density housing and mixed-use development in certain areas.” 4-33. The 2014 RTP states, “The five recent studies on housing market demand (see Appendix G – Forecast and Modeling Assumptions) indicate a growing interest for higher-density housing and mixed-use development in certain areas.” 2014 RTP 4-32. The paragraphs these quotes can be found in are extremely similar. If the studies were conducted in 2014 or prior, and were recent at that time, they are no longer recent in the 2018 Draft. The Draft language should clarify when studies were completed. Furthermore, in Chapter 5 of the RTP, a 2017 Community Survey was conducted on housing type preference. The results of the study show a preference for single family dwellings. RTP 5-104-105. The above statement indicating a growing interest in higher density housing is inconsistent with the 2017 results. The RTP must address this inconsistency.

8-5 b. Kern COG Must Correct Inconsistent Reduction Target Information

The Government Code states, “The regional transportation plan shall be an internally consistent document...” Gov. Code § 65080(b). Within Chapter 4, under heading “Comparison to Reduction Targets” it states, “Based on the analysis of strategies included in the SCS, CO2 emissions are anticipated to be 14.1% lower than 2005 levels by 2020 and 16.6% lower by 2035, exceeding the targets established by CARB in 2010 as illustrated by Table 4-6.” Page 4-51. This statement is inconsistent with the data shown in Table 4-6 entitled, “Results of Greenhouse Gas Emissions and Vehicle Trip Reductions” which list 2020 reductions as -12.5 and 2035 reductions as-12.7. The final RTP must address these inconsistencies.

8-6 III. COG Must Ensure that Freight Related Development Identified in the RTP Does Not Conflict with the Reduction of Greenhouse Gas Emissions and the Achievement of Environmental Justice Objectives

The Draft includes policies, programs and implementation measures that prioritize large investments to support the expansion of goods movement activities with almost no analysis of

these policies' potential negative impacts on disadvantaged communities and without meaningful language to prioritize transportation and housing needs of disadvantaged communities and other vulnerable populations. "No person in the State of California shall . . . be unlawfully denied full and equal access to the benefits of . . . any program or activity that . . . receives any financial assistance from the state." Government Code § 11135. Nor can Kern COG, " . . . discriminate [against any protective class] through public or private land use practices, decisions, and authorizations . . . that make housing opportunities unavailable." Gov. Code § 12955 (l). Further, the RTP must "[identify] and [address], as appropriate, disproportionately high and adverse human health or environmental effect of its . . . policies . . . on minority populations." CalTrans Guidelines, 78. By proposing massive expansions of goods movement infrastructure without analysis of the impacts of nearby communities of color and immigrant communities in the most polluted region in the country, the Draft RTP is at odds with these civil rights and environmental justice provisions.

The Draft includes freight related investments for the Shafter Rail Terminal, Wonderful Industrial Park, and the Delano UP Cold Connect intermodal facility. The RTP section discussing goods movement must include, "[identification] of opportunities or innovations that reduce GHG emissions and criteria air pollutant emissions associated with freight." California Transportation Commission (CTC) 2017 RTP, 129. Within Chapter 4, the Draft lists the "Shafter Rail Terminal for Intermodal freight transfer activities" in Table 4-7 "Proposed Greenhouse Gas Emissions and Vehicle Trips Reductions Strategies." 4-55. It is listed a non SB 375 goods movement. 4-55. Such an inclusion, without robust mitigation measure for the clear air quality impacts that will result, is contrary to the guidelines set by the CTC and to the mission of the sustainable community strategies to reduce greenhouse gas emissions.

Furthermore, Policy Action No. 24.1, which supports this action, prioritizes goods movement over the interests of disadvantaged communities. 2-7. While the language for the EJ related policy recommendations are less action oriented, the freight related policy recommendations appear clearer and focused on direct action. 2.7. The RTP must include and prioritize actions to address the transportation and housing needs of disadvantaged communities over and above the improvements that will most directly address the transportation needs of companies and business activities associated with adverse environmental health impacts for nearby populations. See Section Ibi. above.

While the RTP states its intent to increase "development and expansion of the Shafter Rail Terminal for intermodal freight transfer . . ." it conflicts with environmental justice objectives. 2-7. For example, there are residential neighborhoods in close proximity to the Shafter terminal, however there is no analysis within the document to mitigate impacts of such continued development especially when such an expansion would increase toxic air contaminants, greenhouse gas emissions, road deterioration, and noise for the area.

The RTP disregards the impacts of its proposed goods movement expansion investments on air quality, claiming without support that the Shafter Rail Terminal will improve air quality by improving efficiency. 5-17. Expansion of freight services does not equate to efficiencies of freight usage. "The activities associated with delivering, storing, and loading freight produces

diesel PM emissions.”¹ Such expansion can increase usage of goods movement. Especially since there has been no commitment to increase electrification, air quality is more likely to diminish given such investments. The RTP must sufficiently analyze the impacts of these freight related investments.

8-7 IV. COG Should Revise the RTP to Ensure that the RTP Results in and Maximizes Benefits For Disadvantaged and Title VI Communities

Every RTP shall include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with Code of Federal Regulations Title 23, §450.306(d) which requires that the long-range planning process provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals. 23 C.F.R. § 450.324(f)(3). Furthermore agencies, like Kern COG are mandated to “identify and address, as appropriate, disproportionately high and adverse human health or environmental effect of its programs, policies, and activities on minority populations.” § 1-101. (The basis for the Title VI Equity Analysis requirement, CalTrans Guidelines, 78). “Programs, policies, and activities must not ‘have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination...because of their race, color, or national origin.” § 2-1.

An ultimate objective of the RTP is to improve transportation for communities while reducing greenhouse gas emissions. In fact, Chapter 2, of the Draft states:

“Appendix D containing the integrated performance measures analysis indicates that this RTP is benefitting Environmental Justice and Title VI areas compared to the county as whole while performing well in most health equity, system level and smart mobility place type performance measures.” Draft 2018 RTP 2-15.

Appendix D also asserts that “. . . serving rural EJ/Title VI areas is less cost efficient than the county as a whole, [the figures] demonstrate that a priority has been placed on investment in rural EJ/Title VI areas.” Appendix D-17. However, tables D-9a-c demonstrate an underinvestment in EJ and Title VI rural communities. The statement and results must be reconciled.

However, these statements are not reflected in the actual tables located in Appendix D. While some of the EJ and Title VI communities do fair better for some of the indicators (i.e. Table D-7b, and D-7c), even more results show the EJ and Title VI communities fair better under a no build 2042 model. Specifically:

- Table D-4b EJ TAZ Average Travel Time, Urban and Countywide
- Table D-5b EJ TAZs Average Travel Time –Peak Transit Trips, Rural Areas and Countywide
- Table D-5c: Title VI TAZs Average Travel Time – Peak Transit Trips, Rural

¹ <https://www.arb.ca.gov/ch/handbook.pdf>

- Table D-6b: EJ TAZs Average Travel Time to Major Job Centers-Highway, Urban, Rural, And Countywide
- Table D-6c: Title VI TAZs Average Travel Time to Major Job Centers-Highway, Urban, Rural, And Countywide
- Table D-7a: Average Travel Time to Major Job Centers -Transit--Countywide

These results make clear that, contrary to the statements referenced above and contained in Chapter 2 and Appendix D that EJ and Title VI communities benefit more from and are prioritized in the RTP than the county as a whole, disadvantaged communities actually fair worse under several performance metrics than the no build scenario.

The inconsistency between the statements in Draft Chapter 2 and Appendix D indicating that disadvantaged communities benefit more and are prioritized in the RTP and the data reflected in the RTP tables is at odds with Government Code Section 65080(b), which provides that, “The regional transportation plan shall be an internally consistent document...” Gov. Code § 65080(b). Furthermore, the tables call into question the RTP’s compliance with Title VI of the Civil Rights Act of 1964’s prohibition against discrimination, intentional or disparate impact, by Kern COG, as a recipient of federal funding, based on protected class status. The Title VI communities identified for the performance measure results are significantly impacted by the Draft 2018 RTP especially since this community has better results in no build scenarios. Kern COG must review and revise its plan to ensure that EJ communities fair better under each performance metric than the no build scenario and to maximize benefits for disadvantaged communities. This will promote compliance with both internal consistency and equity requirements.

8-8 a. Seniors and disabled who are not from minority or low income populations should not be included in the performance measure analysis for the Federal Environmental Justice definition.

Executive Order 12898, which applies to the development of RTPs, requires federal agencies and recipients of federal funding to analyze and address disproportionate adverse health and environmental effects of programs and policies on minority and low-income populations. The Draft RTP’s environmental justice performance measure analysis not only includes data on minority and low-income populations, but also data relating to impacts on seniors and the disabled population. We are concerned that the conflation of these data sets undermines the RTP’s analysis of its specific impacts on low-income and minority populations required under Executive Order 12898 and therefore prevents the RTP from adequately responding to those impacts. It similarly may prevent an accurate assessment of the project’s impacts on senior and disabled populations, which have unique needs and thereby undermine Kern COG compliance with civil rights requirements applicable to these populations.

We therefore recommend that Kern COG revise its performance analysis to include a separate analysis of impacts on low-income and minority populations, seniors, and disabled residents and tailor policy changes to address any population-specific impacts revealed by the analysis.

8-9 V. Kern COG Must Update and Follow their Public Involvement Procedures and Policies Section of the RTP to Produce Better Public Participation at Public Hearings

Kern COG has not conducted adequate public outreach to inform the development of the RTP. Leadership Counsel staff attended two of the three public hearings on the Draft 2018 RTP during the 55 day review period. At the Bakersfield hearing, staff announced that it received no public comments at the June 6, 2018 hearing in Ridgecrest. Only one comment was provided in Arvin, and it was by Leadership Counsel staff. There were approximately five commenters at the Bakersfield hearing.

Title 23 Code of Federal Regulations 450.326 states that, “The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens . . . and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.” Kern COG’s plan is found in Appendix B of the Draft and acknowledges that “[a] vigorous public information process not only serves Kern COG by meeting federal requirements, but also allows for a fruitful exchange of ideas while developing programs or projects that may be controversial.” Appendix B-3. It also states that “Kern COG encourages public participation and acknowledges the value of this input.” Appendix B-7.

The Draft is subject to Level III Public Involvement Requirements and include Levels I and II requirements as well. Appendix B-10. Outreach methods for the RTP include display ads to “announce . . . a final review period. Appendix B-21. Additionally, Level I elaborates that:

“3. Display ads will be placed as deemed necessary and targeted specifically to affected communities to encourage involvement and address key decisionmaking points.”

“4. Non-traditional approaches, such postal and electronic mailings to non-profit organizations, churches and chambers of commerce will be used to encourage involvement of the underserved and transit dependent in project development and public workshops. Spanish-language advertising will be included in these non-traditional approaches.”

“8. A mailing list of individuals who have expressed interest shall be maintained.” Appendix B-8.

The Draft RTP does not indicate whether these steps were followed for the Arvin and Bakersfield public hearings. A revised draft RTP should include this information, including but not limited to dates of any ads and publications used and whether ads were translated into Spanish or any other locally-spoken languages and any steps taken to implement non-traditional approaches and efforts to target affected communities like underserved and transit dependent populations.

Level III outreach also requires that sign in sheets be made available and “will become part of Kern COGs official record. Make sure people write legibly, this information will become a part of the mailing list.” Appendix B 21. The Draft fails to meet this requirement in two ways. First, the draft should include who from previous RTP related workshops were contacted as a result of the workshop sign in sheets to inform them of the 55-day public review public hearings. The final draft should include how many contacts were made. Second, there was no sign in sheet provided at the Arvin public hearing.

In Section 7 of the public participation plan entitled, “Media Resources,” Kern COG lists various media outlets to distribute public notices. “Public Notices must be carefully placed depending on the project and affected communities.” Appendix B-16. Given that the RTP SCS is a document that impacts all of Kern County in its entirety, various mediums reaching a broad geography and diverse constituency should have been used to get the word out about 55- day public comment period. A revised draft should identify the media resources utilized to distribute public notices.

Furthermore, when the Department of Transportation reviews RTPs for Title VI compliance, part of their analysis includes, “What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision-making process? Is there evidence that these concerns have been appropriately considered?” Implementing Title VI Requirements in Metropolitan and Statewide Planning. Not only must COG solicit adequate input from these populations to inform the plan, but also respond sufficiently to that input.

Based on the information provided in the Draft RTP and the information available to Leadership Counsel staff based on their participation in the RTP’s development, it appears that Kern COG has not conducted sufficient outreach to inform the public of the comment period and to garner attendance and participation at the three public hearings. Also, sufficient funds and resources should be dedicated to outreach to meet public participation goals as identified in the federally mandated public participation plan. Furthermore, once adequate input from various populations have been gathered—in particular minority and low income populations—the public input must be adequately responded to and addressed in the RTP. Ultimately, Kern COG should revise and adopt stronger public outreach methods for the Public Involvement Procedures and Policies section of the RTP.

8-10

a. Insufficient Interpretation Services were Provided at the Arvin Public Hearing

One of the “three federally established guiding EJ principles” is to “ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.” CalTrans Guidelines 78. The June 19, 2018 Arvin Public Hearing regarding the Draft was an agenda item within the Arvin City Council meeting. The interpreter was contracted through the Arvin City Council and not Kern COG staff. Leadership Counsel attended the hearing with two Spanish speaking Arvin residents who utilized headsets during the meeting for simultaneous interpretation from English to Spanish. While originally intending to make a comment, one resident later expressed that the simultaneous interpretation provided by the

interpreter was incomplete and did not believe they grasped the content well enough to make a comment.

If Kern COG wishes to count certain activities, such as the Arvin hearing, towards its public participation requirement, it must take responsibility to ensure that public participation is facilitated and promoted during those activities. The final draft of the RTP should articulate what methods Kern COG staff took to ensure that the hearing, for a predominately Spanish-speaking community like Arvin, had sufficient interpretation services and if technical terminology was to be used, how those terms were relayed to the interpreter in advance of the meeting to ensure comprehension by a potential non-English speaking audience. In fact, COG should collect and maintain a list of interpreters that have been used and received positive reviews by residents in the past for use at future public engagement activities.

VI. The EIR Must Sufficiently Analyze and Mitigate the RTP's Significant Impacts on the Environment and Humans

8-11

a. The EIR Must Mitigate the Potentially Significant Impacts that May Result in Displacement of Lower Income Residents

“In accordance with Government Code Section 65080(b)(2)(B)(ii), increased housing densities in urban areas will help the region accommodate the projected housing needs at all income levels over the life of the proposed 2018 RTP.” RTP EIR 4.9-15-16. “Of the 199,810 new housing units expected for 2042, 18.4 percent would be multi-family housing.” RTP EIR 4.9-15. However, according to the EIR about 41% of the projected housing need is designated for low and very low income housing. RTP EIR 3.0-29. Since there is a direct correlation between high density housing and housing that is affordable to low income populations, such a low percentage of planned high density housing will not meet the projected housing needs for low income populations.

Moreover, the EIR states that even with mitigation measures “displacement of lower-income income residents could occur if new development envisioned by the 2018 RTP brings higher income residents into a previously lower-income neighborhood.” And those impacts will remain significant. RTP EIR 4.9-19. Since the impacts are significant, all feasible mitigation must be taken. CEQA Guidelines Section 15091(a). Feasible is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” CEQA Guidelines Section 15364.

The impacts may be mitigated by Kern COG developing a plan to work with jurisdictions to coordinate growth and preserve lower income housing. Moreover, Kern COG should require jurisdictions to adopt antidisplacement measures as a condition to receiving funding. Since, the EIR claims that there is “. . . enough land to accommodate twice the current forecast growth” and that “. . . ‘the Kern region continues to have little difficulty in providing adequate acreage for low-income housing’ there should be no reason why displacement should occur. RTP EIR 4.9-16.

Furthermore, the impacts on Title VI and EJ communities should be evaluated and RTP should lay out a clear plan to retain and not displace low income Kern residents. Preservation of housing stock for lower income populations should be a priority and funding incentives to keep this goal should be implemented.

8-12 **b. Air Quality EIR**

Within the EIR's Air Quality section there is a discussion of health impacts on residents who live in close proximity to freeways and other heavily travelled roadways. One of the identified mitigation measures states:

“MM AIR-3: Kern COG shall pursue the following activities in reducing the impact associated with health risk within 500 feet of freeways and high-traffic volume roadways:

1. Participate in on-going statewide deliberations on health risks near freeways and high-traffic volume roadways. This involvement includes inputting to the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure;
2. Work with air agencies including CARB and the air districts in the Kern COG region to support their work in monitoring the progress on reducing exposure to emissions of PM10 and PM2.5 for sensitive receptors, including schools and residents within 500 feet of high-traffic volume roadways;
3. Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors; and
4. Share information on all of GHG emissions” 4.3-49.

To be considered adequate, mitigation measures must be specific, feasible actions that will actually improve adverse environmental conditions. Mitigation measures should be measurable to allow monitoring of their implementation. The implementing measures above mostly rely on supporting other agencies' efforts and do not commit to implementing specific practices pursuant to a timeline that will mitigate impacts. Furthermore, the stakeholder convening mentioned in the third task should include representatives from disadvantaged communities and community based organizations. There should also be a timeline to achieve these goals and the practices should be adopted as a requirement, to the extent feasible, by Kern COG for funding applications. Kern COG can take further steps to protect disadvantaged communities by going beyond a 500 feet perimeter and avoiding expansions that would encroach on those communities.

8-13 **c. Kern COG Should Adopt More Directive Policies Towards Jurisdictions to Ensure Greenhouse Gas Reductions Countywide**

RTP policies should be action oriented and have concise policy guidance to local and state officials. Gov. Code § 65080. The Greenhouse Gas section of the EIR lists Kern County and

Bakersfield’s General Plan and Taft’s Climate Action Plan policies towards GHG reductions. RTP EIR 4.6-28-35. For a county made up of eleven incorporated cities, there should be the inclusion of more GHG related policies from the different jurisdictions. Kern COG is a unifying agency that should promote jurisdictions in achieving GHG reductions. The EIR has Mitigation Measure GHG-2, which states:

“Kern COG shall, through its ongoing outreach and technical assistance programs, work with and encourage local governments to adopt policies and develop practices that lead to GHG emission reductions. These activities should include, but are not limited to, providing technical assistance and information sharing on developing local Climate Action Plans.” RTP EIR 4.6-42.

The GHG section should include Kern COG’s plan to get more of the jurisdictions to include GHG goals and implementation measures towards reduction of GHG emissions. This can be done by providing incentives beyond technical assistance and information sharing on development of climate action plans.

The EIR also states that,

“Although Kern COG develops the SCS in the 2018 RTP to meet the GHG targets for the region, Kern COG does not have any actual authority over whether or how land is developed in Kern County. Consequently, the 2018 RTP only has an indirect influence on land use developments in the County, and GHG emissions resulting from development and not within Kern COG’s organizational control.” RTP EIR 4.6-40.

Kern COG does have authority over land development in Kern County. Examples of such are road widening and road improvement projects that are specifically intended to facilitate new land uses and land use expansions. A specific example is the POM Wonderful Industrial Park. RTP Kern COG must analyze and mitigate these impacts.

8-14

d. The EIR Should Analyze Pedestrian and Bike Safety Impacts of Road Improvements Intended to Support Goods Movements and Industrial Parks

Given the RTP’s focus on freight related capital improvements for highways, regional roads, and interchanges for the planning period, the EIR should analyze how such investment impacts pedestrian and bike safety. See Section Ibi. above. Freight related capital improvements could increase truck and freight traffic near roads used by residents. In instances where those roads lack sidewalks, designated bike lanes, and other pedestrian and bike safety measures, it is important to analyze and mitigation potential impacts. Disadvantaged communities in particular often do not have such infrastructure in their communities. Thus, the EIR should include an analysis and mitigate impacts in the final draft.

* * * * *

The 2018 Regional Transportation Plan should use the most recent data available and reflect a distinct update from the 2014 RTP. In the interest of transparency and functionality and satisfying the COG's requirements to prepare a comprehensive multi-modal transportation plan, the final draft of the 2018 RTP must include the above referenced recommendations.

Thank you for your consideration of our comments. Please feel free to contact me at (661) 843-7677 or aglover@leadershipcounsel.org if you have any questions or would like to discuss our comments further.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adeyinka Glover', followed by a long horizontal line.

Adeyinka Glover, Esq.

Attorney

Leadership Counsel for Justice and Accountability

Gema Perez

President

Greenfield Walking Group

Cc: Rob Ball
Becky Napier

Enclosure



KERN TRANSPORTATION FOUNDATION

July 12, 2018

Arhon Hakimi, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301

Dear Mr. Hakimi:

Thank you for the opportunity to comment on the Draft 2108 Regional Transportation Plan. The Kern Transportation Foundation offers the following comments.

Improvements to the transportation systems provide significant economic benefits and can contribute economic improvements to the region. Our transportation investment should focus on improving transportation routes that will enhance the growing logistics industry. Investments should concentrate on the following routes.

Route 99 – support the completion of the widening to six lanes.
Route 14 – complete the widening to four lanes.
Route 46 – complete the widening west of I-5 to four lanes.
Route 46 – between I-5 and Route 99.
Route 58 – truck lanes from General Beale Road to Route 202.
Future Route 58 – Westside Parkway to I-5.
7th Standard Road -Santa Fe Way to I-5.
Lerdo Highway – Shafter to I-5.

9-1 The state has set significant greenhouse gas goals that the Regional Transportation Plan must address. The goal identified in the 2018 Regional Transportation Plan sets a 12% goal. The goal in the 2016 Regional Transportation Plan was 15%. This change has not explained.

9-2 The California Air Resources Board has announced that the state has met the 2020 greenhouse gas target. However, there is another target that must be met for the year 2030. To address the 2030 greenhouse gas targets, alternative fuels can make a significant contribution. The state developed a freight efficiency action plan with a goal of deploying 100,000 zero emission freight vehicles and required support infrastructure. The Kern region as the crossroads of the State of California needs to be a leader in the installation of alternative fuel infrastructure. The 2018 Regional Transportation Plan needs to strongly support the deployment of alternative fuel infrastructure.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald E. Brummett", is written over a horizontal line.

Ronald E. Brummett
Chair

An independent resource supporting excellence in transportation
Post Office Box 417, Bakersfield, California 93301

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

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*Making Conservation a
California way of life*

July 12, 2018

Mr. Ahron Hakimi
Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, California 93301

Dear Mr. Hakimi:

Thank you for the opportunity to review the Kern Council of Governments (KCOG) Draft 2018-2042 Regional Transportation Plan (RTP). Caltrans, at District 6 and various divisions within our Department have reviewed the Draft RTP and collectively offers the following comments.

TRANSPORTATION PLANNING-DISTRICT 6

KCOG has demonstrated a strong commitment to support their 20-year planning horizon with focus on the region's transportation options, sustainable growth, economy, improving air quality, promoting the conservation of natural resources and undeveloped land, building healthier communities, and a safer quality of life for community members.

KCOG addresses the four main required elements: Policy Element, Sustainable Communities Strategy (SCS), Action Element and Financial Element which conforms to the RTP Guidelines adopted by the California Transportation Commission (CTC) pursuant to Government Code 65080(d). This plan assesses all forms of transportation available in the County of Kern as well as travel and goods movement needs through 2042. The plan strives to reduce air emissions by better coordinating transportation expenditures with forecasted development patterns.

We commend KCOG for their efforts in adopting their proposed scenarios and outcomes for their SCS. Maintaining local transportation infrastructure is of great importance. With the decline in gas taxes and inflation. We commend KCOG for promoting fully funding alternative transportation modes, while emphasizing transportation demand and system management approaches for new highway capacity.

KCOG has encouraged public participation at every stage of the planning process. KCOG has an on-going partnership with federal, state, local partners, and stakeholders to consult and cooperate with the public to assist in understanding issues, options, and solutions. Community engagement and outreach are fundamental to the development of the 2018 RTP/SCS. KCOG has an exemplary outreach plan as was recognized in the 2017 State RTP Guidelines.

The RTP is consistent in demonstrating programming and operations in the development of Intelligent Transportation Systems, identifying methods for measuring its transportation performance and listing constrained and unconstrained projects. Through the Financial element, funding of revenue sources is outlined for the regions planned transportation investments. Ongoing operations and maintenance through resources from MAP-21, FAST Act, CMAQ, Transportation Alternatives (TA) and the new Senate Bill 1 (SB1) (The Road Repair and Accountability Act of 2017) have provided additional funding for transportation projects.

KCOG is commended for their efforts in applying for SB1 - Caltrans Sustainable Transportation Planning Grants and being successful in receiving an award for the Active Transportation Connectivity Planning and Bike Sharing Sustainable Community.

KCOG in partnership with their member agencies are commended for their extensive efforts to comply with state climate change goals. We commend KCOG for highlighting new strategies, enhanced strategies, and existing/continuing strategies which will benefit disadvantaged communities in Kern County.

- 10-1 The RTP should include some discussion, of the proposed realignment of State Route (SR) 178 east of SR184. While the freeway agreement charting the realignment through the mountains to Lake Isabella is from the 1960s and the project is listed on Page 5-11 in the Unconstrained List of major highway improvements, the realignment has entered recent conversations related to the current operations of SR 178 and the development of surrounding land. Acknowledgement of how the proposed realignment continues to impact regional growth would be appreciated.

10-2 **OFFICE OF TRAFFIC OPERATIONS-DISTRICT 6**

Chapter 2, Transportation Planning Policies, under policy Table 2-1, Action 21.1, safety should be prioritized over freight.

Chapter 2, Transportation Planning Policies, under policy Table 2-1, Implement the Goals and Policies, Safety/Security Action Element as identified in Chapter 5, Page 5-2 is "missing" from the table in Chapter 2.

Chapter 8, "D6-Caltrans" is missing among tools for monitoring regional progress in advancing the 2018 RTP.

It is highly recommended that KCOG coordinates with D6-Caltrans Planning for any long-term or short-term projects that are listed in Table 5.1 and 5.2 that involve State facilities. Some of the Constrained Capital Improvements Program projects on Table 5.1, such as (SR) 178, Vineland to Miramonte; new interchange, widen existing freeway, needs stakeholder's coordination. It is recommended, using the California Department of Transportation Highway Design Manual, California Manual of Uniform Traffic Control Devices, AASHTO Road Design Guide and TRB Access Management, to be mentioned on Chapter 2 under policies. In addition, it is recommended to add new Standards for pavement strips and markers which helps self-driving vehicles into the policies.

10-3 **OFFICE OF REGIONAL PLANNING – HEADQUARTERS**

The Office of Regional Planning, Regional Coordination Branch has reviewed the KCOG's Draft 2018 Regional Transportation Plan (RTP) and Environmental Impact Document (EIR). We offer the following comments:

KCOG is commended for:

- Developing a 2018 RTP that is very clear, interesting to read, well supported with a documented public involvement process;
- Preparing an extensive integrated Performance Measures Analysis;
- Developing a great Executive Summary and highlighting the benefits of the 2018 RTP;
- Identifying the existing freight and goods movement system, highlighting the importance in the region as well as pinpointing needs and issues;
- Completing a robust public participation plan with many nodes of access for input throughout the development of the plan

10-4 **RTP Checklist Comments**

Consultation/Cooperation

#12. The checklist should identify at least one-page number that contains the website address of the RTP for easy electronic viewing.

Financial

#2. Page number 6-7 should be referenced as the statement location ensuring that the first four years of the fund estimate is consistent with the 4-year STIP fund estimate.

#7. Please further clarify where the RTP contains a statement regarding consistency between the projects in the RTP and the ITIP (2016 STIP Guidelines Section 33).

#8. Please further clarify where the RTP contains a statement regarding consistency between the projects in the RTP and the RTIP (2016 STIP Guidelines Section 19).

#9. Page 5-44 does not address the specific financial strategies required to ensure the identified TCMs from SIP can be implemented. Please ensure strategies are developed in the Final Adopted document.

Environmental

#3. Please ensure SIP conformity is discussed and the proper pages are identified.

10-5 **NATIVE AMERICAN BRANCH – HEADQUARTERS**

Chapter 1, Introduction, Page 1-2, third paragraph: Public participation and the Public Participation Plan are federal requirements of the transportation planning process. KCOG should consider wording that indicates it met this requirement in adopting a PPP in 2015 and is not merely encouraging participation.

Chapter 1, Public Outreach, Page 1-5, fourth paragraph, seventh bullet: Caltrans recommends a chapter on Tribal consultation and coordination. This chapter could address in more detail the outcome of the draft government-to-government agreement between KCOG and the Tejon Indian Tribe. This chapter could also address coordination and public outreach to the other numerous tribal communities that exist in Kern County.

Chapter 2, Transportation Planning Policies, Integrated Performance Measures and Environmental Justice/Title VI Analysis, Page 2-15: KCOG should consider addressing Disadvantaged Communities within this section of Chapter 2. Cal EnviroScreen is somewhat of a more detailed equivalent to the federal government's EJScreen. Chapter 2 could address all the social equity components of Environmental Justice, Title VI, and Disadvantaged Communities.

Chapter 4, Sustainable Communities Strategy, What is Communities Strategy?, Page 4-1, first paragraph: The first paragraph of Chapter 4 states that the SCS is a required component of the of the 2018 RTP. The sentence, "The SCS strives to reduce emissions from passenger vehicle and light duty truck travel by better coordinating transportation expenditures with forecasted development patterns and *if feasible* help meet California Air Resources Board (CARB) greenhouse gas emissions targets for the region." Using the wording "if feasible" puts doubt on the intent of meeting the requirement of adopting a SCS as part of the Kern County RTP. KCOG should consider revising the wording that leaves no doubt about its commitment to meet the requirement. The eighth bullet, also leaves doubt by stating that greenhouse gas (GHG) emissions reductions will be achieved "...if there is a feasible way to do so." Revision can address conflicting statements related to the need to meet requirements.

Chapter 4, Senate Bill 375 Requirements, Page 4-10: The concern related to Chapter 4 Sustainable Communities Strategy, What is Communities Strategy?, comes up again in this section.

Chapter 4, Greenhouse Gas Emissions Inventory, Projections, Targets, Page 4-10: The year 2022 for the third cycle RTP/SCS could be added here.

Chapter 4, Forecast Development Pattern, Page 4-23: KCOG should consider looking at Caltrans Smart Mobility Framework (SMF) completed in 2010 to discuss place types and the location efficiencies of place types. The importance of defining place types helps define transportation projects to best serve place types.

Chapter 4, Bicycles and Pedestrians, Page 4-44: KCOG should consider the discussion of providing Class IV facilities in the Kern County region and in particular within the City of

Bakersfield. This discussion can address the provision of a network that combines Class I and Class IV for capturing and encouraging the “Interested but Concerned” category of bicycle ridership that make up about 60% of the population. Caltrans also recommend a review of Caltrans’ Towards An Active California (2017).

Chapter 4, Table 4-5, Page 4-48: The three columns of this table should be labeled since it is not clear what each of the columns represent.

Chapter 4, Bicycle and Pedestrian Measures, Page 4-48: Should include a “bullet” that address what specifically, has been invested in Disadvantaged Communities for the purpose of addressing social equity.

Highway/Road Facilities and Complete Streets, Page 4-49: A bullet could be added to state when the KCOG Regional ATP will be updated.

Table 4-7: Proposed Greenhouse Gas Emissions and Vehicle Trips Reduction Strategies, Page 4-54 – 4-55: should add the Kern County Regional Active Transportation Plan to the Notes column. The Pricing Strategy to “Change in transit fares” should read “Reduce fares for seniors/ADA/students” to the Notes column.

Chapter 5, Strategic Investments, Page 5-3: Caltrans recommends each of these maps be placed on a single page to give the reader the ability to get more details of the constrained projects.

Chapter 5, Strategic Investments, Page 5-14: Caltrans recommends coordination and consultation with the Tejon Indian Tribe for discussion on the tribe’s economic development plans near SR 166 between SR 99 and I-5.

Chapter 5, Strategic Investments, Existing Transit Services, Page 5-24: Kern COG should consider looking at the feasibility study Fresno COG is currently undertaking to consolidate local and regional transit services within Fresno County. Kern COG should consider a similar feasibility study.

Chapter 5, Strategic Investments, Recent Transit Planning Activities, Page 5-31: Kern COG should consider addressing recent transportation efforts by the Tule River Indian Tribe and Tejon Indian Tribe. Both tribes provide services to tribal communities in Kern County.

Chapter 5, Strategic Investments, GET Long Range Plan, Page 5-32, last paragraph: Kern COG should provide an estimated date for implementation of Bus Rapid Transit.

Chapter 5, Strategic Investments, Active Transportation Action Element, Page 5-38: Kern COG should consider conducting a Segregated – Class IV Bicycle Network Feasibility Study for the Bakersfield Metropolitan Area.

Chapter 5, Strategic Investments, Proposed Active Transportation Actions, Long Term 2021-2042, Page 5-40: KCOG should consider stating when the ATP Plan and how often future ATP Plans will be updated in the long term.

Chapter 5, Strategic Investments, Needs and Issues, Page 5-44: Kern COG should consider adding to this section the percentage of diabetes in the Kern County population and comparison to California averages.

Chapter 5 Strategic Investments, Congestion Management Agency Role, Page 5-61, second Paragraph: Offers information about the establishment of traffic counts and regional traffic modeling. KCOG should offer a discussion about providing bike and pedestrian counts program in the Active Transportation Program section of the RTP/SCS. If no program exists, KCOG should consider establishing a program to serve the member agencies. The need for data is critical in developing ATP applications and pursuing other types of funding sources.

Chapter 5, Strategic Investments, Existing Transit Services, Page 5-67 - 5-68, 5-73 – 5-76: These and other maps in the document should be placed in landscape orientation and enlarged.

Chapter 5, Strategic Investments, Existing Tools and Concepts, Complete Streets in Circulation Elements, Page 5-101: This section of the Kern COG RTP/SCS may highlight as a model the City of Ridgecrest ATP Program within the Kern County Regional Active Transportation Plan. The City of Ridgecrest proposed a network of between 11 and 12 miles of combined Class I and Class IV facilities for this small rural town. The Class I and Class IV network facilities will offer a low level of traffic stress that will encourage and increase bicycle ridership in the City of Ridgecrest. It is work that should be commended and showcased.

General Comments:

Executive Summary, Page ES-2, fifth paragraph: last sentence should be revised with a comma after the word “region” and “re-invest should be “reinvest”.

Chapter 1, Introduction, Page 1-5, last bullet we recommend the inclusion of a link to the website.

Chapter 1, Introduction, Page 1-7; the map is difficult to use. Please consider enlarging or zoom in further on the target region. Also, many of the map legends colors appear to be too similar throughout the document (could be a printing issue if not please consider revising colors).

Chapter 2, Transportation Planning Policies, Page 2-15, last paragraph: Delete the “3” in integrated.

Chapter 3, Planning Assumptions, Page 3-3, second to last paragraph: “over-all should be “overall”.

Mr. Ahron Hakimi
July 12, 2018
Page 7

Chapter 3, Planning Assumptions, Page 3-13, under section “Land Use Nexus”: Include examples when mentioning infill incentives/policies in either the first or third paragraph.

Chapter 4, Sustainable Communities Strategy, Page 4-18, Figure 4-1: “Pistacios” should be “Pistachios”.

Chapter 4, Sustainable Communities Strategy, Page 4-26, Figure 4-8: Legend too small, pop-up “Refer To” window blocking parts of the map.

Chapter 4, Sustainable Communities Strategy, Page 4-50, under Pricing Measures, change sixth bullet to “black”.

Chapter 4, Sustainable Communities Strategy, Page 4-52, under State-Level Strategies, we recommend mentioning state-funded EV charging stations.

Chapter 5, Strategic Investments, Page 5-25, Table 5-3, second Column: Delete the space in front of “Eastern Sierra”.

Chapter 6, Revenue Sources, Page 6-5, Title should be bolded.

Chapter 7, Future Links, Page 7-5, Table 7-2, Title in “yellow” missing end parentheses.

Chapter 9, Glossary & Acronyms, Page 9-14 “EJ” should be bolded.

We recommend making the included maps more readable and well identified with labels.

Chapter 4, Sustainable Communities Strategy, Section Bicycles and Pedestrians; first sentence misspelling “establisth” needs to be changed to “establish”.

Thank you for considering our comments for inclusion in the Final KCOG 2018 Regional Transportation Plan. KCOG is commended for their continued partnership with Caltrans and for their public and stakeholder involvement by demonstrating their strategy in emission-reduction targets, analyzing projected growth, housing needs, and improving transportation in their region. If you have any questions, please contact Sandra Scherr of my staff at (559) 445-6035.

Sincerely,



MICHAEL NAVARRO, Chief
Transportation Planning North & South

- c: Michael Navarro, Shane Gunn, Pedro Ramirez, Kevin Lum, David Garza, Albert Lee, Marta Frausto, Alec Kimmel - Caltrans-D6, & Erin Thompson, Caleb Brock – HQ’s

Public Hearing Comments

DRAFT 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS

CITY OF RIDGECREST
City Council Meeting

June 6, 2018, 6:00 P.M.

No Comments Received.

CITY OF ARVIN
City Council Meeting

June 19, 2018, 6:00 P.M.

- 11-4 Adeyinka Glover, Attorney, Leadership Counsel for Justice & Accountability - The commenter thanked Kern COG staff for their help and for meeting with the Leadership Counsel. They requested documentation on how the hearings were publicized and other meetings were advertised and if they were in Spanish. They also requested more public hearings to provide the public more opportunities to comment on the Plan.

KERN COUNCIL OF GOVERNMENTS
Transportation Planning Policy Committee/COG Board

June 21, 2018, 6:30 P.M.

- 11-1 Heidi Lanza from the High-Speed Rail Authority (HSR) thanked the committee for the opportunity to provide a comment on draft Regional Transportation Plan Sustainable Community Strategy. Ms. Lanza discussed the HSR station area plan and advised that it was approved by the City of Bakersfield in May 2018. Ms. Lanza discussed the benefits from the arrival of the HSR. She stated that in June of 2018, the Authority released its 2018 business plan. The plan proposed to build infrastructure to provide mobility, economic and environmental benefits to Californians and to initiate HSR service as soon as possible. Ms. Lanza stated the the HSR Authority encourages Kern COG to work with the City of Bakersfield to encourage high-density development, a mixed land use, grid street patterns and compact pedestrian-oriented design, context-sensitive building design and limits on space dedicated to parking for new development. Ms. Lanza stated that in conclusion, they hoped that Kern COG and its partners are successful in securing funding to carry out the HSR station area plan as well as other regional and transportation projects.
- 11-2 Lorelei Oviatt, the Kern County Director of Planning and Natural Resources and a representative on the Regional Planning Advisory Committee (RPAC) provided a comment. Ms. Oviatt stated that she had provided a written comment and wished to highlight what she had provided to staff. Ms. Oviatt advised that they had worked diligently and hard on the Sustainable Communities Strategy (SCS) for a county that is bigger than Rhode Island. Half of the population lives in the unincorporated area and many of the cities have transportation and jobs balance to get people from where their jobs are, to where they live. Ms. Oviatt advised that this is a very different SCS and we cannot create what we need for our future, by just looking at the kinds of suggestions that are brought from Northern and Southern California. Ms. Oviatt stated that she believed that the RPAC and the other

committees have worked hard with the city partners to make sure that this SCS complies with what the legislature wants while acknowledging that many of our industries need to be in rural areas and our cities are where people live. We cannot put chemical blending in an urban area and expect it to be safe. Ms. Oviatt went on to say that we have a very unique job/housing balance that is challenging. She provided some information that is from the Kern County General Plan 2040. They are in year two of a three-year project to comprehensively update the General Plan. They spent a year and each month addressed a particular topic. One of the things they looked at was the current rural transit ideas that many people have. Many fares do not cover the routes. Ms. Oviatt expressed that we need to look at shared mobility, be forward thinking so that our cities can thrive. Ms. Oviatt submitted the document, Promising Practices for Increasing Access to Transportation in Rural Communities. It contains a rural access toolkit and includes new ways of shared mobility. Ms. Oviatt went on to say, while she appreciates comments that are made about modeling, it is only a snapshot of a scenario. She expressed that the public comments useful are the ones that discuss what we are implementing, what are the policies, how are we moving forward.

11-3 Dennis Fox stated that he had three issues that he wanted to address. Mr. Fox stated that we wanted to address circulation of traffic and doing it correctly. He stated that citizens get fined on their vehicle registration for having poor air and the money goes to the air district. He would like to see the funds go towards coordinated traffic lights. He also addressed the need for sound walls. He stated that these could be funded by fines, such as by weigh trucks. He suggested using trains instead of trucks to move commodities.

11-4 Adeyinka Glover from the Leader Council for Justice and Accountability thanked the committee for the opportunity to comment. Ms. Glover stated that as an organization that works with rural and also low-income communities, they recognize that under-investment happens in those communities. They believe that more policy recommendation within chapter two should prioritize those communities. Ms. Glover commented on the scenarios from the 2014 RTP that were used in the 2018 draft. Ms. Glover stated that they do not believe that outreach was thoroughly done to garner a good public attendance from various segments of the communities at the Arvin public review period. She advised that these are not Leadership Council's complete comments and that they had submitted a comment letter on June 1st, they also made comments in Arvin and will be submitting a comment letter by July 12th. She concluded by stating that they appreciate that Kern COG staff has met with their organization to address the needs of the committees.

11-5 Troy Hightower, an Independent Transportation Consultant made a comment. Mr. Hightower stated that he had been very involved with the RPAC meetings and the committee activities. Mr. Hightower discussed concerns related to performance measures and projected GHG reductions. Mr. Hightower referred to table two, which is a list of policies and strategies and indicated that they were considerably different from the draft document than what was presented or reviewed by the committee. Mr. Hightower commented on the Environmental Justice analysis and what he perceived as potential problems. He added that in addition, the map that is in the draft is a single color map of an area that represents both the EJ and the Title VI areas. The document does state and as the committee has mentioned, the source for these maps is the EJ screen tool but in his opinion there is no correlation that can be determined between the source map and the map in the draft document. Mr. Hightower stated that the analysis breaks it down even further to urban, rural areas countywide. He pointed out that there is not a map demonstrating the metro/urban areas analyzed and these are the rural areas.

11-6 Mr. Hightower stated in the EIR, under "Alternatives Analyzed", they are not consistent with what is in the plan. He gave the example that the EIR compares analyses from an existing scenario and 2042, no project area. He stated that he was not familiar with an existing scenario alternative, however later in the EIR, there are some additional alternatives mentioned as no project, old plan a countywide infill and a slow growth alternative. These are all alternatives that were not presented to the RPAC or in the public meetings. He stated that whatever the indicators or growth patterns these other scenarios may have, the public and the RPAC did not have the benefit to analyze those and help provide more input into the actual plan. Mr. Hightower stated that his interest is in having the SCS to be the best that it can be, his hope is that the SCS can be improved.

Ms. Oviatt made an additional comment. Ms. Oviatt stated that the previous speaker may be an expert on transportation, but that she is a CEQA expert and the relationship between alternatives in an EIR and alternatives in the SCS are not the same and they cannot be the same. She stated as a member of the RPAC, she would find it a violation of CEQA processing to have staff bring forward any discussion of alternatives in an environmental impact report to let us determine what should be in there. She advised that those are standards under the California Environmental Quality Act and those are different from the alternatives that you put into an SCS. She stated since there were presentations that seemed to imply that staff is somehow not bringing forward information, she wanted to put that into the record. She stated that she was sure that the staff will look at all of the comments and bring forward some resolution for the Board.

Attachment D

BEFORE THE KERN COUNCIL OF GOVERNMENTS STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 18-XX

In the Matter of:

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM, 2018 REGIONAL TRANSPORTATION
PLAN/SUSTAINABLE COMMUNITIES STRATEGY, and CORRESPONDING CONFORMITY ANALYSIS

WHEREAS, the Kern Council of Governments (Kern COG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2018 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the San Joaquin Valley region are 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035; and

WHEREAS, the state law requires that the RTP/SCS land-use development pattern is consistent with the Regional Housing Needs Assessment (RHNA); and

WHEREAS, the 2018 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, the 2018 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, the 2018 RTP/SCS includes the Congestion Management Program which is consistent with the final rules for Federal Management and Monitoring Systems effective Congestion Management Process; and

WHEREAS, the 2018 RTP/SCS reconfirms the use of the socio-economic assumptions and data forecast adopted by the Kern COG Board in November 2015 and was developed consistent with the adopted Kern COG oversight procedure; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2019 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2019 Federal Transportation Improvement Program (2019 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through Kern COG forum and general public involvement; and

WHEREAS, the 2019 FTIP program listing is consistent with: 1) the 2018 RTP/SCS; 2) the 2018 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2019 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2019 FTIP meet all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, Kern COG has established performance targets that address the performance standards per 23 CFR Part 490 , 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, Kern COG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2018 RTP/SCS and 2019 FTIP; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP conform to the applicable SIPs; and

WHEREAS, the 2018 RTP/SCS and 2019 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the documents have been widely circulated and reviewed by Kern COG's advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Kern County consistent with public participation process adopted by Kern COG; and

WHEREAS, public hearings were conducted on June 6th, 19th, and 21st, 2018 to hear and consider comments on the 2018 RTP/SCS and 2019 FTIP, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that Kern COG adopts the 2018 RTP/SCS and 2019 FTIP, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that Kern COG finds that the 2018 RTP/SCS and 2019 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that Kern COG also finds that the 2018 RTP/SCS meets the SB 375 GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 10% below 2005 per capita emissions levels by 2035.

AUTHORIZED AND SIGNED THIS 16th DAY OF AUGUST 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

Cheryl Wegman, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 16th day of August 2018.

Ahron Hakimi, Executive Director
Kern Council of Governments

Date

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 18-XX

In the Matter of:

FINAL ENVIRONMENTAL IMPACT REPORT FOR THE 2018 REGIONAL TRANSPORTATION PLAN: (1) CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT; (2) ADOPTION OF THE CEQA FINDINGS OF FACT; (3) ADOPTION OF STATEMENT OF OVERRIDING CONSIDERATIONS; AND (4) ADOPTION OF MITIGATION MONITORING PROGRAM.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code § 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs., Tit 14, § 15000 et seq.), Kern Council of Governments (Kern COG) is the Lead Agency responsible for preparing the Final Program Environmental Impact Report for the 2018 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);

WHEREAS, an Environmental Impact Report (EIR) is a public document used by governmental agencies to analyze the significant environmental impacts of a project CEQA Guidelines §15168 specifies that a Program EIR can be prepared on a series of actions that can be characterized as one large project related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or as individual activities carried out under the same authorizing statutory regulatory authority and having generally similar environmental effects which can be mitigated in similar ways;

WHEREAS, the Program EIR for the 2018 RTP/SCS (PEIR) is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing the projects, programs and policies included in the 2018 RTP/SCS (including the new SCS portion of the Plan);

WHEREAS, Kern COG has determined that the PEIR is appropriate to assess the environmental impacts of the 2018 RTP/SCS;

WHEREAS, the PEIR undertakes quantitative modeling of projects in the 2018 RTP financially constrained plan, and does not model strategic plan projects because funding for these projects is speculative and implementation of these projects is not yet reasonably foreseeable;

WHEREAS, the PEIR identifies feasible mitigation measures necessary to avoid or substantially lessen significant impacts of the 2018 RTP and a reasonable range of alternatives capable of eliminating or reducing these effects in accordance with CEQA Guidelines Sections 15126.4 and 15126.6;

WHEREAS, the PEIR is a program level document which analyzes environmental impacts of the 2018 RTP constrained plan on a regional/programmatic level, and does not analyze project-specific impacts. These impacts should be analyzed in detail by project proponents at the local jurisdiction level;

WHEREAS, Kern COG issued a Notice of Preparation (NOP) of the Draft PEIR on January 30, 2013, and circulated the NOP for a period of 30 days pursuant to CEQA Guidelines §§15082(a), 15103 and 15375;

WHEREAS, pursuant to CEQA Guidelines Section 15082 and Government Code Section 65080(b) et seq., on February 13, 2013, Kern COG publicly noticed and held one scoping meeting for the purpose of inviting comments from responsible and trustee agencies, regulatory agencies, interested persons, and others on the scope and content of the environmental information to be addressed in the PEIR;

WHEREAS, once the Draft PEIR was completed on March 12, 2018, Kern COG filed a Notice of Completion with the State Office of Planning and Research (OPR) in the manner prescribed by CEQA Guidelines Section 15085;

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Final PEIR 2018 RTP, Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

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WHEREAS, on March 12, 2018, Kern COG initiated the 55-day public review and comment period by issuing a Notice of Availability of the Draft PEIR to responsible and trustee agencies, organizations and individuals who requested such notice, and others; and on the same date, published the Notice of Availability in eight newspapers of general circulation throughout the region. In addition, Kern COG placed paper copies of the Draft PEIR in its offices and at the main public library in Kern County, and posted an electronic copy of the Draft PEIR on the Kern COG website;

WHEREAS, during the public review period for the Draft PEIR, Kern COG requested comments from and consulted with responsible and trustee agencies, regulatory agencies, and others, pursuant to CEQA Guidelines Section 15086;

WHEREAS, the 55-day public review and comment period ended on May 6, 2018, in compliance with CEQA Guidelines Section 15105;

WHEREAS, approximately 33 written comments on the Draft PEIR were received by Kern COG during the comment period;

WHEREAS, pursuant to CEQA Guidelines §15088(a), Kern COG evaluated comments on environmental issues received from persons who reviewed the Draft PEIR and provided a written response to each comment, which are included in the Final PEIR, Chapter 3.0;

WHEREAS, the "Final PEIR" consists of: (1) the Draft PEIR; (2) all appendices to the Draft PEIR (Appendices 1.0 and 4. 7); (3) Chapter 1, "Introduction"; (4) Chapter 2, "Corrections and Additions"; (5) Chapter 3, "Response to Comments"; (6) Chapter 4, "Mitigation Monitoring and Reporting Program";

WHEREAS, Chapters 2 and 3 of the Final PEIR specifically include Kern COG's written, master responses to comments; a list of persons, organizations, and public agencies commenting on the Draft PEIR; Kern COG's written responses to specific comments on significant environmental points raised in the review and consultation process; and copies of comments, as required by CEQA Guidelines Section 15132;

WHEREAS, the changes to the Draft PEIR in response to comments received and the corrections and additions included in the Final 2018 RTP and Final PEIR, have not produced significant new information requiring recirculation or additional environmental review under CEQA Guidelines Section 15088.5;

WHEREAS, Kern COG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. As such, all project-level mitigation measures in the Final PEIR are subject to a city or county's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in the Final PEIR as appropriate to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency;

WHEREAS, mitigation measures in the PEIR that include the language, "Kern COG through its Environmental Review Program/Intergovernmental Review process will facilitate and encourage implementing and local agencies to ..." are intended to be used by projects seeking to use this Program EIR for CEQA streamlining (under SB 375 and SB 226 - CEQA Streamlining for Infill Projects) and tiering pursuant to CEQA Guidelines Section 15152;

WHEREAS, Kern COG has prepared CEQA Findings of Fact (Findings), attached hereto and incorporated herein as "Attachment 1," for every significant environmental impact of the 2018 RTP identified in the PEIR and for each alternative evaluated in the PEIR, including an explanation of the rationale for each finding, in compliance with Public Resources Code §§21081 and 21081.5 and CEQA Guidelines § 15091.

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Final PEIR 2018 RTP, Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
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WHEREAS, implementation of the 2018 RTP will result in significant environmental impacts that cannot be fully mitigated to less than significant, and Kern COG has issued a Statement of Overriding Considerations, attached hereto and incorporated herein as "Attachment 2," setting forth specific economic, legal, social, technological, and other benefits of the 2018 RTP that outweigh the significant and unavoidable environmental impacts identified in the PEIR, pursuant to CEQA Guidelines Section 15093(b); and

WHEREAS, when making the Findings, the agency must also adopt a mitigation monitoring program to ensure compliance with the mitigation measures identified in the PEIR which avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091 (d);

WHEREAS, Kern COG has adopted a Mitigation Monitoring and Reporting Program in compliance with CEQA Guidelines Section 15091(d), which is incorporated into the Final EIR as Chapter 4;

WHEREAS, Kern COG made the proposed Final PEIR, publicly available on its website on June 9, 2018;

WHEREAS, pursuant to Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, Kern COG provided proposed written responses to all persons who submitted comments on the Draft PEIR at least 10 days prior to certification of the PEIR;

WHEREAS, pursuant to CEQA Guidelines §15089(a), Kern COG, as the Lead Agency, must prepare and certify a Final PEIR before approving the Final 2018 RTP/SCS; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred;

NOW THEREFORE, BE IT RESOLVED the Final PEIR prepared for the 2018 RTP/SCS was completed in compliance with CEQA; and

BE IT FURTHER RESOLVED that the PEIR for the 2018 Regional Transportation Plan has been presented to the Kern COG Policy Board as the decision-making body of the Lead Agency prior to approving the 2018 RTP/SCS, and that Kern COG has independently reviewed and evaluated the information contained in both the Draft and Final EIR and written and oral testimony; and

BE IT FURTHER RESOLVED that Kern COG, as the decision-making body for the Lead Agency, hereby certifies that the EIR for the 2018 Regional Transportation Plan has been completed in compliance with CEQA and CEQA Guidelines; and

BE IT FURTHER RESOLVED that Kern COG finds that certain changes or mitigation measures will substantially lessen or avoid potentially significant environmental effects identified in the Final EIR and will be incorporated into the Regional Transportation Plan as conditions of future entitlements, permits, and agreements that are under the authority of Kern COG; and

BE IT FURTHER RESOLVED that Kern COG finds that certain changes or mitigation measures that will substantially lessen or avoid potentially significant effects of individual projects are not under the jurisdiction of Kern COG and that such measures would be imposed as appropriate, and at the discretion of, individual local agencies on projects seeking to tier from the PEIR; and

BE IT FURTHER RESOLVED that certain unavoidable significant environmental effects, resulting from Plan implementation even with mitigation measures to reduce these effects, have been identified in the EIR, but it is infeasible to avoid or substantially lessen these effects because of specific economic, social or other considerations; and

RESOLUTION NO. 18-XX

Final PEIR 2018 RTP, Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program
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BE IT FURTHER RESOLVED that as required by CEQA, Kern COG has balanced the benefits of the Plan against unavoidable significant environmental effects in determining whether to approve the Plan, and

Kern COG has independently determined that the benefits of the Plan outweigh the unavoidable significant environmental effects for the reasons stated in the Statement of Overriding Considerations; and

BE IT FURTHER RESOLVED that Kern COG adopts the CEQA Findings of Fact (Attachment 1); Statement of Overriding Considerations (Attachment 2); and the Mitigation Monitoring and Reporting Program (Chapter 4 of the Final PEIR).

AUTHORIZED AND SIGNED THIS 16th DAY OF AUGUST 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

Cheryl Wegman, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 16th day of August 2018.

Ahron Hakimi, Executive Director
Kern Council of Governments

Date



August 28, 2018

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 5, 2018 has been cancelled. The next meeting will be held on Wednesday, October 3, 2018. Agenda material will be mailed approximately one week prior to that date.

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
October 3, 2018
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) 861-2191. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- RPAC Meeting of August 2, 2018

- IV.** Chairman Perez will give the presentation "Get to Know Microtransit."

V. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE UPDATE AND COORDINATION EFFORTS (Ball)

Comment: Schedule and activity updates for California Air Resources Board (ARB) approval of Senate Bill (SB) 375 targets for the Kern region to reduce greenhouse gas emissions (GHG) from passenger vehicle travel.

Action: Information

VI. 2018 RTP – VOLUNTARY COMMUNITY PROGRESS MONITORING AND TECHNICAL ASSISTANCE GRANT INCENTIVE PROGRAM

Comment: Strategy to provide sub regional feedback on SB 375 travel reduction goals and potentially fund technical assistance planning grants to help regions that need it the most.

Action: Recommend to the Transportation Planning Policy Committee to Receive and File this report.

VII. 2018 KERN COUNTY ASCE INFRASTRUCTURE REPORT CARD AND 2018 STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT – PRELIMINARY RESULTS

Comment: The American Society of Civil Engineers (ASCE) and the League of Cities/County Supervisors Association of California are releasing reports on the condition of Kern's Transportation System.

Action: Recommend that the Transportation Planning Policy Committee to Receive and File this report.

VIII. IMPORTANT DEADLINE: SB1 RMRA LOCAL STREETS & ROADS PROGRAM REPORT DUE MONDAY, OCTOBER 1, 2018

Comment: FY 2017-18 SB1 Road Maintenance and Rehabilitation Account (RMRA) Local Streets & Roads Program Report Requires Annual Reporting are Due Monday, October 1, 2018.

Action: Information

IX. KERN ADVANCED TRANSPORTATION TECHNOLOGY PLANNING PROGRAM AND KERN EV BLUEPRINT

Comment: To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles. Kern COG is forming two temporary working groups – the TRANSIT*ions* 2019 planning committee and the Kern Electric Vehicle (EV) Blueprint Plan Informal Working Groups.

Action: Interested working group volunteers contact Kern COG staff.

X. MEMBER ITEMS

XI. ADJOURNMENT

The next scheduled meeting will be October 31, 2018 (November Meeting).

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
August 1, 2018
1:30 P.M.

Chairman Perez called the meeting to order at 1:30 p.m.

I. ROLL CALL

MEMBERS PRESENT:	Kevin Coyle Craig Platt Alexander Lee Suzanne Forrest Mark Staples Robert Mobley Ricardo Perez Michael Navarro Ted James	City of Bakersfield City of California City City of McFarland City of Shafter City of Taft (phone) City of Wasco GET Caltrans Community Member
STAFF:	Ahron Hakimi Becky Napier Raquel Pacheco Rob Ball Linda Urata Rochelle Invina Ben Raymond	Kern COG Kern COG Kern COG Kern COG Kern COG Kern COG Kern COG
OTHERS:	Asha Chandy Troy Hightower Yolanda Alcantar Adeyinka Glover Jasmine del Aguila Ravi Pudipeddi Warren Maxwell Paul Candelaria	Bike Bakersfield Consultant Kern County Public Works Leadership Counsel Leadership Counsel City of Bakersfield Kern County Kern County

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 Platt made a motion to approve the discussion summary for the meeting of June 6, 2018; seconded by Committee Member Forrest with all in favor. Motion carried.

IV. RECOMMENDATION ON THE DRAFT FINAL 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT FINAL ENVIRONMENTAL IMPACT REPORT; DRAFT FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; CORRESPONDING DRAFT FINAL AIR QUALITY CONFORMITY ANALYSIS AND RESPONSE TO COMMENTS (Ball)

Mr. Ball advised the committee that the four year public involvement process Kern Council Government's long and near term federal transportation documents was concluded on July 12, 2018 with a 55 public review period for the 2018 RTP/SCS and the 2019 FTIP and the corresponding Conformity Analysis. Mr. Ball stated that there was a 45 day review for the associated Draft EIR. The final drafts of these documents with changes, from the draft period and response to comments have been available on the Kern COG webpage since July 25th when the RPAC agenda was posted.

Mr. Ball presented the committee with highlights of the staff report. He explained that in March 2018 Kern COG received a comment letter from ARB regarding Kern COG's SCS methodology. Mr. Ball stated that all of the issues presented in the letter have been responded to in writing in a letter that was sent in April 2018. He explained that no further action was requested in a subsequent conversation with ARB staff.

Mr. Ball concluded his presentation by stating that the development and performance of the 2018 RTP/SCS, EIR, 2019 FTIP and Conformity documents including public outreach meet federal, state and Kern COG requirements. The environmental document was developed with expert consulting services including a CEQA attorney. The resulting planning documents balance an extensive, bottom-up public input with a measured, performance based approach, providing an effective plan and vision that advances the goals of the Kern COG Board, while facilitating project delivery. Mr. Ball stated that staff recommends approval of this action item.

Chair Perez asked for comments from the committee members.

Committee Member James noted that in the appendices there are several additional measures, including performance measures in Appendix "D". He expressed that he believed that was important because this is a dynamic document, and as it moves forward, it is important to show that they are producing what is stated in the document. He concluded with stating that would be incumbent on the member agencies to help implement the program.

Mr. Ball followed up by advising the committee that the federal performance measures will require annual updates to the Kern COG Board.

Chair Perez asked if there were comments from the members of the public.

Adeyinka Glover from the Leader Counsel for Justice and Accountability thanked the committee for the opportunity to provide comments. Ms. Glover stated that she had some concerns in the response to comments document. She stated that within the policy chapter, disadvantaged communities were mentioned but were not specifically provided prioritization in the document. She gave the example that it was insufficient to just mention the inclusion of disadvantaged communities. There was a couple of policy changes that stated in all communities, including disadvantaged communities. Ms. Glover advised that she believed that statement is very different from stating something like "especially" or "particularly" in disadvantaged communities. She stated they were requesting the latter. Disadvantaged communities have been neglected. As investment happens, having policies that prioritize their needs, gives them much needed support.

She thanked Mr. Ball for providing more information on how Kern COG was able to reach about 6000 people for this document. She advised that they would like see how their specific input during this cycle, formed the document. She stated that they were directed to Appendix "C"

when they asked for the percentage of rural verses urban. She stated it was very broad, it provided the workshop locations. She stated they recognized there were workshop locations. She went on to state that as far as any demographic information, it merely stated "community members ranged in age from college age to 60 plus, self-identified as Hispanic Latino, White non-Hispanic, Asian Pacific Islander, African American and more than one race". She advised that they felt like that was a broad statement. They would like to see were more disadvantaged communities reached, were rural communities reached. She thanked Kern COG for displaying the three display ads for the three public comment hearings. She went on to state they would like to see the inclusion of what dates those display ads ran in the Bakersfield Californian and El Popular.

She stated that in the integrated performance measure analysis, she advised they did not feel the explanation of why the No Build fared better for disadvantaged communities. She advised they would like to talk about that issue further.

She stated most of the responses given to their organization concerning that topic, mention that the RTP is a programmatic document and it is not appropriate to include project level mitigation, nor would Kern COG have the authority to impose such mitigation. Ms. Glover advised they felt Kern COG could implement specific funding incentives to jurisdictions who are seeking project funding. She advised they highlighted issues facing anti-displacement as air quality and goods movement projects.

Chair Perez asked Mr. Ball if staff would like to respond to these comments during the meeting or if they would like to schedule a time to address them with the Leadership Counsel. Mr. Ball advised that he would try to address some during the meeting and could also meet with them at a later time to address all the issues.

Ms. Napier responded to the Bakersfield Californian ad and said that the date was included on it.

Mr. Ball responded to the comment regarding expression "especially" or "particularly" disadvantaged communities. He stated that in 2014 RTP they had extensive public input from disadvantaged communities' stakeholders that agreed with the current wording that they had. He stated that they had demonstrated in Kern a tremendous effort to actually prioritize funding through the Active Transportation Program as well as the ASHC Program. He advised that if you look at the amount of funding that had been received in the past three years, they had anticipated for bike and ped funding, \$37 million dollars in the RTP for the next 26 years and they received \$34 million dollars in the first years of that RTP. He stated they have almost fully funded all of the projects they were hoping to identify with the available funding. He went on to say that they are now in the fourth round of ATP and there are 5 more grants from the County of Kern for unincorporated disadvantaged communities in the County of Kern. He said they are hoping to receive at least two of those grants. He advised that Kern COG's member agencies are driving this effort. He advised that one of the driving forces was that the projects in the ATP process that rank the highest are the ones that best meet the communities and are identified as disadvantaged communities. He stated priority and points that are received for the program funding that are allowing Kern COG to accelerate the projects in the RTP. He advised that Kern County had the highest per capita receipt of funds within California over the past 3 to 4 years because of that effort. He stated that they have a track record prioritizing disadvantaged communities and they will continue too.

Mr. Hakimi stated that Kern COG unlike many other counties do not have a tax measure, our funds come from State and Federal and transit funds come from local sales tax. He went on to explain that the Kern COG Board has set up a policy and the State has accepted it that we will follow the State rankings. He explained because of that they do not have discretion. He gave the example of two years ago when there was additional funds available for ATP, the State asked Kern COG to select another project and they inadvertently selected a project that was not next in line. As a result they were told very clearly they could not individually pick out

a project, they had to stick with the statewide funding list. He stated that the ATP funds that they distribute are distributed by State ranking.

Mr. Ball responded to the No Build comment. He explained that the No Build measures, are the disadvantaged communities better or worse than the countywide number. He explained that the No Build was a better measure, particularly in transit travel time. Transit travel time is measured in the model based upon where we had the transit routes. When you compare the No Build transit routes, it froze the transit routes at what we have today. He went on to state that we have tremendous expansion over the next 40 years to meet the needs of our expanding urban area. We explained we also have a lot of increase in headways in our transit systems. He stated that if we do not make any improvements to the transit system, in the future 49% of the people who currently use the system will be riding the transit systems. He said it is important to look at the performance measures that are reported in the EIR and the RTP.

Troy Hightower made comments regarding the comment letter he submitted. He explained that in the response letter from Mr. Ball that EJ communities are not better off in the No Build. Mr. Hightower stated that Mr. Ball stated the opposite in his response during the meeting. Mr. Hightower expressed that his concern is that the response he received explained why it is not better in the No Build and Mr. Hightower agreed, but stated it was not related to the comment in his letter. He explained that his letter asked "why were certain measures that were better in the No Build?" Mr. Hightower shared a table that was in the document. He advised that it was regarding travel time and that for EJ communities, the Build is 14.49 and No Build is 14.15. So that would mean that No Build is better for the EJ community. He stated that was the basis of his comment, it was not why things would not be as well in the No Build. But rather why are there so many measures that show the No Build is actually better. He stated that the response he was given was not consistent with what he had asked, therefore the question is still there.

He went onto state that in staff report, it was referred to as 7.3 but further on in the actual attachment where all the comments are listed, under 7.3 is completely different then what is in the staff report. It stated that it goes on to discuss what methodology was used. The statement was made that the commenter proposed to change the methodology, it stated that the commenter questions the measures that deal with only 2 of the 20 RTP goals. Mr. Hightower stated that nowhere in his comment letter did he mention any changes in methodology, suggestions of changing methodologies or changing of the RTP goals. He stated that it was not consistent with the comments he submitted or consistent with the staff reports.

He went on to share a map from the document that he had concerns with. He asked what the basis of the map is. He said it was clear that it is from the EJ screen. He stated the EJ screen map is color coded with percentages 50% going up. He stated when he tried to match the two, he could not. He asked how staff came up with the geography in the map. He stated that staff responded that it was based on the 80% range on the EJ screen. He advised that response brings up additional concerns of why it was raised to 80% as opposed to 50% or above which is typical of Title VI analysis. He stated if the 80% was going to be used it should be included in the document and explained it is being selected in Kern COG's analysis. He stated he brings this up because the map is the basis for all the tables. If they don't have the map accurate or correct, then it will be hard to have confidence in Attachment "D". Mr. Hightower advised he believed that this issued needed to be addressed. He stated that in his opinion of EJ that it should reflect 50% or more. He stated that during the last RTP, there was an attempt to dilute the EJ communities by adding elderly and handicap, which is understandable, but for Title VI it is just clear. He stated in this RTP effort, it appears that raising the threshold to 80% to what is an EJ community is another attempt to dilute the EJ community.

Mr. Hightower stated that in his understanding of analysis is not to compare an EJ community to countywide. It is to compare the impact of different projects or alternatives to the EJ communities.

Mr. Hightower stated that Lorelei Oviatt from the County of Kern submitted a comment along with the California Transportation Plan. He read the first strategy, "Ensure rural areas have adequate funds to provide for the operation, maintenance and rehabilitation of rural and interregional transportation system". He stated that he agreed with that strategy. He next referenced the comment letter from the Department of Transportation. He advised that the overall concern he has is many of the responses say "see Attachment A" for all the comments. He stated that Attachment "A" is a large document and there is no reference as to where to locate the comment. He stated on page four under Chapter 2, Transportation Planning Policies it states, Kern COG should consider addressing disadvantaged communities within this section of Chapter 2. They also advised that Kern COG should include a bullet that addresses what has been invested in disadvantage communities for the purpose of addressing social equity. He concluded by stating that he feels Kern COG needs to correct the map and have numbers reflect the map. And at that time there is a negative impact, they need to identify it.

Mr. Ball responded with the first comment about column comparison verses table to table to comparisons. Mr. Ball stated that perhaps he was not doing an adequate job communicating, but all the other tables were comparing the countywide, which is table with B & C. The same comparison methodology was used in the 2014 RTP.

Mr. Hakimi stated that all the transportation modeling for the RTP/SCS was done under the direction of a licensed engineer. Mr. Hakimi added that he himself is also a licensed engineer who has practiced for 27 years. He stated that Mr. Hightower is referring to 15 seconds in difference in town, he added to suggest that we can accurately predict the time someone is going to spend on a bus 24 years from now is ridiculous. He stated that he is confident that the numbers are accurate for comparison purposes. He stated that he is saying this as a licensed engineer who supervised another licensed engineer.

Mr. Hightower stated that he appreciated that explanation and believed that response should have been in the comment letter.

Mr. Ball responded to Mr. Hightower's 80% comment. He stated that the Federal Highway Administration recommended that they use the EJ tool. The default setting that they use for Title VI analyses is 80%.

Mr. Ball responded to addressing disadvantaged communities. He stated that they have addressed that with edits to the policies in that final draft.

Mr. James stated that he agreed with Mr. Hakimi's comments. However, that it is important to focus on the fact that they are approving a policy document. The document assists the Kern COG Board on making the decisions about approving funding. He stated that he was involved in the preparation of the 2014 RTP, he has been involved in reading all of the current documents for the 2018 RTP. He stated that there has been tremendous policy development. He responded to Mr. Hightower's comments and stated that in his many years of working with local and regional governments, numbers change over time. As they go forward, there analysis does get better. He strongly urged the committee to approve the document.

The action requested is to recommend the Transportation Planning Policy Committee Authorize the Chair to Sign the Resolutions approving the DRAFT FINAL 2018 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY; DRAFT FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; DRAFT FINAL ENVIRONMENTAL IMPACT REPORT; CORRESPONDING DRAFT FINAL AIR QUALITY CONFORMITY ANALYSIS and RESPONSE TO COMMENTS.

Committee member Platt made a motion to recommend approval. Committee member Mobley seconded the motion. Motion carried.

**V. KERN ALTERNATIVE FUEL TECHNOLOGY VEHICLE INITIATIVE - STATUS REPORT (Urata)
ANNOUNCEMENTS**

Ms. Urata gave a quarterly update on the Kern Alternative Fuel Vehicle program and answered questions from the committee.

This item was for information only.

VI. MEMBER ITEMS

Chair Perez requested that at the September 6th meeting that GET give a presentation on Micro Transit.

VII. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next scheduled meeting of the RPAC is September 6, 2018.



October 3, 2018

TO: Transportation Technical Advisory Committee
Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Director of Planning

SUBJECT: RPAC AGENDA ITEM: V
SB 375 GREENHOUSE GAS EMISSION REDUCTION TARGET
SETTING UPDATE AND COORDINATION EFFORTS

DESCRIPTION:

On March 22, 2018 California Air Resources Board (ARB) adopted the SB375 Targets for the third cycle Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to be effective October 1, 2018.

DISCUSSION:

Throughout the SB 375 target setting process Kern COG staff has remained in close communication with ARB staff. Here is background on the target setting process to date.

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

Table 1 – Preliminary Recommended Targets for the Kern Region

Preliminary Per Capita GHG Reduction	2020	2035
Targets for Adopted 2018 SCS (set in 2011)	-5%	-10%
Adopted 2018 SCS demonstration	-12.5%	-12.7%
ARB Targets set March 22, 2018 (effective October 1, 2018)	n.a.	-15%

On 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 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. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

Recent Activity

On August 15, 2018, the Kern COG Board adopted the 2018 RTP/SCS and associated documents. A series of workshops were held last summer to develop the new methodology. ARB staff has provided limited access to an MPO-only review copy of the ARB proposed SCS Review Methodology. The document is 97 pages. Comments from MPOs on the methodology are due October 9, 2018. A review copy may be made available in October. In addition, In July Kern COG provided data to ARB for their SB 150 report to the legislature on the progress of the regional SCS effort using observed data.

Preliminary Timeline

1. August 15, 2018 - 2018 RTP/SCS Adopted
2. August 20, 2018 - Kern COG/ARB Conference Call on ARB's SCS Certification Review
3. October 1, 2018 - Effective Date for 3rd Cycle SCS Target (-15%/capita reduction by 2035)
4. October 9, 2018 - MPO Comments on the ARB SCS Review Methodology Due to ARB
5. November 2018 (tentative) - Consider Revised Growth Forecast Update
6. Winter 2018/19 - Adopt Public Involvement Procedure for 2022 RTP/SCS
7. Spring 2019 – Stakeholder roundtable process
8. Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
9. Summer 2020 - Begin Regional Housing Needs Assessment Update Process
10. Spring 2021 – 2020 Census Voting District File available
11. Summer 2022 Adopt RTP/SCS, RHNA, EIR and associated documents.

ACTION:

Information

October 3, 2018

TO: Regional Planning Advisory Committee/Transportation Modeling Committee

FROM: AHRON HAKIMI
EXECUTIVE DIRECTOR

BY: Rob Ball
Director of Planning

SUBJECT: RPAC AGENDA ITEM: VI
2018 RTP – VOLUNTARY COMMUNITY PROGRESS MONITORING AND TECHNICAL
ASSISTANCE GRANT INCENTIVE PROGRAM

DESCRIPTION:

Strategy to provide sub regional feedback on SB 375 travel reduction goals and potentially fund technical assistance planning grants to help regions that need it the most.

DISCUSSION:

A new strategy was proposed in the 2014 Regional Transportation Plan (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 project selection policy which emphasizes sustainability, Kern COG has in the past provided technical assistance and grants. With the newly developed MIP II travel demand model, Kern COG continues the same strategy of providing sub-regional monitoring feedback and assistance in the 2018 RTP.

Assistance - The 2014 RTP was the first to contain a Sustainable Community Strategy (SCS) as required by the state Climate Protection Act of 2008 (SB 375). Kern COG began work with member agencies 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 identifying the vehicle miles traveled per capita for each community since 2009 for each RTP.

Since 2009, Kern COG has awarded over \$400,000 in technical assistance grants to provide member agencies with resources to identify transportation projects that would further the goals of the Kern Regional Blueprint and Sustainable Community Strategy. The grant/incentive program has funded:

- community bike and complete street plans,
- community visioning/design workshops,
- 2D/3D community visualizations, (are you sure these were technical assistance grants?)
- transportation impact fee programs,
- general plan circulation element updates,
- Habitat/Natural Community Conservation Planning (HCP/NCCP) in support of transportation,

Under this program staff can recommend that technical assistance grants be awarded to agencies with the greatest potential need. Agencies must request technical assistance grant funding by October 31, 2018 for consideration. Requests may be made by email and should include a draft scope and budget regarding the planning need. Agencies are encouraged to contact COG staff for assistance in developing the request for planning funds. Please contact Rob Ball rball@kerncog.org or Becky Napier bnapier@kerncog.org.

In addition to the technical assistance grants, Kern COG has provided staff time and technical support for other local/regional planning assistance to help our member agencies develop projects that will support the Kern Blueprint and Directions to 2050 principles that promote economically vibrant, healthy, and more livable communities.

In November 2012, the Kern COG Board adopted the new project delivery policies and procedure (http://www.kerncog.org/wp-content/uploads/2012/12/project_selection_policy_20161117.pdf) to assist the region in promoting projects that better match the goals of the RTP. 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 livable communities and lower air emissions.

Since the inception of these programs 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, and the City of Tehachapi has adopted the first city-wide “form-based-code” General Plan in California.

Monitoring - The attached table and maps show the current modeling of auto Vehicle Miles Traveled (VMT) per person (household population + employment by place of work). The total shows a -3.2 percent decrease. 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 program is a strategy in the 2018 RTP and will continue to be funded as planning funds and grants are available, and subject to the Board’s direction, 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 restrictions.

Attachments

Map 1 – Kern Sub Areas

Table 1 – Preliminary VMT by Community

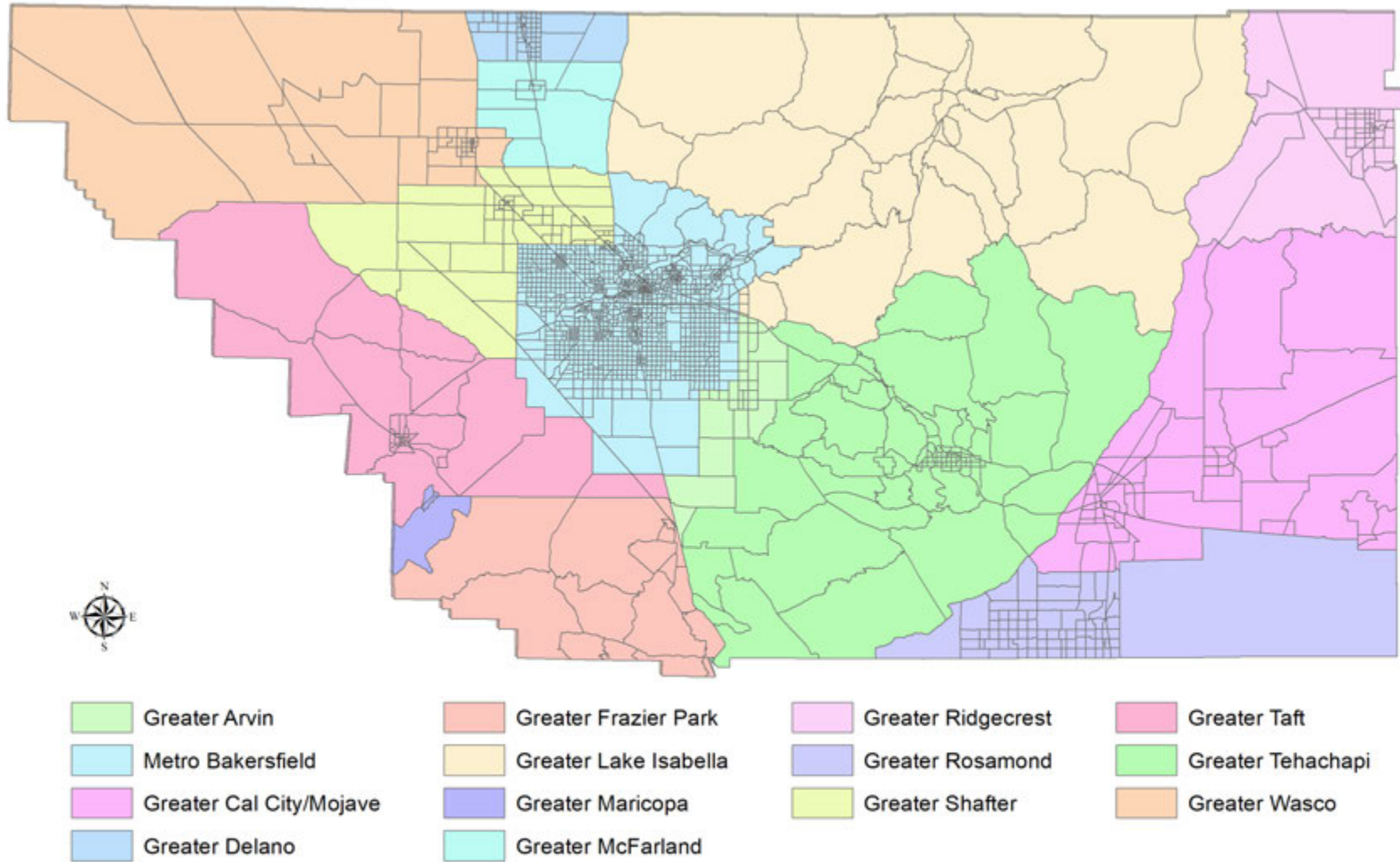
ACTION: Recommend to the Transportation Planning Policy Committee to Receive and File this report.

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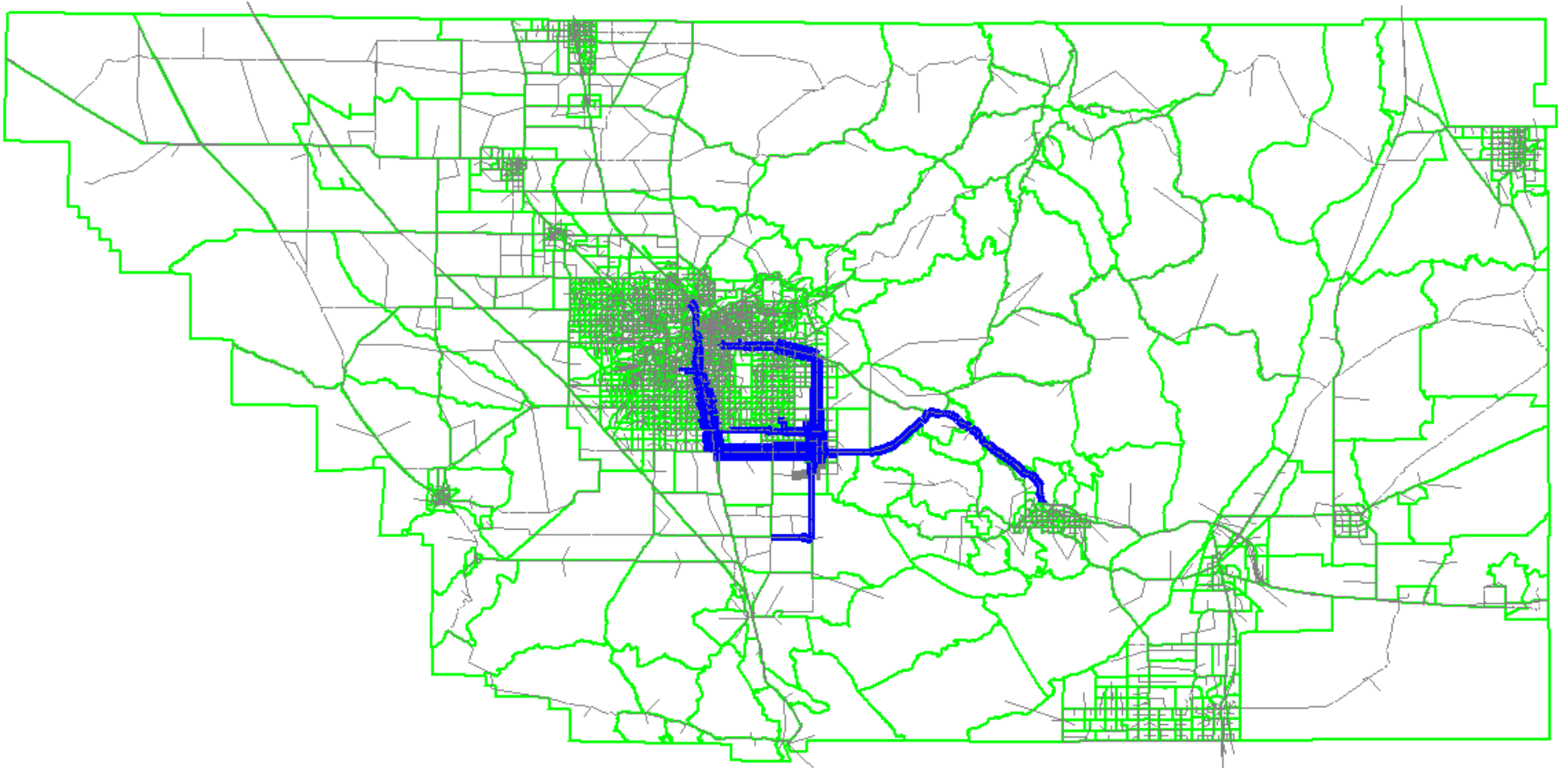
Change in Daily Auto Miles Traveled Compared to the Old Plan

	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%

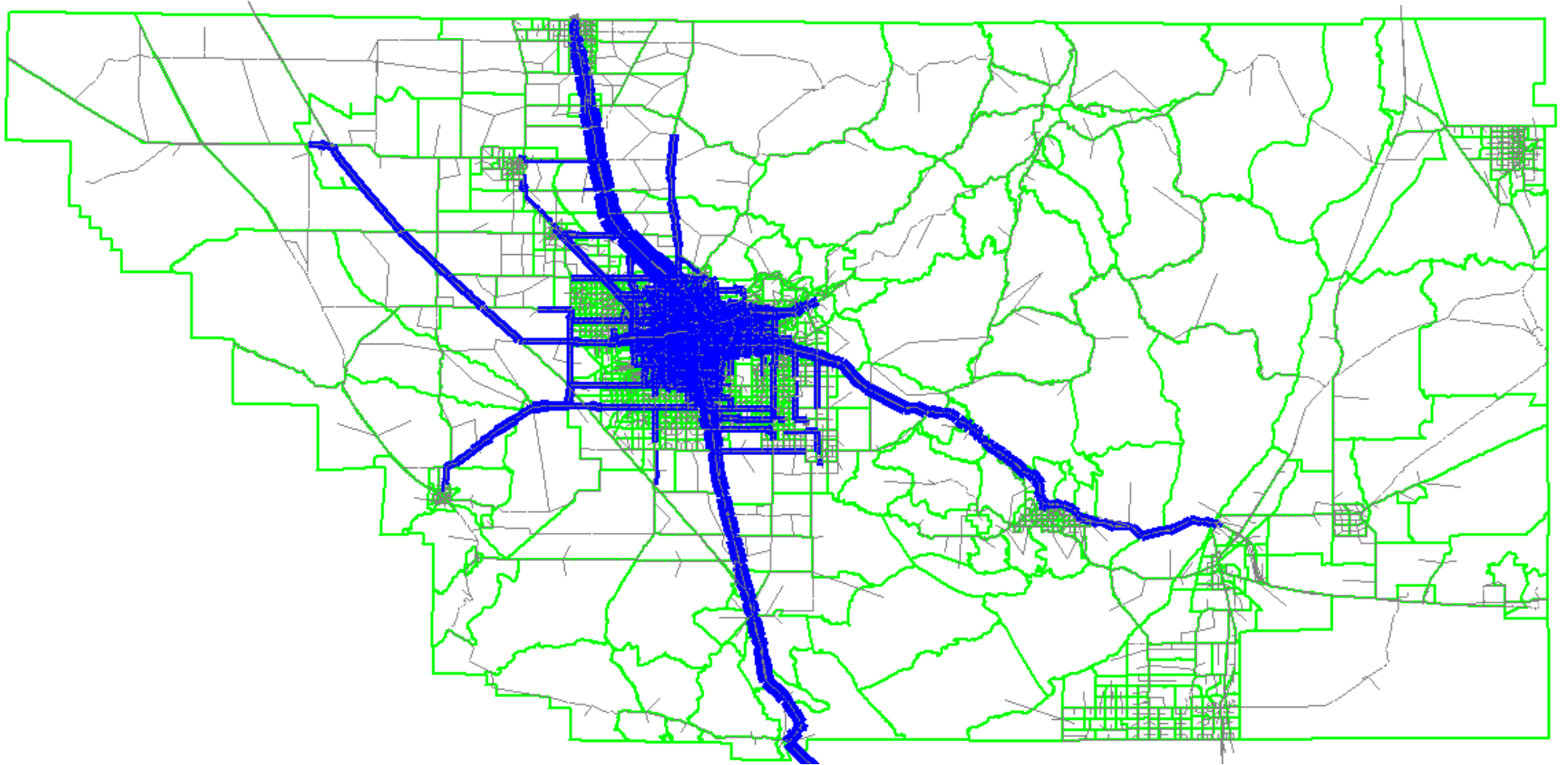
Transportation Analysis Zones (TAZs) by Regional Statistical Areas (RSAs)



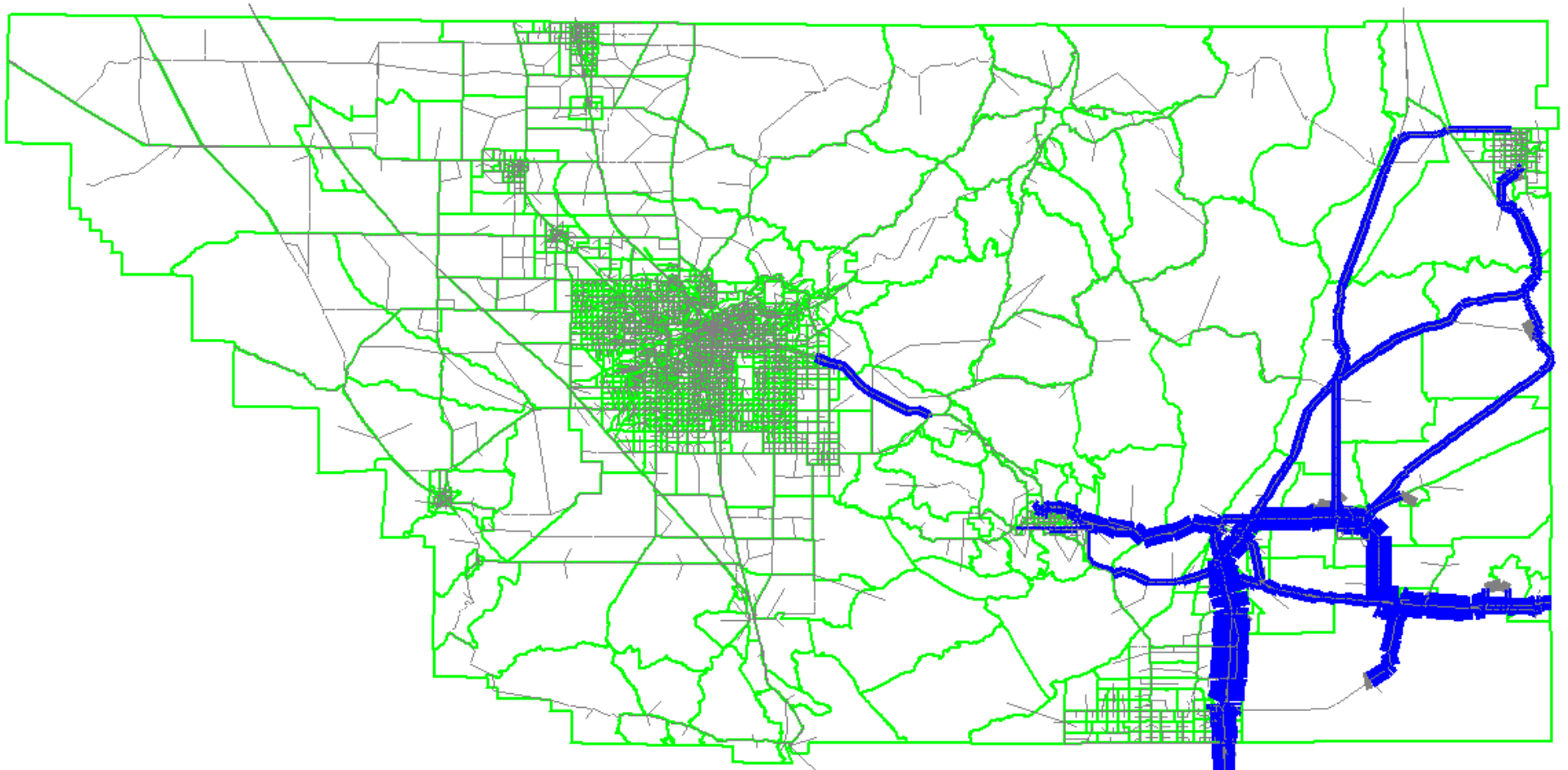
Greater Arvin



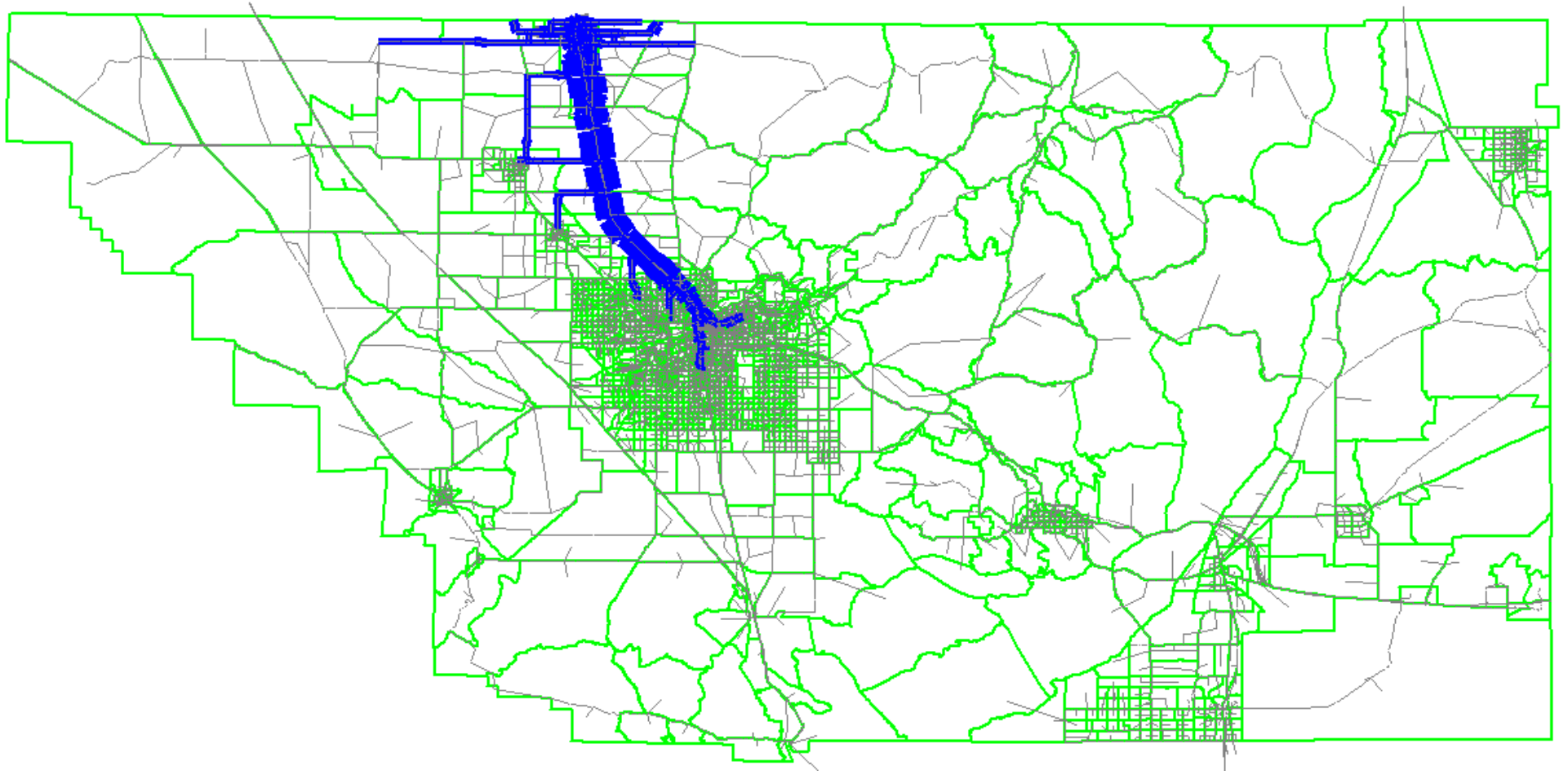
Greater Bakersfield



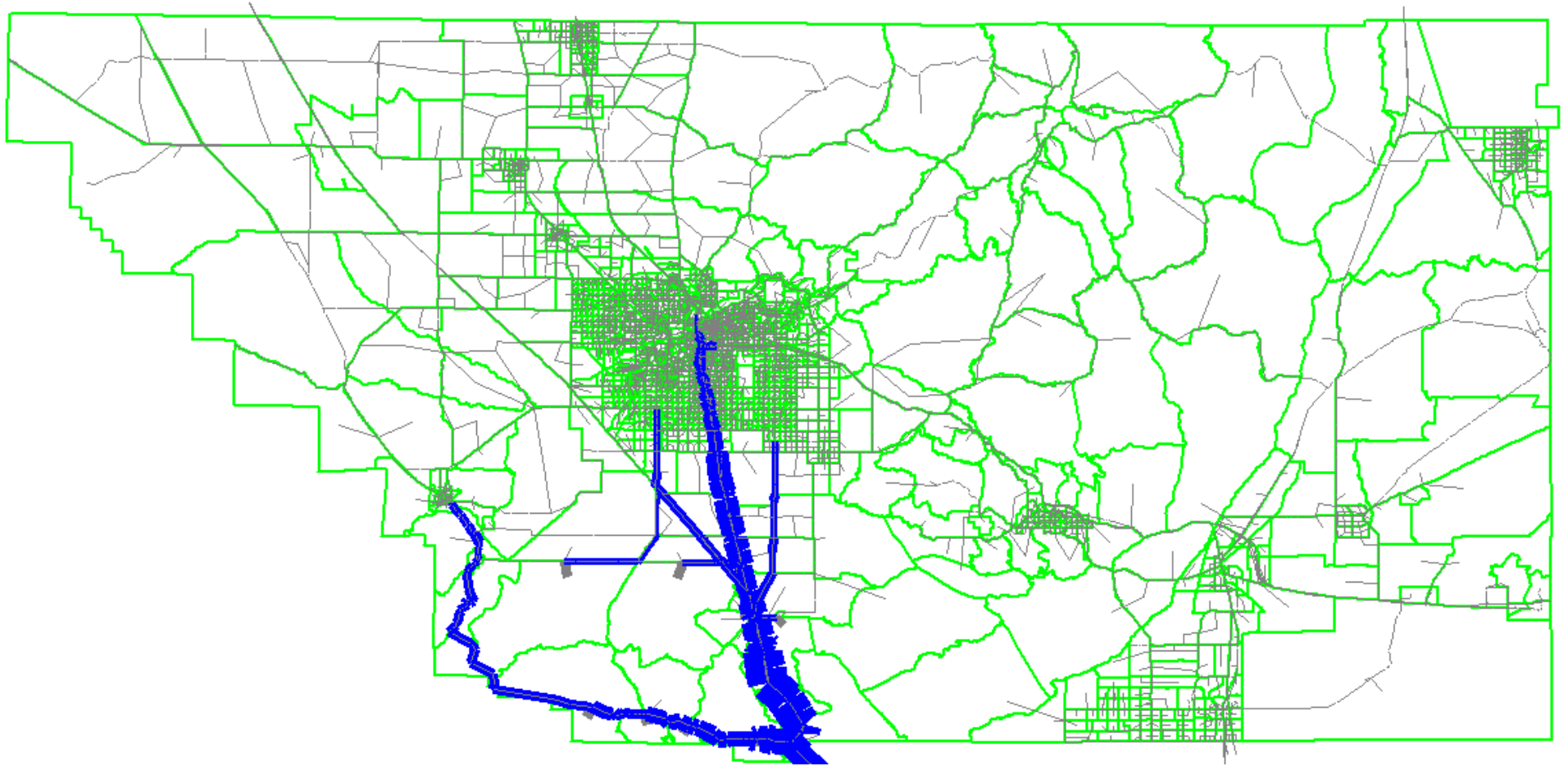
Greater California City / Mojave



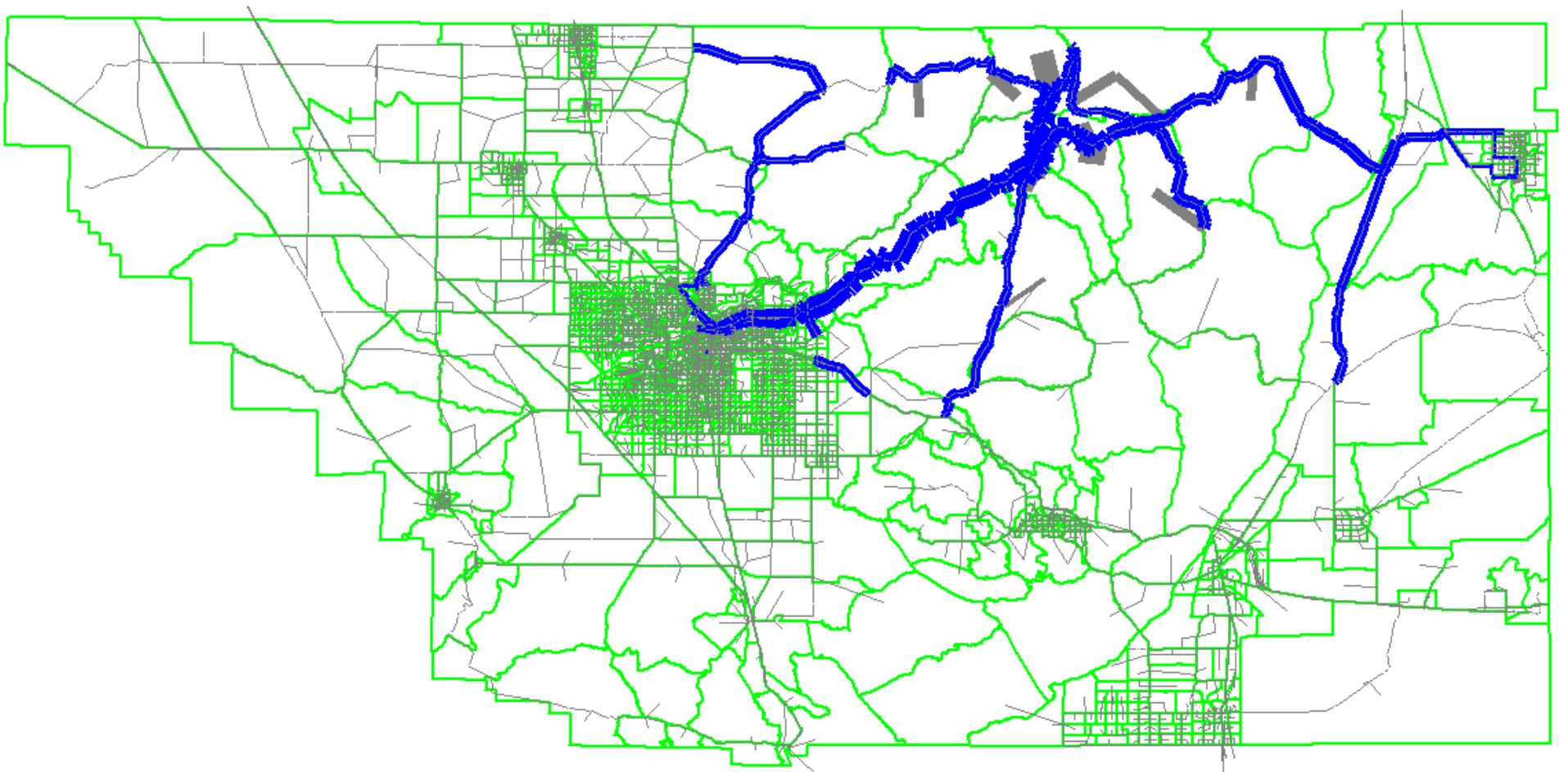
Greater Delano



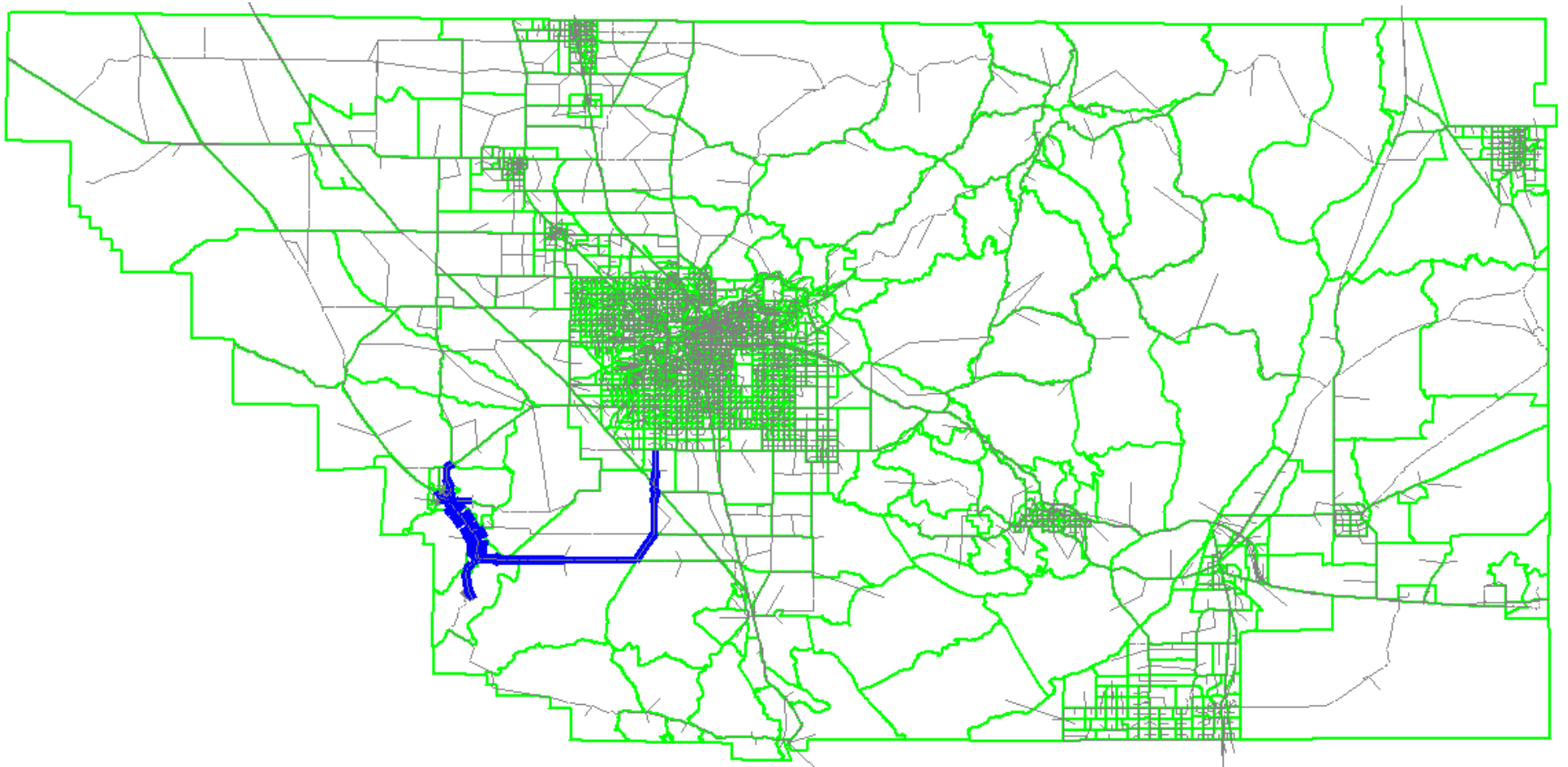
Greater Frasier Park



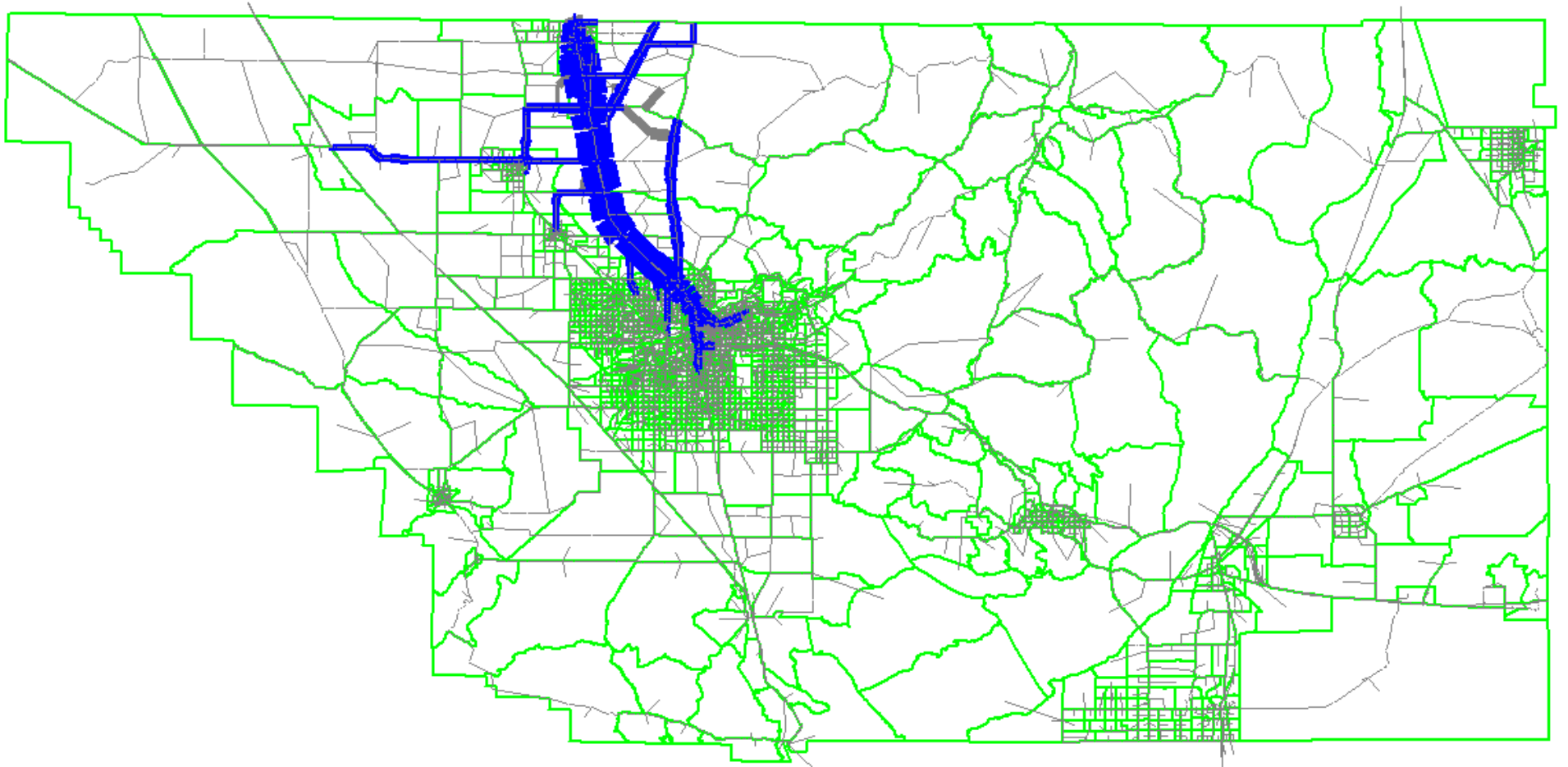
Greater Lake Isabella



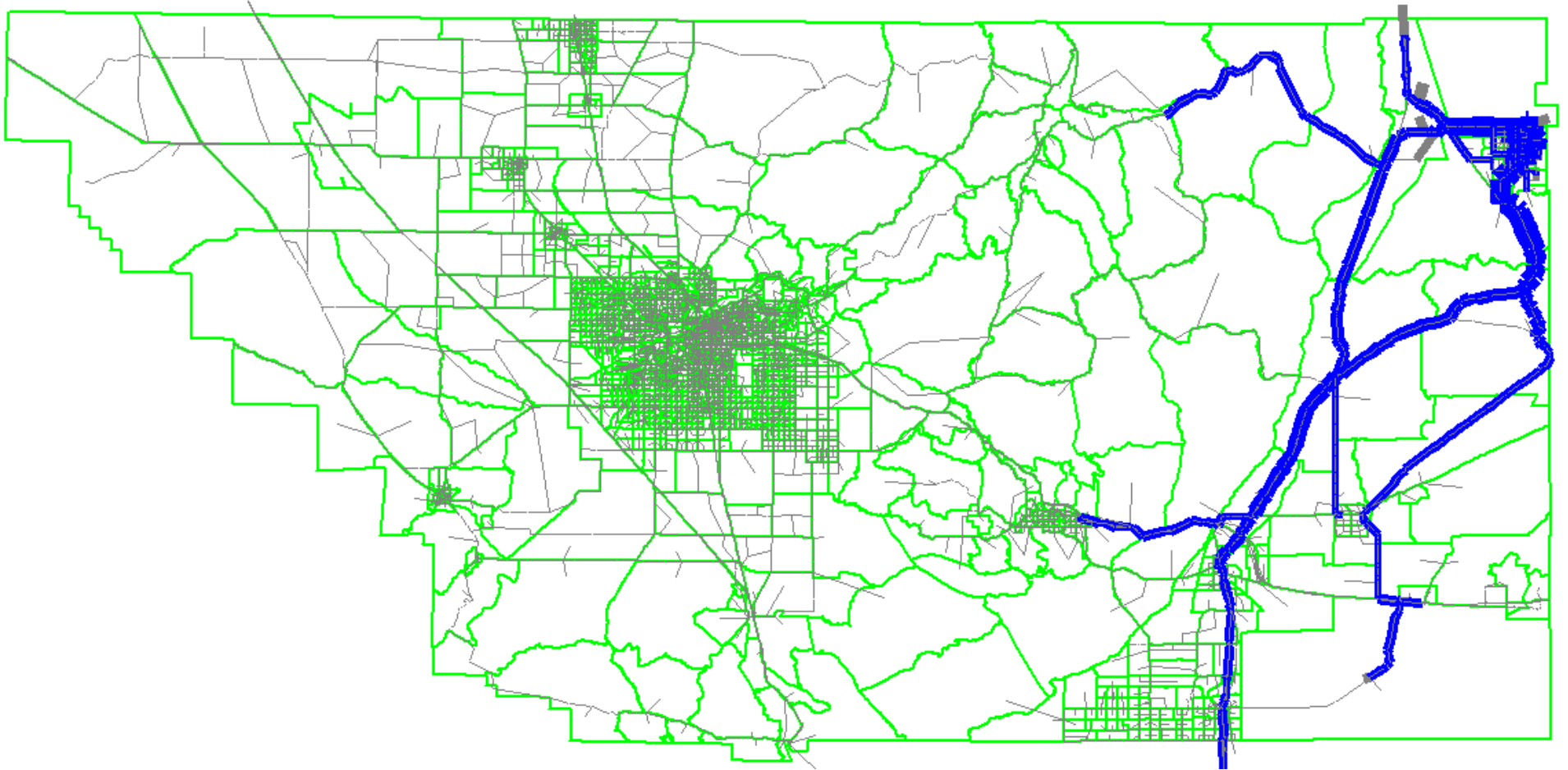
Greater Maricopa



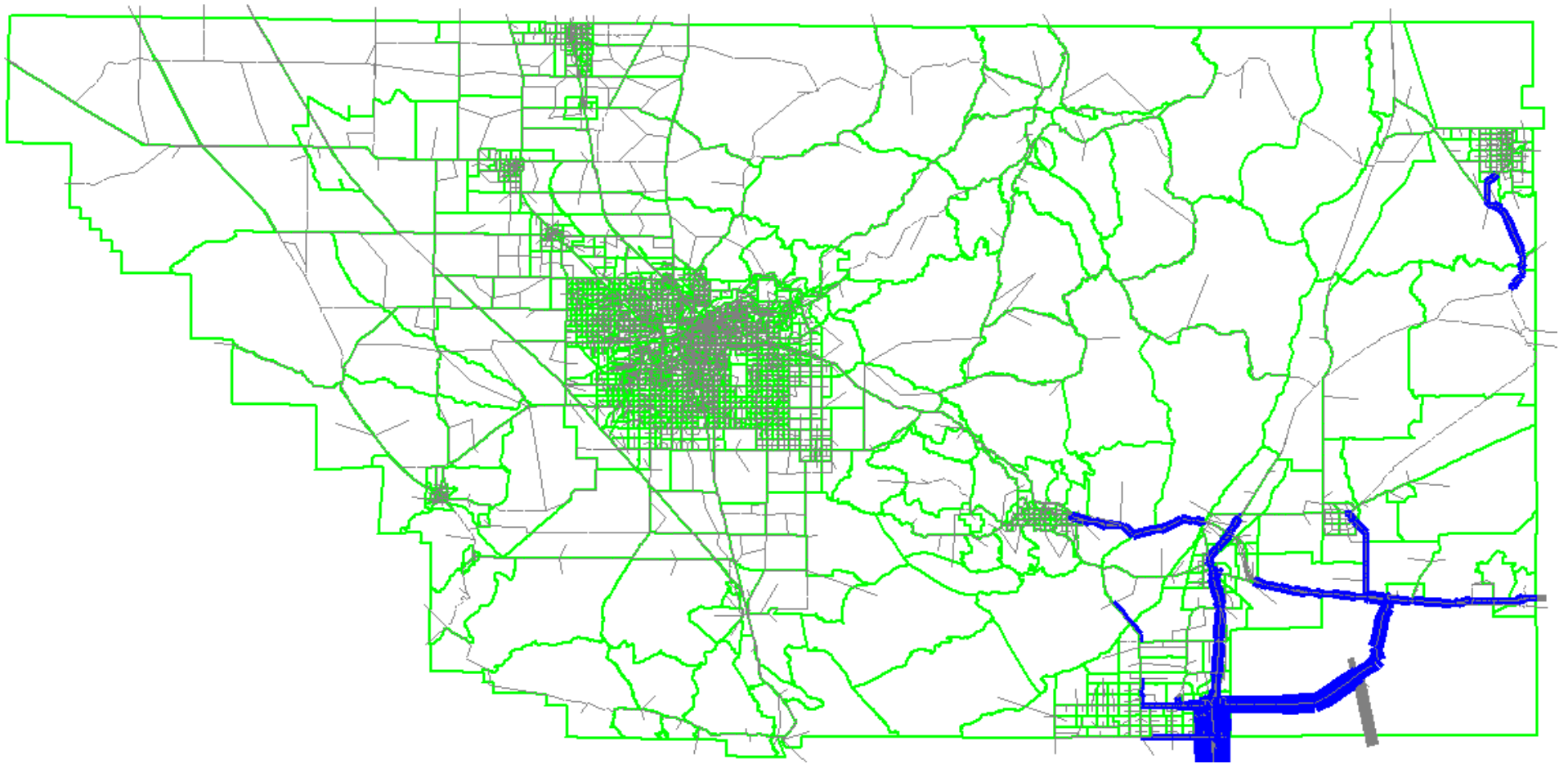
Greater McFarland



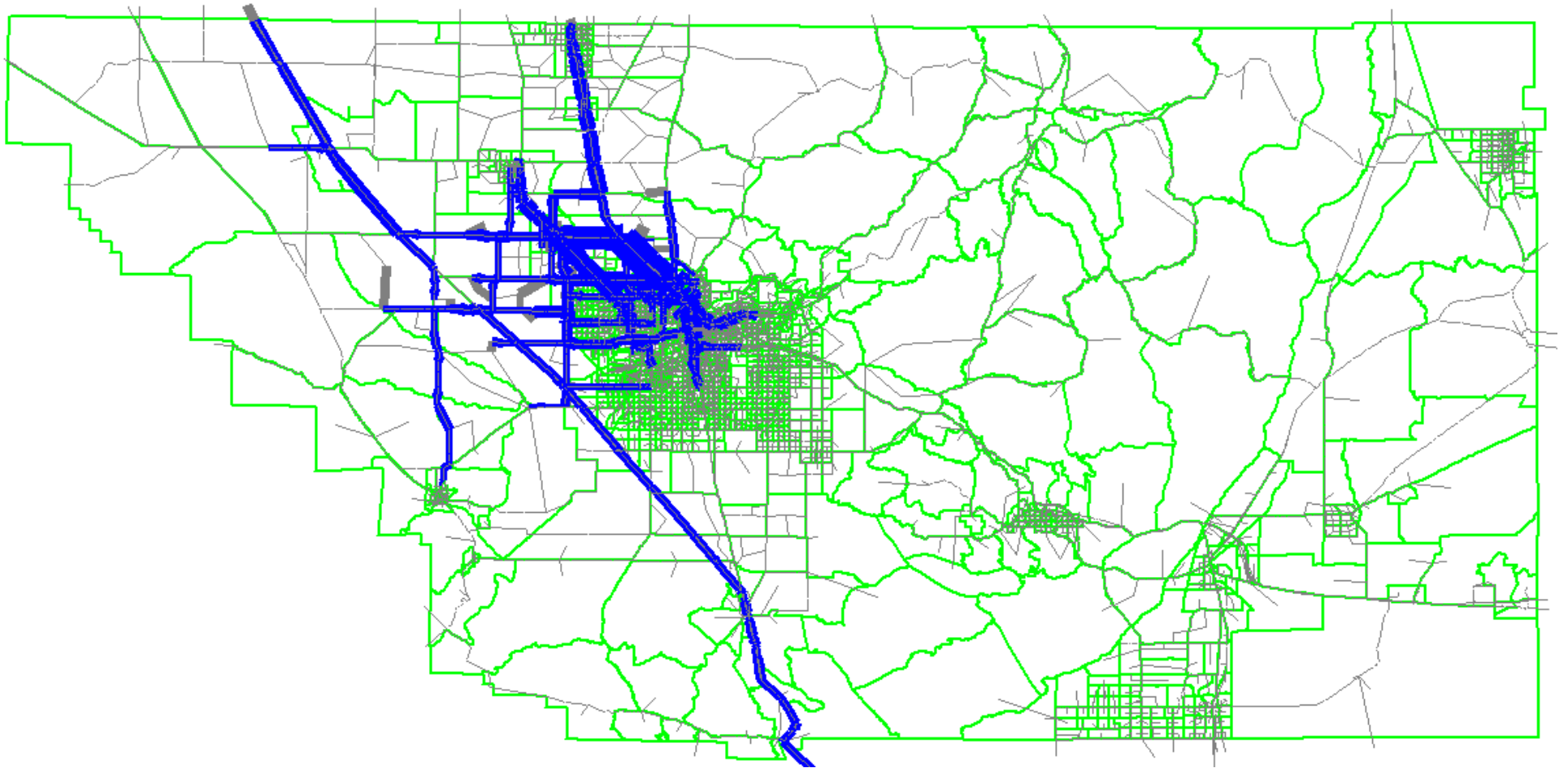
Greater Ridgecrest



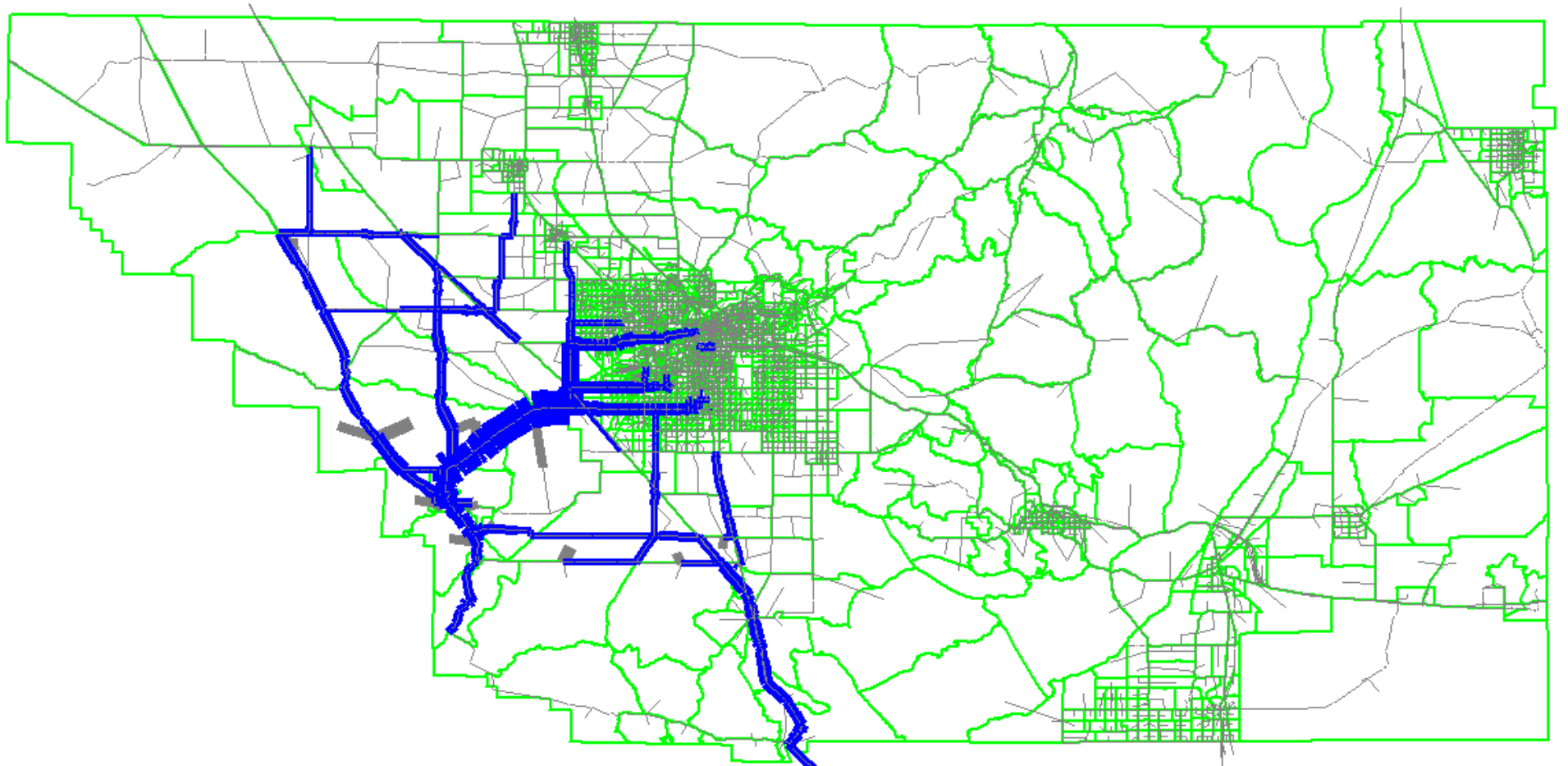
Greater Rosamond



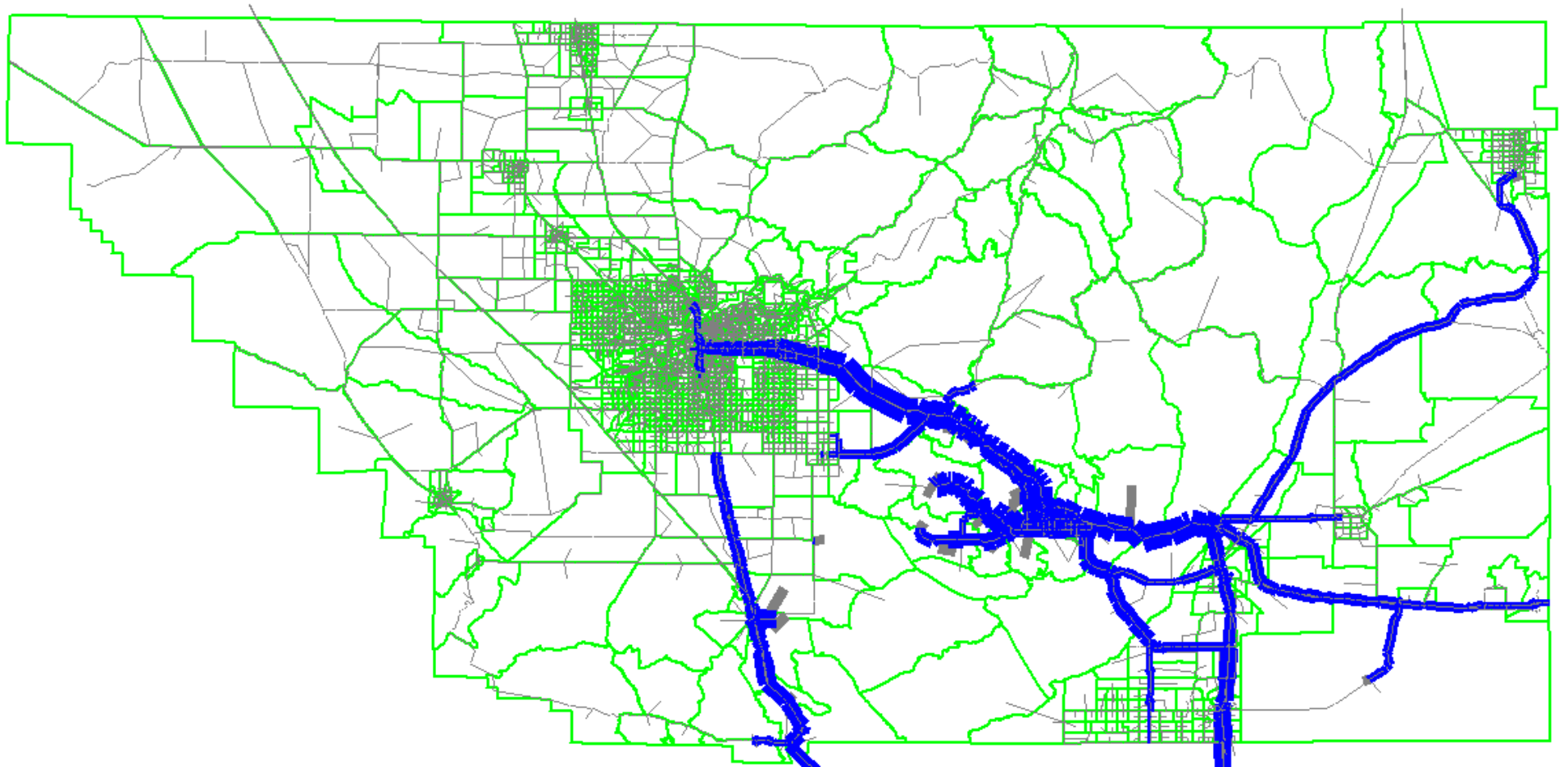
Greater Shafter



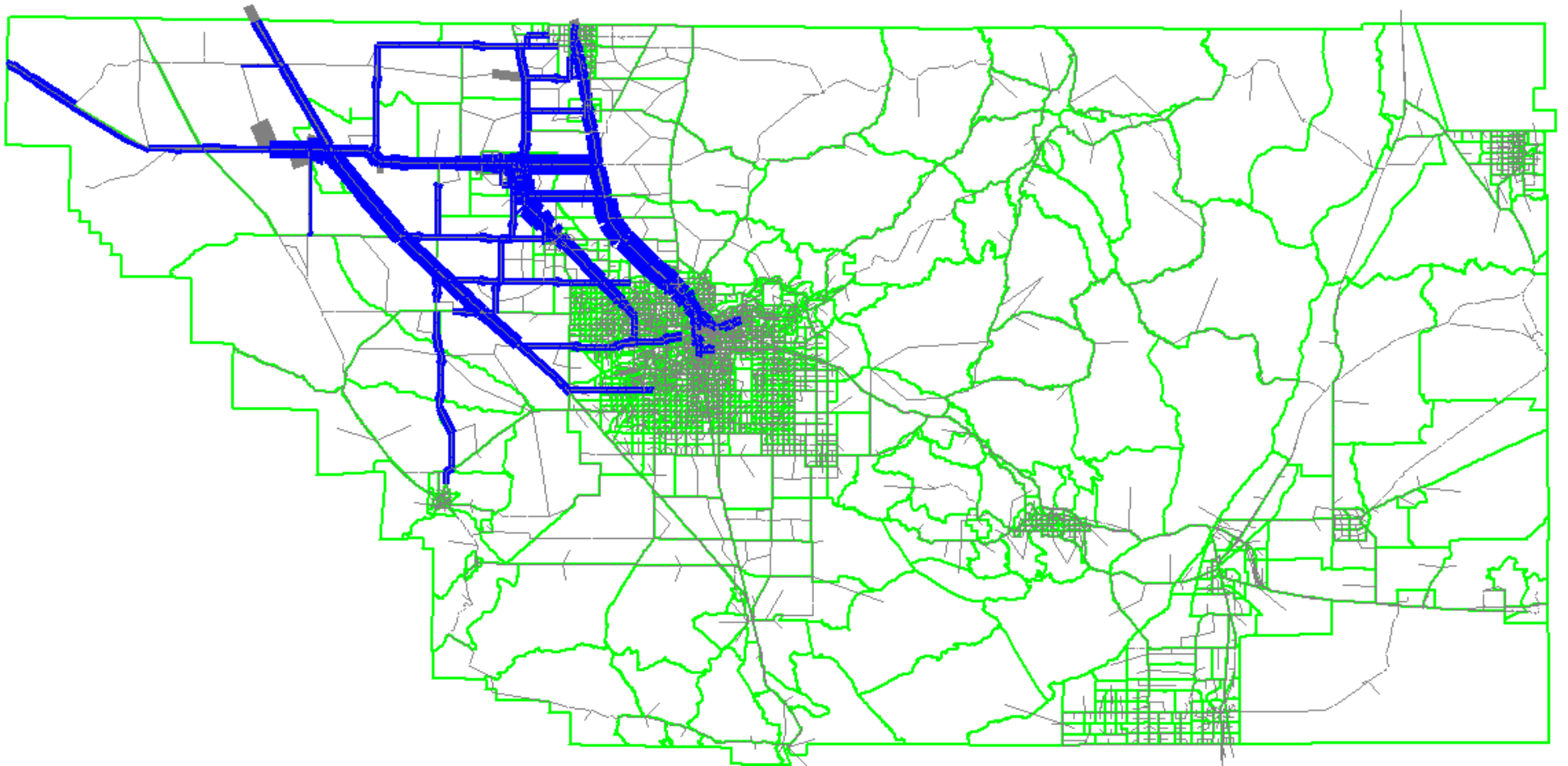
Greater Taft



Greater Tehachapi



Greater Wasco





VII. RPAC

October 3, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

BY: Rob Ball
Director of Planning

SUBJECT: RPAC AGENDA ITEM: VII.
2018 KERN COUNTY ASCE INFRASTRUCTURE REPORT CARD AND
2018 STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT –
PRELIMINARY RESULTS

DESCRIPTION:

The American Society of Civil Engineers (ASCE) and the League of Cities/County Supervisors Association of California are releasing reports on the condition of Kern's Transportation System.

DISCUSSION:

ASCE Report Card <https://www.infrastructurereportcard.org/kerncounty> – Kern County has received an overall grade of C this year. Up from D+ primarily due to the completion 47 new bridges, most through the Thomas Roads Improvement Project, greatly benefitting the average bridge condition. Road condition is at a C-, however they used data from the 2016 Statewide Local Streets and Roads Condition Survey (LSRNA).

LSRNA <http://www.savecaliforniastreet.org/> - The California Statewide Local Streets and Roads Needs Assessment program manager provided a preview of the October 2018 report. The slides were presented to at the Kern COG board workshop on September 20, 2018. Attached are a copy of the slide show the condition of Kern's jurisdictions. The 2018 report garnered 100% participation from all jurisdictions in Kern. The report only looks at road and bridge condition. Overall road condition has slipped from 66 PCI to 63 in the past 10 years. Statewide PCI is 65.

ACTION: Recommend that the Transportation Planning Policy Committee to Receive and File this report.

Kern County



**Average
PCI = 63**

Pavement Condition Index

Reported	Estimated
Good (71-100)	Good (71-100)
At Lower Risk (61-70)	At Lower Risk (61-70)
At Higher Risk (50-60)	At Higher Risk (50-60)
Poor (0-49)	Poor (0-49)

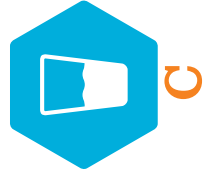
KERN COUNTY GRADE



B-



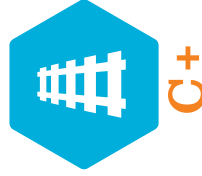
B+



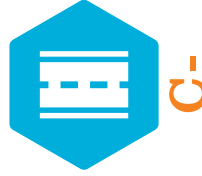
C



D+



C+



C-



B



D+



C



About the Grades

Infrastructure is graded based on eight criteria: **capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation**. ASCE grades on the following scale and defines these grades as:



Exceptional,
Fit for the
Future



Good,
Adequate
for Now



Mediocre,
Requires
Attention



Poor,
At Risk



Failing/Critical,
Unfit for Purpose

5 STEPS WE CAN TAKE



Vote no on Proposition 6 in November 2018. This ensures Senate Bill 1 (SB1), which is an essential source of funding for local agencies to maintain highways, roads, transit systems and bridges, remains intact. Traffic in Bakersfield is significantly better today than 10 years ago because of one-time grant funding. The funding through SB1 will ensure we can maintain that infrastructure for the future.



Enhance public transit service. Kern County has a robust transit system, yet only 1% of the population uses it. Innovation – such as mobile ticketing, free Wi-Fi, and streamlined routes – will help make transit a preferred option for Kern County residents. Increased use of transit reduces our traffic and keeps our air cleaner.



Provide consistent and reliable funding for Parks and Recreation agencies. People in Kern County love their parks year-round. Yet, maintenance staff and budgets are stretched thinner each year. We need to make parks a priority.



Construct additional water storage reservoirs. Water supply and availability are perennial topics in Kern County, but the challenges in having enough water for our growing population will continue to increase. We need to be proactive in working together with other central valley and southern California agencies to permanently solve our regional water problem.



Increase revenue for local airports. Kern County is fortunate to have received \$49 million in grant funding from the Federal Aviation Administration for rehabilitation of runways and taxiways at Meadows Field. Local matching funds are required to obtain grants. There are many other projects that are needed throughout the county to maintain general aviation and commercial service.

About the Southern San Joaquin Branch

Established in 1971, the Southern San Joaquin Branch of the American Society of Civil Engineers (ASCE) comprises all of Kern County, California. Our membership includes approximately 200 licensed civil, geotechnical, and structural engineers who make Kern County home. We are the public officials and private consultants who design and build projects that improve our communities. This Report Card is prepared entirely by volunteers who graded each infrastructure category according to the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.

ASCE represents more than 150,000 members of the civil engineering profession in 177 countries. Founded in 1852, ASCE is the nation's oldest engineering society.

CONTACT US

800-548-ASCE (2723)

reportcard@asce.org

www.infrastructurereportcard.org/kerncounty



Infrastructure Matters

Kern County is the third largest county in California. The county’s 8,161 square miles make it larger than Connecticut and Delaware combined. Approximately 893,000 residents call the region home, and the 11 incorporated cities include Bakersfield, the ninth biggest city in California. Kern is the largest agricultural producing county in the state and the second largest oil producing county in the nation. The region is also home to logistics and manufacturing companies including IKEA, Target, Caterpillar, and Frito-Lay, to name a few.

A well-built and maintained infrastructure network is vital to supporting Kern County’s varied industries and growing population. Thanks to major investments over the past 10 years, Kern County’s transportation network has increased capacity and improved levels of service, but sustainable funding is needed to maintain these upgraded assets. And while our roads and bridges have benefited from increased investment, some areas of infrastructure, including transit and parks, have been shortchanged by recent budget cycles and must be prioritized going forward.

The 2018 Kern County Report Card is designed to help residents and decision-makers understand the state of our infrastructure and prioritize necessary maintenance and improvements. This Report Card should start the conversation about how we continue to improve our existing roads, bridges, drinking and wastewater pipes, and much more so we can be better prepared for the future.

How You Can Get Involved



Get the full story behind this Report Card at www.infrastructurereportcard.org/kerncounty.



Find out the condition of the infrastructure near you on the Save America’s Infrastructure app available on iTunes and,



Ask your elected leaders what they’re doing to make sure your infrastructure is reliable for the future. Use your zip code to find your list of elected officials at www.infrastructurereportcard.org/take-action.

REPORT CARD FOR

KERN COUNTY’S

INFRASTRUCTURE

2018

AMERICAN SOCIETY OF CIVIL ENGINEERS

2018 KERN COUNTY'S INFRASTRUCTURE REPORT CARD

The 2018 Report Card on Kern County's Infrastructure evaluates 9 infrastructure categories. Of those 9, three infrastructure categories are in good condition, three in mediocre condition and three are in poor condition.

The good news is there are solutions to all these challenges, and we can raise Kern County's infrastructure grades. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grade.

AVIATION



Kern County is home to 12 general aviation airports, a spaceport, and one of only two international airports in the San Joaquin Valley.

Historically Meadows Field, our sole commercial airport, was well funded. Commercial passenger service has decreased since 2006, however, even while Kern County's population has surged. Fewer passengers and fewer flights have reduced revenue. Fortunately, runway and taxiway pavement conditions at Meadows Field are improving thanks to \$49 million in grants from the Federal Aviation Administration. Providing the matching funds to get these grants, however, has stretched the County's Airport Enterprise Fund to its limits. Additional funding will be required in the future to maintain our infrastructure and keep us competitive for grants.

BRIDGES



Public agencies in Kern County own a total of 598 bridges, including 47 new bridges built since 2010.

Kern County has beaten the national average, reducing the number of bridges requiring significant repair or upgrades from 9.1% in 2008 to 2.5% in 2016. This tremendous success is due in part to the Thomas Roads Improvement Program (TRIP), which is a cooperative effort between the City of Bakersfield, County of Kern, Caltrans, and the Kern Council of Governments. Working together, these agencies were able to obtain state and federal grants to construct needed improvements. Grants are one-time revenue sources and permanent funding, including revenue from California Senate Bill 1 (SB1), is necessary for local agencies to maintain these facilities into the future. This is especially important as Kern County's bridges continue to age; 53% of bridges in the region have exceeded their original 50-year lifespans and require regular maintenance and upkeep to remain in working condition and ultimately, be replaced.



RAIL



Kern County provides critical freight and passenger connections between the San Joaquin Valley and the rest of the United States.

For nearly 140 years, railroads have been a defining force in Kern County and a critical link to the nation's infrastructure. We are fortunate to have two of the nation's largest railroads, BNSF and Union Pacific, provide service locally. Previous private/public partnerships resulted in capacity improvements for the historic Tehachapi Loop. Billions of dollars in private investments by the railroads in Positive Train Control (PTC) will improve safety through our communities. Passenger rail service is provided by Amtrak on the "San Joaquins" route with service from Bakersfield to both Oakland and Sacramento. The future looks bright with ongoing construction for High-Speed Rail, which will provide rapid service from San Francisco to Bakersfield in the first operating segment. Continued opposition could derail this key infrastructure, however.

ROADS



Kern County has 6,400 miles of public roads that serve our growing population and freight volumes.

Public agencies in Kern County have done an exemplary job of constructing regional transportation projects to increase capacity and maintain an acceptable level of service. Much of this success is due to the Thomas Roads Improvement Program (TRIP), as well as Caltrans' State Route widening projects. While capacity has improved, pavement condition on older roads is a concern. Approximately \$375 million is needed to bring Kern County's roads to a good condition. Fortunately, the newly-approved SBT funding will provide the region with \$35 million in additional funds over the next two years for maintenance projects. However, voters must reject an effort to repeal SBT in November 2018 by voting No on Prop. 6 in order for Kern to receive this much-needed funding.

SOLID WASTE



Solid Waste infrastructure in Kern County includes seven active landfills, three special waste facilities, 11 recycling drop-off centers, and four transfer stations.

Kern County has sufficient existing solid waste disposal capacity for the next 50 years and has planned for the needs of the next 100 years. Local jurisdictions are complying with state laws and regulations aimed at reducing solid waste generation and increasing recycling. Available funding is increasing, from \$30 million in 2011 to \$45.5 million in 2016. Tipping fees are \$45 per ton, which is less than the national average of \$50.59 per ton. Because solid waste management requirements become more stringent over time, continued diligence is required to maintain compliance in the future. New technologies that should be further expanded, including Engineered Municipal Solid Waste, which is now helping to fuel the Lehigh Cement Plant in Tehachapi reduce their use of coal. Projects such as this decrease greenhouse gas emissions at the plant while helping to increase diversions of waste to landfills.



TRANSIT



Public transit in Kern County consists primarily of buses and vans, owned and operated by local agencies.

One of the largest agencies is Kern Transit, which provides service to the unincorporated communities of Buttonwillow, Lamont, Kern River Valley, Frazier Park, Rosamond, and Mojave. The other is Golden Empire Transit (GET), which serves the metropolitan Bakersfield area, a population of 495,000. These two transit agencies provide routes that reach most population centers in the county, but only 1% of the population commutes by transit, primarily due to high rates of automobile dependency. GET & Kern Transit have invested in fleet upgrades over the last 10 years, but significant funding will be required in the coming years to accommodate potential growths in ridership and to meet anticipated state-wide zero emission requirements. And while Kern Transit ridership is increasing, GET transit is losing customers, and its long-term sustainability may be at risk if low ridership continues to pose a financial hardship.

WASTE WATER



Kern County is served by 60 permitted wastewater treatment plants with a total treatment capacity of 103 million gallons per day.

Wastewater collection and treatment is self-funded, meaning that the rates set by the utilities need to be adequate for both operation and future investment. The larger agencies are already planning for needed upgrades, but smaller communities, especially those that are economically disadvantaged, have a more difficult time being proactive and often their rates are insufficient to cover future need. State and federal grants help these smaller operators when a failure occurs, but appropriate rates are needed for long-term sustainability.

KERN FUEL PRICE FACT SHEET – SEPTEMBER 2018

Kern average Price For Regular Fuel is currently \$0.75/gal. higher than the National Average



LIVE TICKING AVG
as of 11:40 AM EST 09/05
\$3.594 /gal
Bakersfield - CA

Regular Unleaded Gas Prices
Compared to the Live Ticking Average:

- Prices are Down 1.2 ¢ from Yesterday's Avg* of \$3.606
- Prices are Down 1.0 ¢ from Last Week's Avg* of \$3.604
- Prices are Down 0.7 ¢ from Last Month's Avg* of \$3.601
- Prices are Up 56.3 ¢ from Last Year's Avg* of \$3.031

* Prices are steady when change is less than ± 0.5¢



LIVE TICKING AVG
as of 11:40 AM EST 09/05
\$3.613 /gal
California

Regular Unleaded Gas Prices
Compared to the Live Ticking Average:

- Prices are Down 5.3 ¢ from Yesterday's Avg* of \$3.666
- Prices are Down 4.2 ¢ from Last Week's Avg* of \$3.655
- Prices are Down 6.1 ¢ from Last Month's Avg* of \$3.674
- Prices are Up 46.7 ¢ from Last Year's Avg* of \$3.146

* Prices are steady when change is less than ± 0.5¢



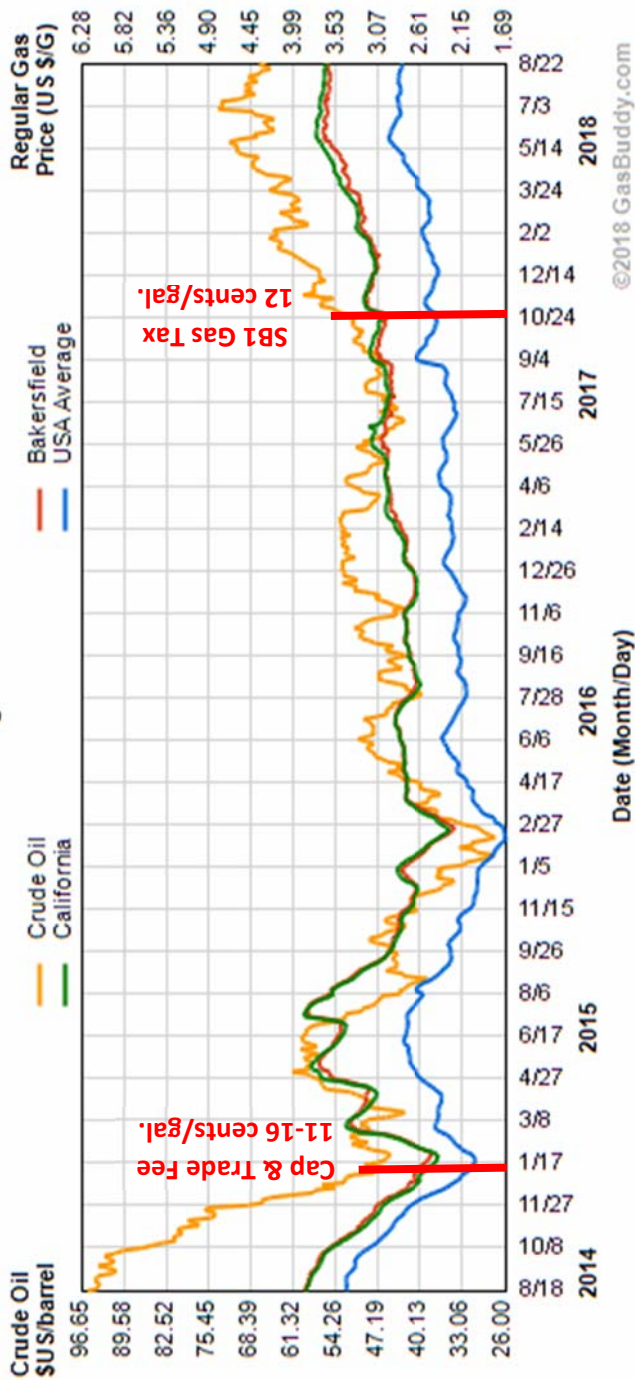
LIVE TICKING AVG
as of 11:50 AM EST 09/05
\$2.849 /gal
United States

Regular Unleaded Gas Prices
Compared to the Live Ticking Average:

- Prices are Up 0.6 ¢ from Yesterday's Avg* of \$2.843
- Prices are Up 1.2 ¢ from Last Week's Avg* of \$2.837
- Prices are Down 1.1 ¢ from Last Month's Avg* of \$2.860
- Prices are Up 19.0 ¢ from Last Year's Avg* of \$2.659

* Prices are steady when change is less than ± 0.5¢

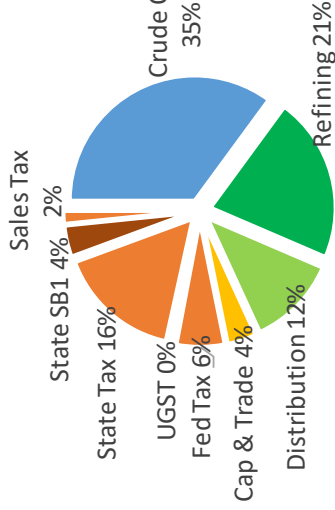
48 Month Average Retail Price Chart



©2018 GasBuddy.com

\$0.23 to \$0.28 of the Higher Cost of Fuel in California is Because of Higher Taxes since 2015

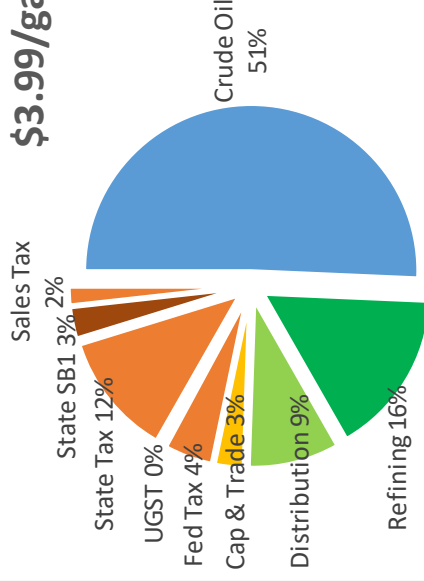
Fuel Cost Breakdown at \$2.99/gal.



\$2.99/Gal. Gas
Crude Oil \$1.05
Refining \$0.64
Distribution \$0.35
Cap & Trade \$0.11
Fed Tax \$0.18
UGST \$0.01
State Tax \$0.48
State SB1 \$0.12
Sales Tax \$0.05
Fuel Cost \$2.99

Tax-Fee Rate
Tax-Fee/Gal.

Fuel Cost Breakdown at \$3.99/gal.



\$3.99/Gal. Gas
Crude Oil \$2.02
Refining \$0.64
Distribution \$0.35
Cap & Trade \$0.11
Fed Tax \$0.18
UGST \$0.01
State Tax \$0.48
State SB1 \$0.12
Sales Tax \$0.07
Fuel Cost \$3.99

Tax-Fee Rate
Tax-fee/Gal.

DRAFT - Estimated Retail Motor Fuel Cost, Taxes, Fees and Cap & Trade Costs for Kern County - Effective Date: August 1, 2018

Type	Category	\$2.99/gallon regular	\$3.50/gallon regular	\$3.99/gallon regular	
Pre-Tax	Crude Oil (varied to match retail price)		\$1.050	44.2%	\$2.020
	¹ Refinery Costs including fuel oxygenation and Profits (assumed fixed cost)		\$0.640	18.3%	\$0.640
	¹ Distribution/Marketing Costs and Profits (assumed fixed cost)		\$0.350	10.0%	\$0.350
	² CARB Cap & Trade market based trading program for low carbon fuels (\$.11-.16)		\$0.110	3.1%	\$0.110
Gasoline Before Tax		\$2.150	71.8%	75.6%	\$3.120
Federal	Federal Fuel Flat Tax	\$0.184			\$0.184
State Fuel Tax	State Underground Storage Tank Fee (UGST)	\$0.014		10.8%	\$0.014
	State Use Fuel Tax (1994 Flat Tax Rate)	\$0.180			\$0.180
	State Excise Tax Portion Indexed to 2010 Sales Tax Rate (Changes annually with inflation based on what the sales tax would have generated. In July 2019 the rate goes up to \$.353 cents/gallon. SB1 State Excise Tax increase effective Nov. 1, 2018	\$0.297			\$0.297
	Sales Tax 2.25% In addition to Fuel Tax (not including 1% local sales taxes collected in Arvin, Delano and .75% in Ridgecrest)	\$0.120	\$0.465	13.6%	\$0.120
State/Local Sales Tax	Sales Tax 5.25% Partial Exemption From Fuel Tax	\$0.048			\$0.070
Total Tax		\$0.000	\$0.953	27.5%	\$0.000
Total Tax + Cap & Trade Fee		\$0.843	\$0.953	24.4%	\$0.865
Gasoline After Tax		\$2.993	100.0%	100.0%	\$3.985

Table adapted From California Board of Equalization: http://www.boe.ca.gov/sptaxprog/tax_rates_stfd.htm

¹Refinery/distribution costs based on July 30, 2018, retail price = \$3.51/gallon. Source: https://www.energy.ca.gov/almanac/transportation_data/gasoline/margins/

²Source: <http://www.lao.ca.gov/Letters/2014/Perea-Gasoline-Cap-and-Trade-080414.pdf>

What Would Happen if SB 1 Were Repealed by Prop 6 Approval?

- Nearly half of Kern's local road maintenance funds from the State would be eliminated (48% or \$276M over 10 years)
- \$3.8B reduction in state highway maintenance funding over next 10 years in Central California (\$22.5B statewide)
- Increased road mileage with deferred maintenance costing up to 10 times the amount

Local Streets and Roads - Projected FY2018-19 Revenues

Based on State Dept of Finance statewide revenue projections as of May 11, 2018

	SB1 Loan Repayment from State General Fund	SB1 Road Rehab. Acct. (RMRA)	Total SB1 Funds Available for Local Road Maintenance	Total State Maintenance Funds (including SB1)	SB1 % of Total State Maintenance Funds
Arvin	24,052	353,999	378,051	793,782	47.6%
Bakersfield	435,987	6,416,926	6,852,913	14,226,001	48.2%
California City	16,198	238,398	254,596	535,765	47.5%
Delano	60,425	889,340	949,765	1,981,870	47.9%
Maricopa	1,312	19,309	20,621	48,562	42.5%
McFarland	16,960	249,625	266,585	560,630	47.6%
Ridgecrest	32,228	474,336	506,564	1,061,284	47.7%
Shafter	21,450	315,700	337,150	707,962	47.6%
Taft	10,791	158,820	169,611	358,530	47.3%
Tehachapi	16,386	241,175	257,561	541,917	47.5%
Wasco	30,672	451,429	482,101	1,010,555	47.7%
Unincorporated Kern	1,092,543	16,077,504	17,170,047	35,924,585	47.8%
Countywide Total	1,759,004	25,886,561	27,645,565	57,751,443	47.9%

- Needed to keep the road in a state of good repair
- \$70M would be eliminated from the Centennial Connector Freeway Project connecting SR58/99 interchange to the Westside Parkway; City of Bakersfield would have to bond for that amount, requiring repayment at twice the cost
- Important highway safety projects would be delayed or eliminated on state routes 14, 43, 46, 58, 65, 99, 119, 184, 223, ...
- Loss of a constitutionally protected source for road maintenance funding that cannot be borrowed by the state legislature
- No reduction in High Speed Rail funding

Kern's First Full Year of SB 1 Revenue for Local Road Maintenance

Local Streets and Roads - Projected FY2018-19 Revenues

Based on State Dept of Finance statewide revenue projections as of May 11, 2018

Highway Users Tax Acct ⁽¹⁾ Streets & Highways Code		new SB1 Loan Repayment ⁽³⁾		new SB1 Road Maintnc Rehab Acct ⁽⁴⁾		TOTAL	TOTAL
Sec2103 ⁽²⁾	Sec2104	Sec2105	Sec2106	Repayment ⁽³⁾	HUTA	HUTA	Annual
KERN COUNTY (unincorp.)	3,677,327	8,082,548	5,175,155	1,829,508	1,092,543	19,857,081	35,934,585

Notes:

1. The Highway Users Tax is also known as the "Motor Vehicle Fuel Tax", the "Gasoline Excise Tax" and "Article XIX Revenues."
2. Str&HwysCode § 2103 allocations replace the former Prop42 revenues. This is the price-based fuel tax rate, adjusted annually by the BOE until 2019.
3. Pursuant to the Road Repair and Accountability Act of 2017, the state general fund will repay loans from transportation funds totalling \$706 million over three years and in monthly installments beginning FY2017-18. Local treets and roads will be paid \$225 million: \$75 million in each year, half to cities, half to counties. See Gov Code Sec 16321.
4. Road Maintenance and Rehabilitation Account (RMRA - Streets and Highways Code Sec 2030 et sec.) includes funds from the following taxes enacted by the Road Repair and Accountability Act of 2017: the 12 cent gasoline excise tax, 20 cent diesel fuel excise tax, transportation improvement fees and transportation loan repayments. FY2017-18 is a partial year of funding from these new sources. The first full year of funding will be FY2018-19.

Local Streets and Roads - Projected FY2018-19 Revenues

Based on State Dept of Finance statewide revenue projections as of May 11, 2018

Highway Users Tax Acct (HUTA) ⁽¹⁾ Streets & Highways Code		new SB1 Loan Repayment ⁽⁶⁾		new SB1 Road Maintnc Rehab Acct ⁽⁷⁾		TOTAL	TOTAL
Sec2103 ⁽⁵⁾	Sec2105 ⁽³⁾	Sec2106 ⁽³⁾	Sec2107 ⁽³⁾	Sec2107.5 ⁽⁴⁾	HUTA	HUTA	Annual
KERN COUNTY							
ARVIN	80,968	123,796	52,287	153,679	5,000	24,052	439,782
BAKERSFIELD	1,467,712	2,244,048	865,601	2,785,725	10,000	435,987	7,809,074
CALIFORNIA CITY	54,528	83,369	36,780	103,493	3,000	16,198	297,368
DELANO	203,414	311,009	124,101	386,081	7,500	60,425	1,092,530
MARICOPA	4,416	6,752	7,390	8,382	1,000	1,312	29,253
MCFARLAND	57,095	87,296	38,286	108,368	3,000	16,960	311,005
RIDGECREST	108,492	165,879	68,430	205,919	6,000	32,228	586,948
SHAFTER	72,208	110,403	47,150	137,052	4,000	21,450	392,262
TAFT	36,326	55,541	26,105	68,947	2,000	10,791	199,710
TEHACHAPI	55,163	84,341	37,153	104,699	3,000	16,386	300,742
WASCO	103,253	157,868	65,357	195,975	6,000	30,672	559,126
Statewide Total						\$ 721,704,709	\$ 1,273,635,709

Notes:

1. The Highway Users Tax is also known as the "Motor Vehicle Fuel Tax", the "Gasoline Excise Tax" and "Article XIX Revenues."
2. Rolling Hills has no public streets and is therefore not eligible for Highway Users Tax allocations.
3. Str&HwysCode §§ 2103, 2105, 2106, 2107 and RMRA amounts are paid monthly. Includes special payments for snow removal.
4. Str&HwysCode § 2107.5 amounts are typically paid by the State Controller once per year in July.
5. Str&HwysCode § 2103 allocations replace the former Prop42 revenues. This is the price-based fuel tax rate, adjusted annually by the BOE until 2019.
6. Pursuant to the Road Repair and Accountability Act of 2017, the state general fund will repay loans from transportation funds totalling \$706 million over three years and in monthly installments beginning FY2017-18. Local treets and roads will be paid \$225 million: \$75 million in each year, half to cities, half to counties. See Gov Code Sec 16321.
7. Road Maintenance and Rehabilitation Account (RMRA - Streets and Highways Code Sec 2030 et sec.) includes funds from the following taxes enacted by the Road Repair and Accountability Act of 2017: the 12 cent gasoline excise tax, 20 cent diesel fuel excise tax, transportation improvement fees and transportation loan repayments. FY2017-18 is a partial year of funding from these new sources. The first full year of funding will be FY2018-19.

California Statewide Local Streets & Roads Needs Assessment 2018

Kern Council of Governments
September 20, 2018



Project Objectives

- What are pavement conditions statewide?
- How much will it cost to maintain local roads? Bridges? Essential components?
- What is the funding shortfall?
- **What are impacts if Prop. 6 passes?**

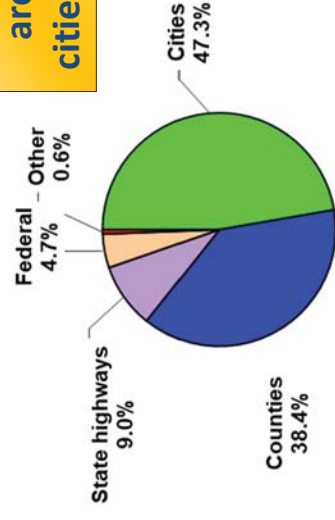
Project Sponsors

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- Regional Transportation Planning Agencies (RTPA)
- Rural Counties Task Force (RCTF)



Local Roads Are A Huge Part of California's Network

More than 85% of
California's roads
are owned by
cities & counties!



Responses By Agency

Status	2008	2010	2012	2014	2016	2018
Final submittal	430	399	279	322	390	435
Updated but not final			82	77	71	49
No response	107	138	177	140	78	55
Total	537	537	538	539	539	539
						100%

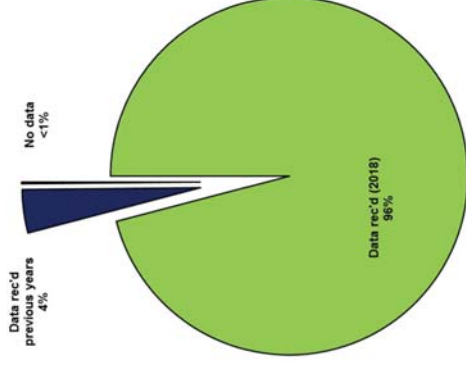
Final response rate = 90%

Kern County response rate = 100%!



Pavements

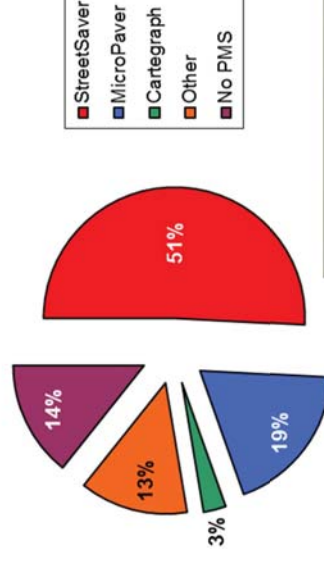
Responses by Miles



- 484 responses
- 48 (from previous surveys)
- Covers 99.8% miles!
- 7 no responses
- All have pop^d < 50,000
- 7 have < 100 miles



Responses - PMS Software



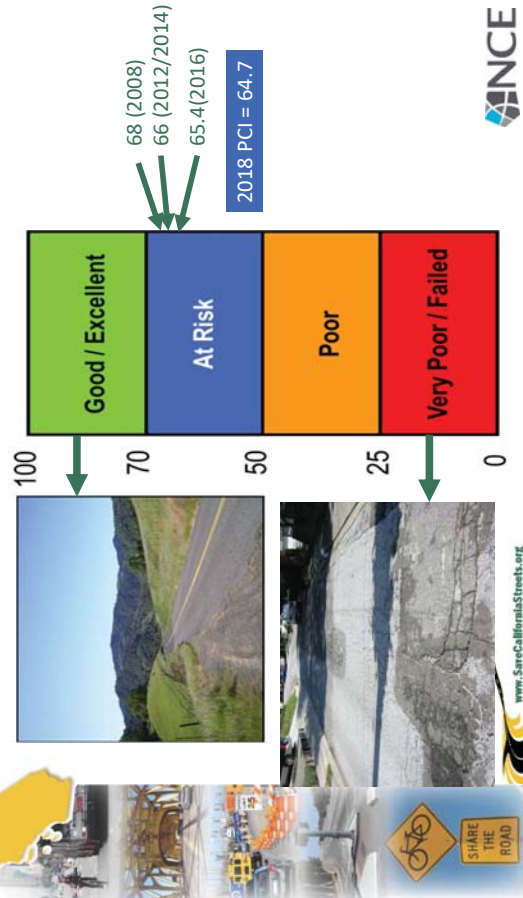
96% of total miles are included in a PMS

number of agencies



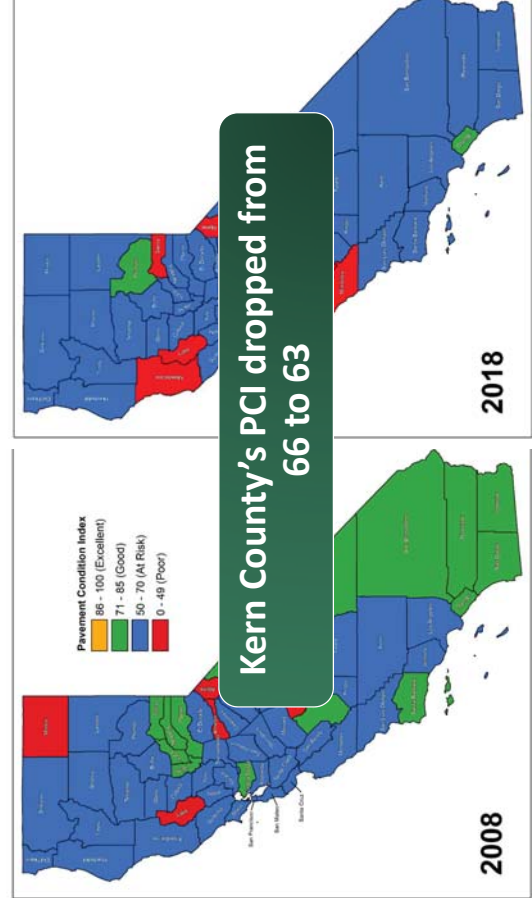


Average Statewide PCI

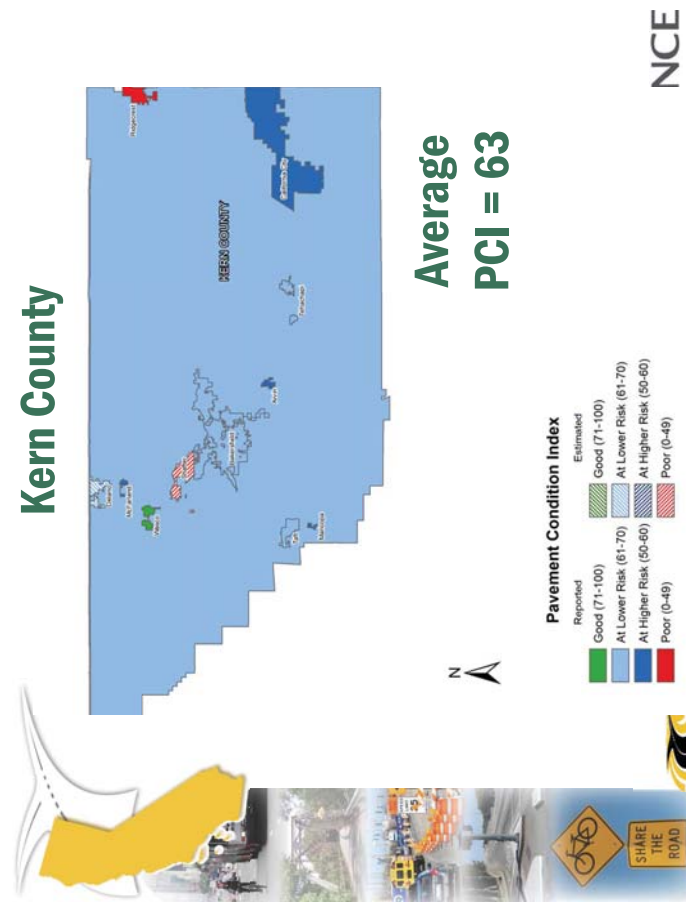


PCI of 65 looks like this ...

Average PCIs Don't Tell the Whole Story

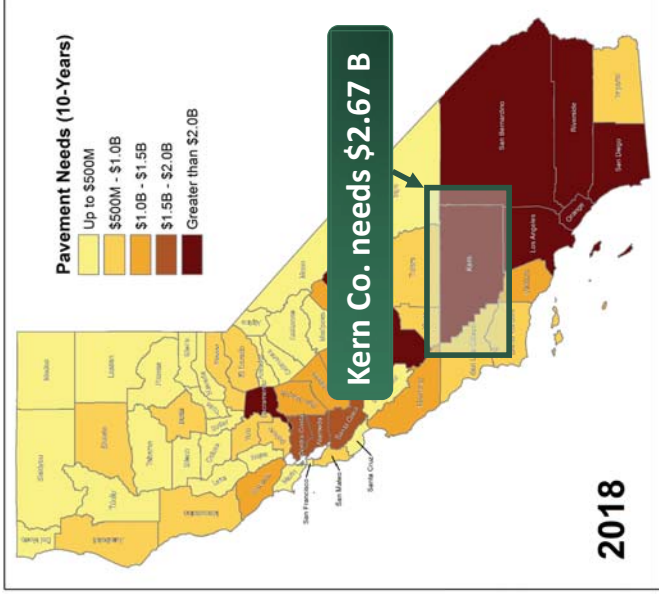


Kern County

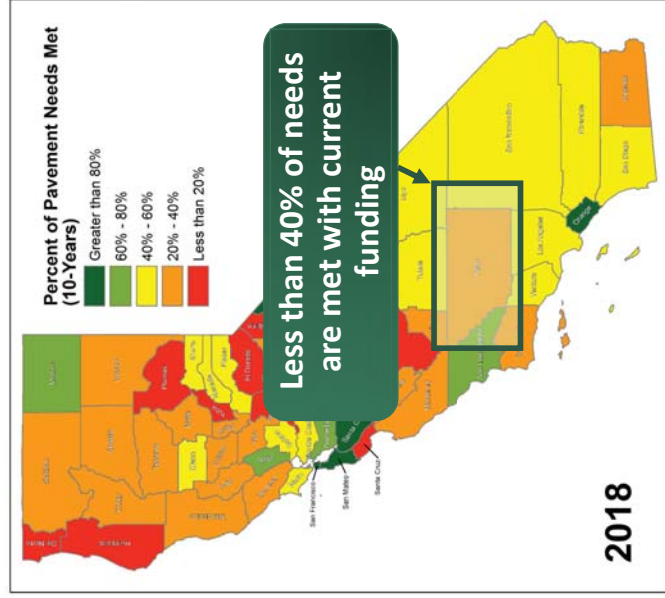




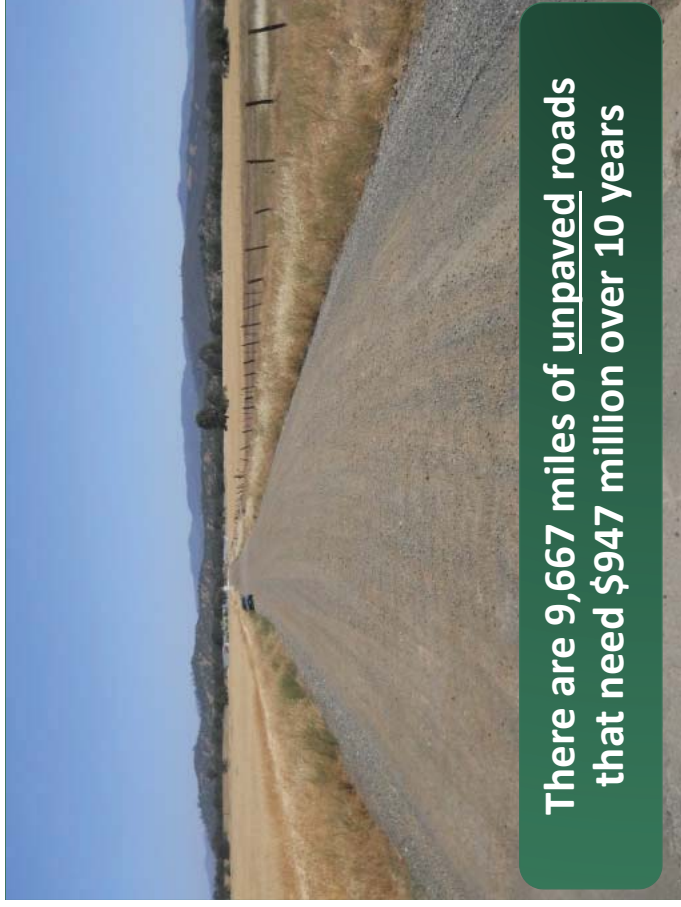
**Total Pavement Needs = \$61.7 billion
over 10 years**



**Total
Pavement
Needs
\$61.7 B**



**Percent
Needs
Met**



**There are 9,667 miles of unpaved roads
that need \$947 million over 10 years**

Essential Components

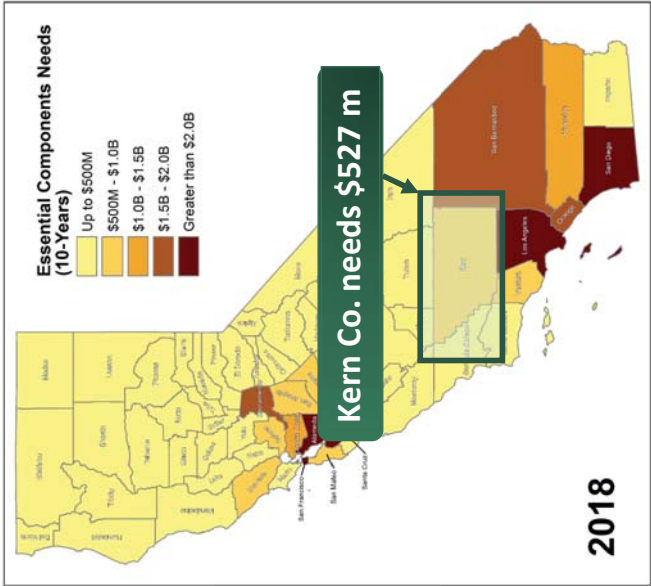


Essential Components Include:



The needs add up to \$34.1 billion, but funding also increased to \$13 billion.

Essential
Component
Needs
\$34.1 B



Local Bridges

Location	Number of Bridges
Alameda	~200
Alpine	~200
Amador	~200
Butte	~200
Calaveras	~200
Colusa	~200
Contra Costa	~200
Del Norte	~200

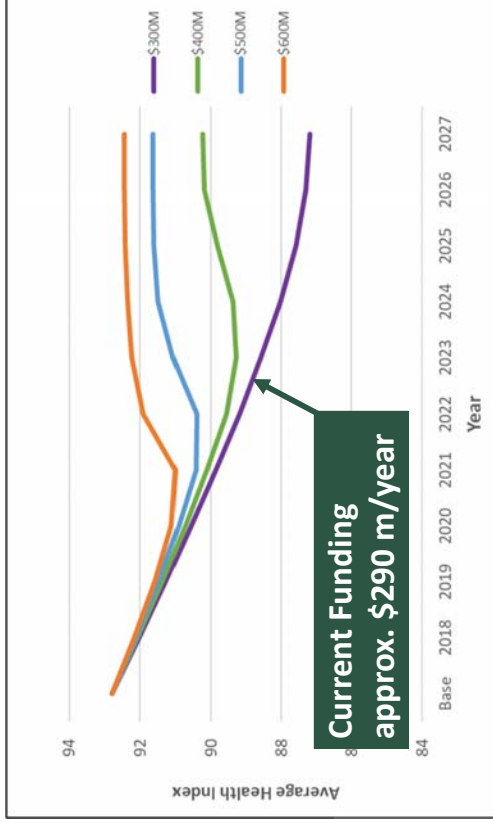
12,105 NBI bridges
Kern Co. has 283 bridges



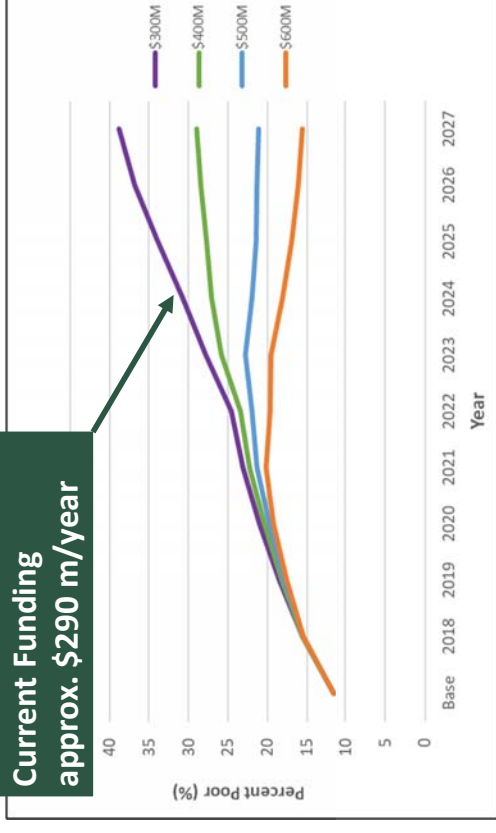
Location	Number of Bridges
Alameda	~200
Alpine	~200
Amador	~200
Butte	~200
Calaveras	~200
Colusa	~200
Contra Costa	~200
Del Norte	~200



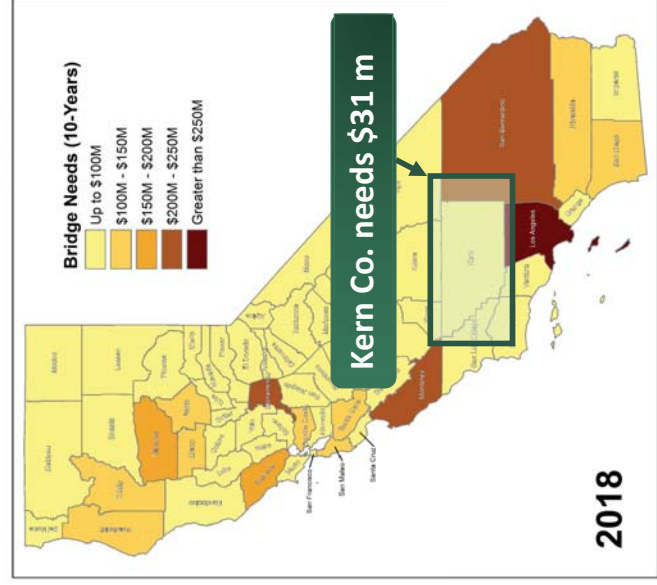
Health Index



Bridges in Poor Condition



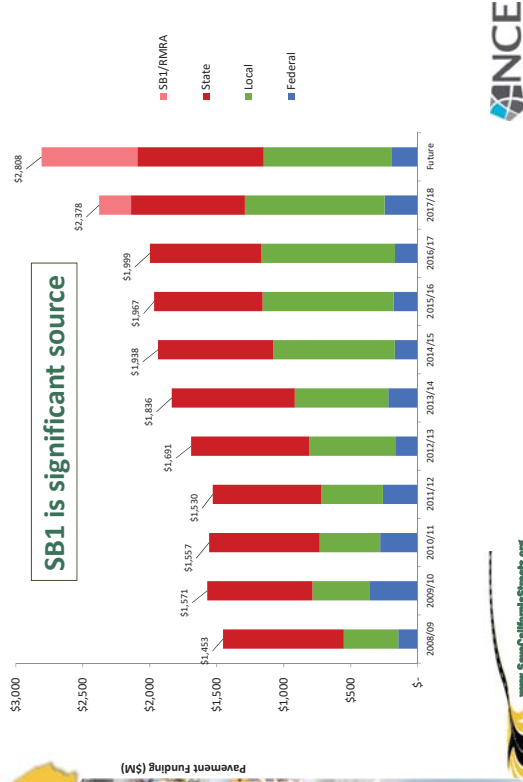
Bridge Needs \$5.5 B



What are impacts if Prop. 6 passes?

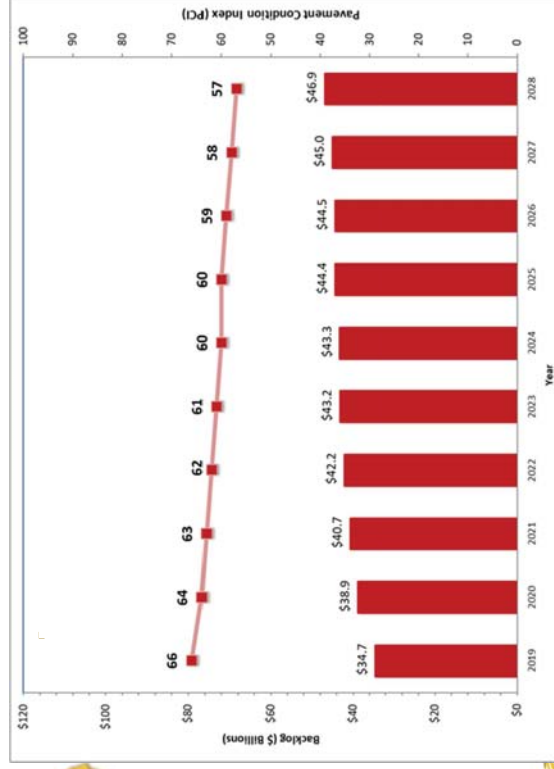


Funding Sources

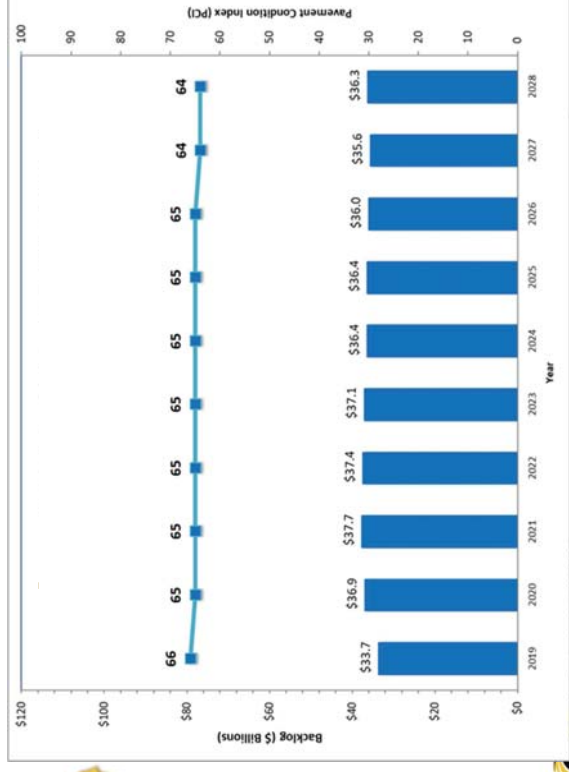


NCE

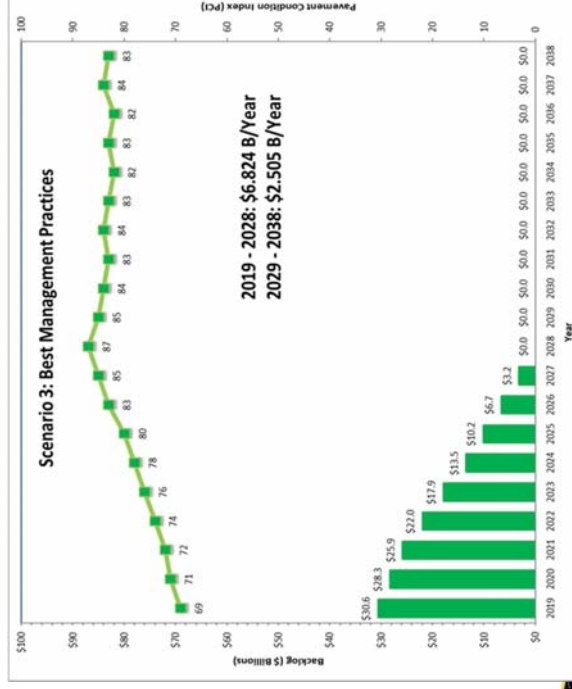
Funding if Prop. 6 Passes (\$2.09 B/year)



Existing Funding (\$3.08 B/year)



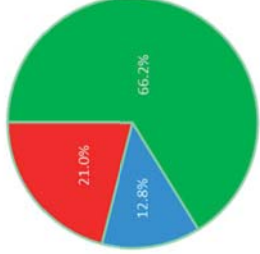
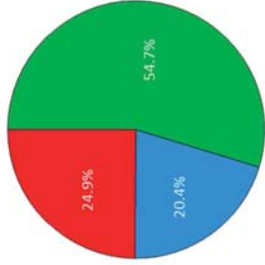
Best Mgmt Practice (\$6.824 B/year)



NCE

Percent Good/Fair/Poor

Current Breakdown Existing Funding If Prop. 6 Passes



Good PCI > 70
Fair 50 > PCI > 70
Poor PCI < 50

For More Information

- Final Report to be released October 9th, 2018
- www.SaveCaliforniaStreets.org
- Final report
- County Maps
- Fact Sheet
- Talking points

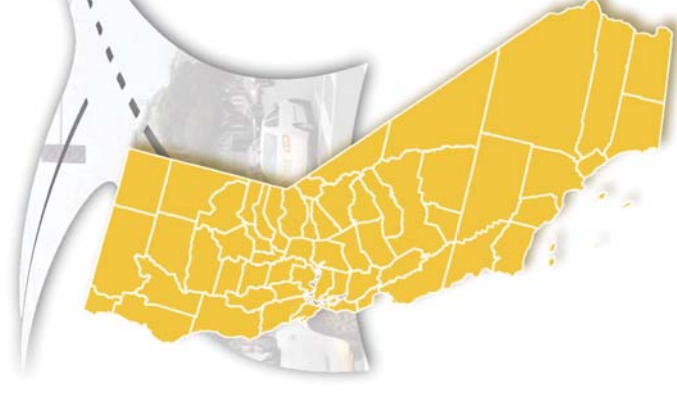


Total Needs & Shortfalls

Technological Efficiencies

Transportation Asset	2016		2018	
	Needs	Funding	Needs	Shortfall
Pavement	\$ 70.0	\$ 30.8	\$ 61.7	\$ (30.9)
Essential Components	\$ 32.1	\$ 13.0	\$ 34.1	\$ (21.1)
Bridges	\$ 4.6	\$ 2.0	\$ 5.5	\$ (3.5)
Totals	\$ 106.7	\$ 45.8	\$ 101.3	\$ (55.5)

Shortfall decreased
by \$17.5 billion!



Presented by:

Margot Yapp, PE
Vice President
NCE

myapp@ncenet.com





VIII. RPAC

October 3, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI
EXECUTIVE DIRECTOR

By: Rob Ball
Director of Planning

SUBJECT: RPAC AGENDA ITEM: VIII.
IMPORTANT DEADLINE: SB1 RMRA LOCAL STREETS & ROADS PROGRAM REPORT
DUE MONDAY, OCTOBER 1, 2018

DESCRIPTION:

FY 2017-18 SB1 Road Maintenance and Rehabilitation Account (RMRA) Local Streets & Roads Program Report Requires Annual Reporting are Due Monday, October 1, 2018.

DISCUSSION:

Agencies that received Fiscal Year 2017-18 RMRA Local Streets and Roads Program Funding are required to submit an Annual RMRA Project Expenditure Report regardless if RMRA funds were expended or not.

The Annual Project Expenditure Reporting deadline is **Monday, October 1, 2018**. All reports must be submitted using the [CalSMART](#) web portal. Reports will not be accepted **after October 1**; those jurisdictions that fail to meet this deadline will be reported as **noncompliant**.

If your jurisdiction is working on the report and has already spoken with a member of our team, please disregard this message.

Before contacting the Local Streets and Roads Program staff for assistance, we ask that you **thoroughly review all** training and user guide materials. Most of the requests for assistance we are receiving can be answered by using the material we have already provided. For your convenience we have provided the links to the documents and attached those not on the program website.

- [Expenditure Report Technical Training Presentation](#)
- Sample Expenditure Report Worksheet – Attached to Message
- [Expenditure Report Online User Guide](#)
- [Online Reporting Tool Instructions](#)
- [2019 Local Streets and Roads Funding Program Reporting Guidelines](#)

For jurisdictions seeking an **edit to their Reportable Project Type** (i.e. Consolidated, Split, Removed, Original, or New) please know that deployment of an “Undo” feature in the [CalSMART](#) website will be available, **September 25th by 10:00am**. Instructions will be sent to all users regarding this updated reporting tool feature.

Please submit **all requests for technical assistance** through the LSR@catc.ca.gov program email. Due to an influx of calls we are not able to keep up with the voicemails and calls in a timely manner. If you have left a voicemail or email and are still waiting a response please send a follow up email to the program inbox letting us know.

ACTION: Information.



IX. RPAC

October 3, 2018

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI
EXECUTIVE DIRECTOR

By: Linda Urata
Regional Planner

SUBJECT: RPAC AGENDA ITEM: IX.
KERN ADVANCED TRANSPORTATION TECHNOLOGY PLANNING PROGRAM AND
KERN EV BLUEPRINT

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles. Kern COG is forming two temporary working groups – the TRANSITions 2019 planning committee and the Kern Electric Vehicle (EV) Blueprint Plan Informal Working Groups.

DISCUSSION:

In January 2018, the first TRANSITions transit symposium was held in Bakersfield for public transit providers serving the Kern County region. A second TRANSITions transit symposium will be held in January 2019. The symposium is in the Kern COG OWP work element 603.3. Kern COG will seek input from the local transit agencies regarding the topics and speakers.

Kern COG partnered with the Center for Sustainable Energy (CSE) to submit a proposal to the California Energy Commission's (CEC's) "Electric Vehicle (EV) Ready Communities Challenge Solicitation to create a "Kern EV Blueprint". On May 9, 2018, the CEC approved funding our project at \$200,000. By July 27th, Kern COG completed contracting with the CEC and with CSE. The Kern EV Blueprint will be completed by June 30, 2019 and identify at least one project in each Kern COG member agency's jurisdiction, that may be ready to pursue funding for installation. The Kern EV Blueprint is in a new Kern COG OWP work element 603.4.

The Kern EV Blueprint development and project selection will be guided by an Informal Working Group (IWG) which will be formed in October. The IWG will consist of approximately 12 to 15 members. The group will meet between October 2018 and June 2019, with an in-person meeting first and then by conference call for an additional three or four meetings. The IWG will be tasked with the following work:

- Review documents and provide or process information between the meetings
- Set goals for EV infrastructure and vehicle deployment throughout Kern County
- Review and accept the project selection methodology for up to 12 projects incorporated in the plan
- Distribute and/or identify contacts for the distribution of a Kern EV Blueprint toolkit

The IWG will be comprised of a diverse group, including local governments, EVSE companies and installers, EV enthusiasts, college and school district representation, local or county permitting offices, Air Districts, social and/or environmental justice groups, private sector businesses, and public agencies.

All references on behalf of interested parties, or identifying IWG members may be referred to Linda Urata, 661-635-2904 or lurata@kerncog.org.

ACTION: Interested working group volunteers contact Kern COG staff.



HCD ANNOUNCEMENT

Just Released

No Place Like Home Program Round 1 Competitive Allocation Funds Notice of Funding Availability

The California Department of Housing and Community Development is pleased to announce the availability of approximately **\$400 million in Round 1 Competitive Allocation funds for the No Place Like Home (NPLH) program.**

The NPLH program provides deferred payment loans to counties or their Development Sponsors for the development of permanent supportive housing for people living with serious mental illness who are experiencing homelessness, chronic homelessness, or are at-risk of chronic homelessness.

The NPLH NOFA and application materials are posted to the [NPLH program webpage](#).

Applications for Round 1 Competitive Allocation funds are due to HCD no later than 5:00 p.m. on January 15, 2019, by U.S. mail, UPS, FedEx, or other carrier service that provides a date stamped verification of delivery.

Workshops

Training workshop dates will be released next week. Technical Assistance sessions can be provided on a one-on-one basis (per appointment on the day of the workshop). Please email NPLH@hcd.ca.gov to set up an appointment.

Alternative Process Counties contact list - Projects in the Alternative Process Counties must apply directly to their county for NPLH funds. The county contact list is posted on the [NPLH Program webpage](#).

Questions? Please contact: NPLH@hcd.ca.gov.

October 23, 2018

TO: Regional Planning Advisory Committee

FROM: Rob Ball
Deputy Director/Planning Director

SUBJECT: KERN SUSTANABLE COMMUNITY GRANTS AND COG ASSITANCE REQUESTS
DUE OCTOBER 31, 2018

DESCRIPTION:

The 2018 Regional Transportation Plan (RTP) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals, free access to GrantFinder.com, as well as potentially provide resources for grant writing, funding and in-kind staff time to help sub areas of the County that need it most. This item is updated from what was presented to the RPAC and TPPC earlier this month.

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 project selection policy which emphasizes sustainability, Kern COG has in the past provided technical assistance and grant writing assistance. Kern COG continues the same strategy of providing sub-regional monitoring feedback with the latest travel demand model, and assistance for finding funding and grants.

Assistance - The 2014 RTP was the first to contain a Sustainable Community Strategy (SCS) as required by the state Climate Protection Act of 2008 (SB 375). Kern COG began work with member agencies 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 identifying the vehicle miles traveled per capita for each community since 2009 for each RTP.

Since 2009, Kern COG has awarded over \$400,000 in technical assistance grants and/or in-kind staff time/consultant support to provide member agencies with resources to identify transportation projects that would further the goals of the Kern Regional Blueprint and Sustainable Community Strategy. The grant/incentive program has helped fund:

- community bike and complete street plans
- community visioning/design workshops
- 2D/3D community visualizations (requires separate application form – see attachments)
- transportation impact fee programs
- general plan circulation element updates
- Habitat/Natural Community Conservation Planning (HCP/NCCP) in support of transportation

Member Agencies Simply Email Sustainable Community Grant Ideas to Kern COG by Oct. 31 - Under this Kern COG local government assistance program, staff can recommend that limited technical assistance grant resources be prioritized for agencies with the greatest potential need (see monitoring section below). Agencies must request technical assistance grants in writing by October 31, 2018 for consideration. Requests may be made by email and should include a brief preliminary scope and budget regarding the planning or project needed. Agencies are encouraged to contact COG staff for assistance in developing the request for sustainable community grants and planning funds. Staff will provide assistance in deciding which grant resources (see attachment 1) fit your project best. For assistance please contact:

Email your Sustainable Community Grant Ideas to:

Rob Ball, Planning/Modeling Assistance - 661-635-2902, rball@kerncog.org

Linda Urata, Grant Writing Assistance, GrantFinder.com Access - 661-635-2904, lurata@kerncog.org

For Questions about Assistance with Specific Grant Programs:

Becky Napier, Admin. Director/Technical Assistance Grants – 661-635-2910, bnapier@kerncog.org

Mike Heimer, GIS Mapping, 2D/3D visualization Grants – 661-635-2909, mheimer@kerncog.org

Bob Snoddy, Transit/Sustainable Communities Grants – 661-635-2916, bsnoddy@kerncog.org

Peter Smith, ATP, TDA3, SGC TC, AHSC – 661-635-2917, psmith@kerncog.org

Rochelle Invina, HCD NPLH Grant, SGC TC, AHSC – 661-635-2908, rinvina@kerncog.org

Joe Stramaglia, Transportation Programming – 661-635-2914, jstramaglia@kerncog.org

Raquel Pacheco, Transportation Project Delivery – 661-635-2907, rpacheco@kerncog.org

Member Agencies Provided with Free Access to GrantFinder.com - Kern COG has secured GrantFinder software licenses on behalf of the organization, its member agencies, and local public transit agencies for the period ending May 31, 2019, 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 filter 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. GrantFinder training is available. Program contact: Linda at 661-635-2904 or lurata@kerncog.org.

In November 2012, the Kern COG Board adopted the new project delivery policies and procedure (http://www.kerncog.org/wp-content/uploads/2012/12/project_selection_policy_20161117.pdf) to assist the region in promoting projects that better match the goals of the RTP. 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 livable communities and lower air emissions.

Since the inception of these programs 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, and the City of Tehachapi has adopted the first city-wide “form-based-code” General Plan in California.

Monitoring - The attached Table 1 shows the current modeling of auto Vehicle Miles Traveled (VMT) per person (household population + employment by place of work). The total shows a 3.2 percent decrease. 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 program is a strategy in the 2018 RTP and will continue to be funded as planning funds and grants are available, and subject to the Board's direction, 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 restrictions.

Attachments

Attachment 1 - Kern Sustainable Community Grant Resources – October 2018

Attachment 2 - Kern COG 2D/3D Community Visualization Application Form

Attachment 3 - Kern COG Free Member Agency Access to GrantFinder.com

Attachment 4 – New SB1 HCD Housing Grant

Attachment 5 - Table 1 - Change in Daily Auto Miles Traveled Compared to the Old Plan

Attachment 6 - Kern Sub Area Map

Attachment 1

Kern Sustainable Community Grant Resources – October 2018

Kern Council of Governments

Technical Assistance Grant Program – Email Request to Rob Ball rball@kerncog.org or Becky Napier bnapier@kerncog.org due by **October 31, 2018**

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 funds and strategizing which sources are most appropriate. Awards are subject to available funding, need, and past geographic distribution of past awards. Past grant awards were around \$30k for consultant or in-kind COG staff time in planning and technical support. Past awards have included:

- community bike and complete street plans,
- community visioning/design workshops,
- transportation impact fee programs,
- general plan circulation element updates,
- Habitat/Natural Community Conservation Planning (HCP/NCCP) in support of transportation,

Planning Visualization Grant Application – Request form from Michael Heimer at mheimer@kerncog.org - due by **October 31, 2018** – awards subject to available funding, need and distribution of past award of funds.

San Joaquin Valley Air Pollution Control 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 – Applications due February 22, 2019

- EV Charging/CNG refilling stations, public education, vanpool, park & ride, bike path. \$50k available.

Caltrans

Sustainable Communities Competitive Grant Program – <http://www.dot.ca.gov/hq/tpp/grants.html> -

Applications due November 30, 2018

Eligible projects:

The grant specific objective of the Sustainable Communities Competitive Grants is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives. Applicants should demonstrate how the proposed effort would:

- Integrate Grant Program Considerations
- Advance transportation related GHG emission reduction project types/strategies) i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- Identify and address deficiencies in the multimodal transportation system, including the needs of environmental justice and disadvantaged communities including Native American Tribal Governments and rural communities
- Encourage stakeholder collaboration
- Involve active community engagement
- Coordinate transportation, housing, and land use planning
- Promote the region's RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1, and climate adaptation goals (Safeguarding California)
- Result in funded and programmed multimodal transportation system improvements

Active Transportation Program (ATP) – <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html> - Next cycle will be announced in 2019

Strategic Growth Council

Affordable Housing/Sustainable Communities (AHSC) - <http://sgc.ca.gov/programs/ahsc/> - applications due January 2019? – Draft round 4 guidelines 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 - <http://sgc.ca.gov/programs/tcc/> - Applications due **October 30, 2018**
Eligible projects:

1. Evaluating, updating, and streamlining various policies and codes currently enforced by the Planning Department and other local department (e.g., public works, health and safety, fire, parks and open space, etc.).
2. Completing fiscal analysis and studies, such as conducting a fiscal impact analysis to understanding long-term service costs of future development, and determine fee structures.
3. Building capacity both internally, among staff and department, as well as externally, among stakeholders including the development of collaborative and partnerships that connect land use development with environmental, economic and social justice priorities.
4. Preparing climate action and climate adaptation plans.
5. Designing or enhancing community engagement that results in innovative and meaningful programs and practices built upon the input and expertise local public agency staff, community-based organizations, workforce development boards, and overburdened individuals and groups.

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.

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



Visualization Application Form

E-mail completed application forms to Michael Heimer at mheimer@kerncog.org / (661) 635-2909

Applications due: October 31, 2018

Project Name: _____
Jurisdiction: _____
Contact Name: _____
Contact Phone Number: _____
Contact E-mail Address: _____
Planning Director's Name and Email: _____
(if different than above)

Desired Type of Visualization for this Area (select all that apply and rank numerically):

- ☐ 3-D Visual Simulation
- ☐ 2-D Visual Simulation
- ☐ To be determined

CRITERIA

1. **Regional Blueprint:** How does the proposed location relate to the Kern Regional Blueprint principles?
2. **TOD/Transit Corridor:** Is the selected site a location of future transit oriented development or along a transportation corridor?
☐ Yes ☐ No If yes, please describe the TOD/Transit Corridor.
3. **Planning Effort:** Does this area have, or is this area undergoing a planning effort, such as a community or specific plan update, that could inform the community/neighborhood of the simulated scenario?
☐ Yes ☐ No If yes, please describe the established planning effort (e.g., specific plan update, community plan update, neighborhood plan update, general plan update, etc.).

4. **Project Manager:** Will the project manager be available to assist the consultant or photographer with relevant information for the timely completion of the effort?

☐ Yes ☐ No If yes please identify project manager:

The person must be available to provide a “de-briefing” on the visual simulation process or photography effort once completed to ensure that KERN COG can continue to improve future visualization efforts.

5. **Support:** Is there support for a visual simulation within your jurisdiction?

☐ Yes ☐ No ☐ Not Sure If yes, how has this support been demonstrated? (e.g., statement of support from your KERN COG Board representative, your City Council/Board of Supervisors, etc.)

6. **Justification:** Please explain why KERN COG should select the proposed location or project for a visualization (How will the visualization be used as a tool for the community and why is a visualization valuable for the community). Kern COG has budgeted \$10,000 for 3D, and \$2,500 for 2D visualizations

7. **Estimated Completion Date:**

8. **Additional Comments (optional):**

Send any questions or comments to Michael Heimer at mheimer@kerncog.org

Attachment 3



GrantFinder License Request



Licensed User #1

Agency _____

Department _____

First Name _____

Last Name _____

Title _____

Cell Phone _____ Work Phone _____

Email _____

Optional: Licensed User #2

Agency _____

Department _____

First Name _____

Last Name _____

Title _____

Cell Phone _____ Work Phone _____

Email _____

Manager's Name and Title _____

Manager's Signature & Date _____

Kern Council of Governments has contracted for up to 26 licensed users of GrantFinder Software (www.grantfinder.com) for the period June 2018 through May 2019.

Kern COG will administer the contract and reserve two licenses for its use. The remaining licenses will be issued as follows: (a) up to 2 per member agency. Any remaining licenses will be issued as follows: (b) Public Transit Agencies in Kern County. All requests considered on a case-by-case basis and are subject to the approval of the Executive Director. The licenses will be issued annually, pending renewal of the contract between Kern COG and GrantFinder. Agencies assigned a license by Kern COG must comply with GrantFinder user agreements and may be asked to renew their request to Kern COG annually. Contact Linda Urata, 661-635-2904 with any questions regarding this program.

Please return this form to Linda Urata via email: lurata@kerncog.org



HCD ANNOUNCEMENT

Just Released

No Place Like Home Program Round 1 Competitive Allocation Funds Notice of Funding Availability

The California Department of Housing and Community Development is pleased to announce the availability of approximately **\$400 million in Round 1 Competitive Allocation funds for the No Place Like Home (NPLH) program.**

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The NPLH NOFA and application materials are posted to the [NPLH program webpage](#).

Applications for Round 1 Competitive Allocation funds are due to HCD no later than 5:00 p.m. on January 15, 2019, by U.S. mail, UPS, FedEx, or other carrier service that provides a date stamped verification of delivery.

Workshops

Training workshop dates will be released next week. Technical Assistance sessions can be provided on a one-on-one basis (per appointment on the day of the workshop). Please email NPLH@hcd.ca.gov to set up an appointment.

Alternative Process Counties contact list - Projects in the Alternative Process Counties must apply directly to their county for NPLH funds. The county contact list is posted on the [NPLH Program webpage](#).

Questions? Please contact: NPLH@hcd.ca.gov.

Attachment 5 - Table 1 - 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%

Attachment 6 - Kern County Sub Areas and Transportation Analysis Zones (gray lines)

