

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

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

**WEDNESDAY
March 6, 2019
1:30 P.M.**

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

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

I. ROLL CALL:

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

Disabled individuals who need special assistance to attend or participate in a meeting of the Regional Planning Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 635-2910. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- A. RPAC Meeting of August 1, 2018
- B. RPAC Meeting of October 3, 2018
- C. RPAC Meeting of January 2, 2019

IV. PUBLIC INFORMATION POLICIES AND PROCEDURES UPDATE (Napier)

Comment:

Action: Information/Discussion

V. KERN ELECTRIC VEHICLE CHARGING STATION BLUEPRINT (Urata)

Comment: Kern COG was awarded a grant of \$200,000 from the California Energy Commission to create a Kern Electric Vehicle Charging Station (EVCS) Blueprint. Kern COG staff, the consultant Center for Sustainable Energy and the Kern EVCS Work Group are working to complete a draft Kern EVCS Blueprint in March 2019.

Action: Information

VI. ACTIVE TRANSPORTATION PROGRAM FUNDING HISTORY (Smith)

Comment: The Active Transportation Program provides funding for alternative types of transportation, including walking and bicycling.

Action: Information

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

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

Action: Information

VIII. ANNOUNCEMENTS

- Kern Council of Governments' 2019 Transit Symposium – Tuesday, February 26, 2019

IX. MEMBER ITEMS

X. ADJOURNMENT

The next scheduled meeting will be April 3, 2019.

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	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)
	Robert Mobley	City of Wasco
	Ricardo Perez	GET
	Michael Navarro	Caltrans
	Ted James	Community Member
STAFF:	Ahron Hakimi	Kern COG
	Becky Napier	Kern COG
	Raquel Pacheco	Kern COG
	Rob Ball	Kern COG
	Linda Urata	Kern COG
	Rochelle Invina	Kern COG
	Ben Raymond	Kern COG
OTHERS:	Asha Chandy	Bike Bakersfield
	Troy Hightower	Consultant
	Yolanda Alcantar	Kern County Public Works
	Adeyinka Glover	Leadership Counsel
	Jasmine del Aguila	Leadership Counsel
	Ravi Pudipeddi	City of Bakersfield
	Warren Maxwell	Kern County
	Paul Candelaria	Kern County

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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 versus 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 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.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

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

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

I. ROLL CALL

MEMBERS PRESENT:	Steve Esselman Alexander Lee Roger Mobley Ricardo Perez Asha Chandy	City of Bakersfield City of McFarland City of Wasco GET Community Member
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STAFF:	Becky Napier Rob Ball	Kern COG Kern COG
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OTHERS:	Michael Dillenbeck DeeKay Fox Dave Dmohowski Jasmine del Aguila Ravi Pudipeddi Joshua Champlin Paul Candelaria	Kern County Public Works GET Home Builders Association Leadership Counsel City of Bakersfield Kern County Kern County
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None

III. APPROVAL OF DISCUSSION SUMMARIES

Due to lack of a quorum this item was not discussed.

IV. CHAIRMAN PEREZ AND DEEKAY FOX GAVE A PRESENTATION “GET TO KNOW MICROTRANSIT”.

Chairman Perez and DeeKay Fox from Golden Empire Transit District gave a presentation on a six month pilot program that is slated to begin in April 2019. Microtransit will be used on Route 47 in Southwest Bakersfield, Route 84 in Northwest Bakersfield, and the southern section of Route 61 and in the evenings after 7:00 p.m. except for the Rapid Bus Routes 21 and 22.

V. SB 375 GREENHOUSE GAS REDUCTION TARGET SETTING TIMELINE UPDATE AND COORDINATION EFFORTS (Ball)

Mr. Ball presented the preliminary timeline for the target setting update for SB 375.

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 to 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

This item was for information only.

VI. 2018 RTP-VOLUNTARY COMMUNITY PROGRESS MONITORING AND TECHNICAL ASSISTANCE GRANT INCENTIVE PROGRAM (Ball)

In 2014 the RTP proposed a new strategy to help member agencies voluntarily monitor their progress toward the region's air emission goals. To help the member agencies develop projects that will better compete under the new project selection policy which emphasizes sustainability, Kern COG provided technical assistance and grants to the member agencies. 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.

The Committee was provided with a table and maps that show the current modeling of auto Vehicle Miles Traveled per person (household population + employment by place of work). The total shows a -3.2% decrease in region-wide. Some sub-regions have seen an increase in VMT compared to the prior RTP. The technical assistance and grant program could be prioritized to communities that may show difficulty in making progress toward reducing emissions subject to the Kern COG Board's direction.

This item was for information only.

VII. 2018 KERN COUNTY ASCE INFRASTRUCTURE REPORT CDARD AND 2018 STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT – PRELIMINARY RESULTS (Ball)

Mr. Ball discussed the American Society of Civil Engineers (ASCE) and the League of Cities/County Supervisors Association of California reports on the condition of Kern's transportation system. In the ASCE report Kern County received a grade of C, up from a D+ primarily due to the completion of 47 new bridges, most through the Thomas Roads Improvement Project. The California Statewide Local Streets and Roads Needs Assessment only looks at road and bridge condition and shows that Kern County slipped from a 66 PCI to 63 in the past 10 years. The statewide PCI is 65.

This item was for information only.

VIII. IMPORTANT DEADLINE: SB 1 RMRA LOCAL STREETS AND ROADS PROGRAM REPORT DUE MONDAY, OCTOBER 1, 2018 (Ball)

Mr. Ball stated that there was 100% response from the region to the SB 1 road Maintenance and Rehabilitation Account Local Streets & Roads Program Report and congratulated everyone.

This item was for information only.

IX. KERN ADVANCED TRANSPORTATION TECHNOLOGY PLANNING PROGRAM AND KERN EV BLUEPRINT (Ball)

Mr. Ball announced that 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 currently forming two temporary working groups – the TRANSITions 2019 planning committee and the Kern Electric Vehicle Blueprint working group. Interested Committee Members and individuals were encouraged to contact Linda Urata to participate in the working groups.

This item was for information only.

X. MEMBER ITEMS

None.

XI. ADJOURNMENT

The meeting was adjourned at 2:24 p.m. The next scheduled meeting of the RPAC is 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
January 2, 2019
1:30 P.M.

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

I. ROLL CALL

MEMBERS PRESENT:	Steve Esselman	City of Bakersfield
	Mark Staples	City of Taft
	Ricardo Perez	GET
	Asha Chandy	Community Member
	Eric Dhanens	Community Member
	Ted James	Community Member
	Lorena Mendibles	Caltrans
STAFF:	Ben Raymond	Kern COG
	Rob Ball	Kern COG
	Linda Urata	Kern COG
	Ed Flickinger	Kern COG
OTHERS:	Dave Dmohowski	Home Builders Association
	Manpreet Bell	City of Bakersfield
	Jasmene del Aguila	Leadership Counsel

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None

III. APPROVAL OF DISCUSSION SUMMARIES

Due to lack of a quorum this item was not discussed.

IV. FEDERAL SAFETY PERFORMANCE MEASUREMENT 9PM1) "TOWARD ZERO" 2019 TARGET UPDATE (Ball)

Mr. Ball explained that the required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on our streets with their transportation expenditures. Under the requirements of the recent federal transportation spending bills, 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 the minor consequences of redistribution of Caltrans Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). Many of the projects in the ATP program improve safety for bike and pedestrians, and would likely still be eligible under HSIP.

Major consequences of not adopting, monitoring, and encouraging progress toward the target, in accordance with federal rules, can ultimately result in loss of all federal transportation funding to the region through de-certification of the agency.

After discussion from the Committee and the audience, Mr. Ball stated that Kern COG would assist member agencies as needed to meet the requirements.

This was an information item.

V. SB 375 GREENHOUSE GAS EMISSION REDUCTION UPDATE AND TIMELINE FOR THE 2022 RTP/SCS (Ball)

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

Preliminary Timeline 2022 RTP

1. August 15, 2018 - 2018 RTP/SCS Adopted
2. October 1, 2018 - Effective Date for 3rd Cycle SCS Target (-15%/capita reduction by 2035)
3. Winter 2018/19 - Adopt Public Involvement Procedure for 2022 RTP/SCS
4. Spring 2019 – Stakeholder roundtable process
5. Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
6. Summer 2020 - Begin Regional Housing Needs Assessment Update Process
7. Spring 2021 – 2020 U.S. Census population voting district file available
8. Summer 2022 Adopt RTP/SCS, RHNA, EIR and associated documents.

Mr. Ball answered questions from the Committee and the audience.

This item was for information only.

VI. KERN ADVANCED TRANSPORTATION TECHNOLOGY PLANNING PROGRAM AND KERN EV BLUEPRINT (Urata)

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

Announcement: The TRANSITions 2019 Symposium will be held on Tuesday, February 26, 2019 from 8am to 3:30pm at Hodel's Country Dining in Bakersfield. A Save the Date email was sent the week of December 17th to the individuals who attended or were invited to attend TRANSITions 2018. Kern COG staff met with staff from Golden Empire Transit and Kern Transit to discuss the second annual transit summit.

Ms. Urata discussed the Kern EV Charging Station Plan formally the Kern EV Blueprint; Clean Vehicle Rebates Issued in Kern County; Valley Go!; and Electrify America. Ms. Urata also highlighted that the Eastern Kern Air Pollution Control District opened its 2019 DMV Fee Grant and Voucher Programs on October 1st. Guidelines and applications are available at www.kernair.org and are due by February 22, 2019.

She also highlighted that on November 16, 2018, the City of Arvin hosted a show-and-tell of the Proterra Catalyst electric bus of the type that will be purchased through a \$2.29 Million FTA Low No Emissions Grant Program. Kern COG staff attended this event. The program will provide for the replacement of 3 diesel buses with 3 Proterra Catalyst Electric Buses, and charging infrastructure.

This item was for information only.

VII. ANNOUNCEMENTS

None

VIII. MEMBER ITEMS

None.

IX. ADJOURNMENT

The meeting was adjourned at 2:31 p.m. The next scheduled meeting of the RPAC is February 6, 2019.



IV. RPAC

March 6, 2019

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Becky Napier
Deputy Director - Administration

SUBJECT: RPAC AGENDA ITEM IV.
Public Information Policies and Procedures

DESCRIPTION:

Preparation of the 2019 Public Information Policies and Procedures.

DISCUSSION:

The 2017 Regional Transportation Plan (RTP) Guidelines for Metropolitan Planning Organizations requires Kern COG to develop and/or update a documented participation plan to establish the process by which the public can participate in the development of regional transportation plans and programs. Prior to developing its 2022 RTP, Kern COG is now updating its Public Information Policies and Procedures (PIP).

The 2017 RTP Guidelines as well as Kern COG's 2015 PIP, require a 45-day public comment period prior to approval by the Kern COG Board. The comment period will be held following RPAC and interested party review and comment.

To begin discussion of the update to the PIP, a document in redline and strikeout is provided. This is a comparison of the 2015 PIP to the Draft 2019 PIP.

ACTION: Information/Discussion



**Kern Council
of Governments**



Public Information Policies and Procedures
March 2015
2019

Policy Manual Chapter V: Planning and Services

Article IXXI: Public Involvement Procedures and Policies

Section 1. Introduction

This document is a plan for providing guidance for Kern Council of Governments' (Kern COG) elected officials and staff in public participation and interagency consultation throughout the regional planning process. It contains the agency policies, guidelines and procedures Kern COG uses in developing the metropolitan planning process. This includes the development and approval of the Regional Transportation Plan, Regional and Federal Transportation Improvement Program, and environmental review documentation related to growth, transportation, air quality, and any product prepared by Kern COG staff that statutorily requires public participation, or for which the Kern COG Board of Directors determines is necessary. Kern COG carries out its transportation and air quality planning responsibilities in a continuing, cooperative and comprehensive manner in conformance with federal and state Law that determine how Metropolitan Planning Organizations (MPOs) provide for early consultation and public participation. The various laws include but may not be limited to:

Federal

- Transportation and Conformity Regulations of Title 40 CFR Part 93.105
- Title 23 CFR Part 450.316
- Title 23 CFR Part 450.322(g)(1) and (2)
- Title 23 CFR Part 450.216(a)(1)
- Title 23 USC Part 134(g)(4)
- Title 23 USC Section 135(e)
- Title VI of the Federal Civil Rights Act of 1964
- Title 49 CFR Part 21.5
- Title 42 USC Chapter 21 Section 2000(d)
- Executive Order 12898 regarding Environmental Justice (1994)
- Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency
- Executive Order 13175 regarding Consultation and Coordination with Indian Tribes
- US DOT Order 5610.2 (1997)
- US DOT Order 6640.23 (1998)
- 1990 Americans with Disabilities Act
- 1990 Clean Air Act Amendments
- 2005 Safe, Accessible, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- Moving Ahead for Progress in the 21st Century (MAP-21)
- Fixing America's Surface Transportation (FAST) Act

State

- Government Code Section 11135
- Government Code Section 65080
- California Environmental Quality Act (CEQA)

Title 23 CFR Part 450.316(a) states the following concerning participation and consultation:

“The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.”

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.

Section 2. Background

The federal government has mandated that public involvement in the metropolitan planning process meet minimum requirements. How effectively planning agencies provide opportunities for public input is an important criterion to determine federal fund allocation for local, regional, state projects and programs. While legislation such as [Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\)](#), [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#), [most recent federal transportation spending bills](#), the Americans with Disabilities Act and awareness of environmental justice issues have broadened the scope of public participation in the planning and programming process, prior federal transportation acts also required public participation.

California’s Ralph M. Brown Act has long required state and local agencies to perform their duties in the public’s full view and provide opportunities for public input. All environmental documents related to transportation plans include the public comment provisions of the California Environmental Quality Act (CEQA). Kern COG has always complied with California law in addition to meeting federal statute mandates.

Kern COG’s Board of Directors and technical advisory committees assist the bottom-up planning process and frequent, ongoing public and interagency participation at all stages of the process. Outreach programs are designed in cooperation with technical advisory committees and other transportation and air quality agencies. These programs

will complement the decentralized planning process, which was established to increase participation in regional policy development.

Effective public involvement requires that affected individuals and groups be encouraged to participate in the development of local, regional, and state plans. The following policies, guidelines and procedures are designed to encourage participation during the preparation of the:

- A. Regional Transportation Plan – Refer to Appendix C of the ~~2014~~2018 RTP;
- B. Transportation Improvement Program;
- C. Environmental impact studies or reports; and
- D. Any product prepared by Kern COG staff that statutorily requires public participation or for which the Kern COG Board of Directors determines it is necessary.

Section 3. Partnerships

Kern COG staff maintains regular contact with the following agencies:

American Lung Association	City of McFarland
Amtrak	City of Ridgecrest
Bakersfield ARC	City of Shafter
Bakersfield Senior Center	City of Taft
Bakersfield Association of Realtors	City of Tehachapi
Bakersfield Downtown Business Association	City of Wasco
Bakersfield Association of Retarded Citizens	CommuteKern
Bike Bakersfield	County of Kern
Bureau of Land Management	County of Kern Public Health Services Department
California Air Resources Board	Cultiva La Salud
California Department of Conservation – Oil, Gas & Geothermal Division	Dolores Huerta Foundation
California Department of Finance	Eastern Kern County APCD
California Environmental Protection Agency	Edwards Air Force Base
California Highway Patrol	Federal Highway Administration
California Office of Planning and Research	Federal Transit Administration
Caltrans Districts 6 and 9	Fresno Council of Governments
Center for Race Poverty & the Environment	Golden Empire Transit District (GET)
City of Arvin	Greater Bakersfield Chamber of Commerce
City of Bakersfield	Greyhound Lines
City of California City	Independent Living Center
City of Delano	Indian Wells Valley Airport District
City of Maricopa	Inyo County Transportation Commission
	Kern Congestion Management Agency
	Kern County Aging & Adult Services Department

Kern County Building Industry Association
Black Chamber of Commerce
Kern County Home Builders Association
 Kern County Commission on Aging
Community Action Partnership of Kern
 Kern County Economic Opportunity Corporation
Hispanic Chamber of Commerce
 Kern County Housing Authority
 Kern County Superintendent of Schools
 Kern County Water Agency
 Kern Economic Development Department
Corp.
 Kern Minority Contractors Association
 Kern Motorist Aid Authority
 Kern Regional Center
 Kern Transit
 Kern Transportation Foundation
 Kern Wheelmen Bicycle Club
 Kings County Regional Planning Agency
Association of Governments
Leadership Counsel for Justice and Accountability
 Local Agency Formation Commission
 Madera Local County Transportation Commission
 Merced County Association of Governments
 Metro Bakersfield Consolidated Transportation Service Agency
 Mexican-American Opportunity Foundation
 Minter Field Airport District

Mono County Transportation Commission
 Mojave Town Council
 Natural Resources Defense Council
 Naval Air Weapons Station - China Lake
 New Advances for People with Disabilities
 North of the River Recreation & Park District
 Blue Sky Partners
 San Joaquin ~~County~~ Council of Governments
 San Joaquin Valley Air Pollution Control District
 Santa Fe Railways
 Sierra Club
 Southern California Auto Club
~~Stanislaus Area~~ Southern California Association of Governments
Stanislaus Council of Governments
 Tejon Indian Tribe of California
 Tribal communities
 Tubatulabal Tribe
 Tulare County Association of Governments
 Various chambers of commerce
 Various community services districts
Various environmental/social equity organizations
 Wasco and Delano Associations for the Developmentally Disabled
 Wasco Housing Authority

Section 4. Guidelines

Kern COG is committed to developing and maintaining an effective citizen participation process. In order to accomplish this commitment, the following principles guide the public involvement process:

- A. It is the right and responsibility of citizens to be involved in the transportation planning process.
- B. Citizens should be educated about the needs and issues and encouraged to participate in finding solutions.

- C. Early and timely citizen involvement- is necessary to build community agreement on needs and solutions before alternatives are proposed.
- D. Agreement on the final product is a desirable goal, but agreement does not mean 100 percent unanimity by all parties. Negotiation and compromise are essential ingredients to building agreement.
- E. The process by which a decision is reached is just as important as the product. Citizens should end the process satisfied that they had the opportunity to be significantly involved and that their voices were heard and reflected in the final document.
- F. After decisions are made, actions should follow to maintain confidence in the community involvement process.

Community involvement is not a one-time process. The manner in which the public is involved may change as the process progresses.

In Attachment A, Public Involvement Chart, Kern COG defines a public participation program for each document it produces. Final documents will reflect the needs and desires of affected communities within the region. This includes establishing procedures and responsibilities for:

- A. Informing, involving, and incorporating public opinion into the planning process;
- B. Consultative involvement of designated agencies on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity;
- C. Clearly designating a lead staff person who is knowledgeable about the entire planning process to be responsible for the public involvement program; and
- D. Providing adequate funds and schedule expenditures to implement the public participation program.

Section 5: Procedures

Community Members/Organizations Involvement

Metropolitan transportation planning requires that where a metropolitan planning area includes Federal public lands and/or Indian Tribal lands, the affected Federal agencies and Indian Tribal governments shall be involved appropriately in the development of transportation plans and programs. Discussion on environmental mitigation activities of the long-range transportation plan shall be developed in consultation with tribes. Kern COG ~~shall initiate~~continues Government-to-Government consultation with the Tejon Indian Tribe of California in the development of transportation plans and programs.

Kern COG will notify interested or affected citizens who may be impacted through traditional and electronic meeting announcements, newspapers, public service announcements, press releases, social media, special mailers, publications and committee agendas, meetings and other opportunities to participate, as appropriate. Community members or organizations may include but are not limited to:

Academic and scientific communities

Airport authorities

Appropriate private transportation providers
Bicycle and pedestrian groups
Business and industry officials
Elected officials
Environmental organizations
Freight shippers and receivers
Health and disabled organizations
Local public and private transit operators
Local, state and federal agencies

Minority and ethnic groups
Native American associations
Operators of major modes of transportation
Recreation groups
Senior citizen groups
Service organizations
Traffic, ridesharing, parking, and enforcement agencies
Youth services groups

- A. Kern COG encourages public participation and acknowledges the value of this input.
- B. Kern COG will provide complete and easily understood information and summaries. Planning issues and alternatives will be addressed in a realistic manner.
- C. Kern COG will publish public comments in a newsletter or report. Reports will include specific agency responses, the effect of citizen input on decisions, and (when appropriate) updated reports of citizen participation.
- D. Kern COG will conduct a thorough review of the program, including staff and citizen evaluation.
- E. Kern COG will consult with Federal agencies and Indian Tribal governments in the development of transportation plans and programs pursuant to Federal law.

Level I Procedures Public Involvement Requirements

Level I procedures address routine documents that serve as a subset of or facilitate more significant plans or determinations. These documents are implementing long-range direction provided by plans and documents that went through a more intensive public review procedure (Level II or III). These documents are subject to the minimum levels of public outreach under these policies. These procedures become effective once an initial draft document has been produced.⁴ Procedures that apply to these documents are customized as appropriate to better focus public involvement.²

All Level I Documents and Formal Meetings including:

- A. Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and Congestion Management Program (CMP) amendments
- B. Federal Transportation Improvement Program (FTIP) amendments (excluding technical or administrative modifications)
- ~~C. State Transportation Improvement Program amendments~~
- ~~D.C.~~ Regional Transportation Improvement Program

⁴ See Attachment A, Kern COG Document Public Involvement Chart, for specific requirements on specific documents.

² See Attachment A, Kern COG Document Public Involvement Chart, for specific requirements on specific documents.

- ~~E.D.~~ Air quality conformity determinations
- ~~F.~~ Miscellaneous studies
- ~~G.~~ Transit plans & studies
- E. Overall Work Program (OWP), agency budget
- ~~H.F.~~ Active Transportation Plans and studies ~~currently under consideration~~
- ~~I.G.~~ Environmental Documents, as defined by the California ~~environmental~~
Environmental Quality Act and/or the National Environmental Policy Act ¹
- ~~J.~~ Congestion Management Program amendments

Level I Procedures

1. No person shall be denied participation.
2. A legal notice or display ad will be placed in the advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication, if possible.
3. Display ads will be placed as deemed necessary and targeted specifically to affected communities to encourage involvement and address key decision-making points.
4. Non-traditional approaches, such as 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 as deemed necessary by the agency in these non-traditional approaches.
5. Public meetings are defined as those regular COG meetings normally held on the third Thursday of each month, ~~excepting August and December.~~
6. Public workshops are defined as forums established specifically for the public to gain information and provide input on Kern COG documents and processes. This definition does not include technical workshops for member agency staff or elected officials even though they are technically open to the public.
7. Announcements dealing with documents and/or meetings and workshops ~~shall~~will be posted on the Kern COG web site and social media sites.
8. A mailing list of individuals who have expressed interest ~~shall~~will be maintained.
9. Meeting notices ~~shall~~will be mailed or e-mailed to individuals who have expressed interest.
10. Kern COG shall provide appropriate assistance, auxiliary aids and/or services when necessary to afford disabled individuals an equal opportunity. Individuals with disabilities will be provided an opportunity to request auxiliary aids.
11. Kern COG ~~shall~~ will provide audio/visual presentations along with its maps, charts and graphics whenever practical to help the public better understand the plans, programs, projects or determinations it adopts as deemed necessary by the agency.
12. Kern COG ~~shall~~will provide an interpreter, when requested, at any and all public hearings and workshops, and ~~shall~~will maintain its subscription to a language line for day-to-day public inquiries.
13. Kern COG's web site ~~shall~~will maintain a link to a translation service for information contained on the agency site.
14. Projects must be evaluated for their potential for public interest. Projects likely to have considerable public interest must also include Level III requirements.

15. ~~A~~Electronic and or a hard copy of draft transportation plan amendments and draft transportation improvement program amendments, environmental documents, and the Congestion Management Program amendments will be made available for review at Kern Council of Governments, ~~Kern County Board of Trade,~~ and the main branch of the local library system, ~~college libraries, and chambers of commerce~~ within affected areas. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.

Level II

Additional Public Involvement Requirements

Level II procedures address core agency plans, programs and declarations. These documents are subject to a higher level of public outreach than Level I documents under these policies. These procedures become effective before an initial draft document has been produced. The following documents must also meet the public involvement requirements listed in Level I:

~~A. Congestion Management Program~~

~~B. State Transportation Improvement Program~~

Level II Documents

~~C.A.~~ Federal Transportation Improvement Program

~~D.B.~~ Corridor Studies

~~E.C.~~ Transit Studies

~~F.D.~~ Regional Housing Needs Assessment

E. Special Studies

~~G.F.~~ Public involvement procedure amendments

Level II Procedures

1. Public review by various funding agencies submitting projects for the transportation improvement program will be accepted up to the final determination.
2. A copy of draft transportation plans and draft transportation improvement programs, environmental documents, and the Congestion Management Program will be made available for review at Kern Council of Governments, ~~Kern County Board of Trade,~~ and the main branch of the local library system, ~~college libraries, and chambers of commerce~~ within affected areas. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.
3. Public comments and responses, and the disposition of any comments, will be made part of final transportation plans, transportation improvement programs, and environmental documents.
 - a. **Prepare written summary/verbal presentation** – Staff will review all comments, synthesize them and prepare a narrative summary highlighting key points.

- b. **List all comments** – Using a summary chart format, staff will review and summarize all comments, categorizing them by topic and type of comments (e.g. question, fact, desire, opinion).
 - c. **Respond to comments** – Staff will respond, in writing within 30 days, to significant comments. Those responses will be made part of the final document.
 - d. **Provide the full record** – The decision-making body will be given copies of the meeting notes, the transcript (for public hearings) or taped transcripts.
4. Transportation improvement programs and environmental documents will be made available for public review for no less than a 30-day public review period.
 5. Programs, projects, or plans routed through the State Clearinghouse shall adhere to the public information requirements of the Clearinghouse and also be made available for no less than 30 days.
 6. If regionally significant changes are made to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period, the plan(s) will be made available for 30-day public review and comment prior to final adoption.
 7. Minor amendments to the transportation improvement programs will have a 14-day public review period and may be approved by the executive director.
 8. Regionally significant changes to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period shall also be advertised via press release to all media outlets, through electronic notice to Kern COG's address database and on the Kern COG web site as deemed necessary prior to final adoption.
 9. The executive director or his/her designee will coordinate with the State to improve public awareness of the State Transportation Plan and/or the State Transportation Improvement Plan.
 10. Records relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
 11. Technical and policy information relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
 12. Staff will hold ~~at least one formal~~ public ~~workshop every four years~~workshops as deemed necessary by the agency in ~~each~~-local ~~jurisdiction~~jurisdictions on the Regional Transportation Plan. These public meetings/-workshops will be announced in a variety of formats, including public notices, display ads, press releases and direct mail and/or electronic mail notices in the affected communities- as deemed appropriate by the agency.
 13. All project plan amendments not considered administrative in scope shall be advertised via public notice and held for a 30-day review period.
 14. Refer to the California Transportation Commission's ~~2010~~2017 Regional Transportation Plan Guidelines regarding addendums, supplemental and subsequent environmental documents to the Regional Transportation Plan.

Level III
Anticipated high-profile projects

The following must also meet the criteria listed in levels I and II. In general, Level III procedures address plans that provide long-range direction for the organization or that Kern COG staff determines to be controversial based on their environmental impacts, project scope or other determining factors. These ~~documents are~~ Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) is subject to ~~the~~ this highest ~~levels~~ level of public outreach under these policies. These procedures become effective before an initial draft document has been produced. Kern COG staff will:

A. Develop a Regional Transportation Plan/Sustainable Communities Strategy

~~B. Help form a citizens' advisory committee.~~

~~C.B.~~ B. Develop a calendar of public workshops.

~~D.C.~~ C. Identify the appropriate media contact to respond to media inquiries.

~~E. Develop a quarterly newsletter specific~~ An e-mail address will be provided made available for public access to the plan or project.

~~F. Mail newsletter~~ receive updates and to the plan/project participants at regular intervals.

~~G.D.~~ G.D. make and receive comments. Coordinate a ~~news conference and/or~~ press release highlighting the plan/program and coordination between Kern COG and public participation. Press releases will be sent to ~~the appropriate~~ radio stations, television channels, and newspapers as deemed necessary by the agency.

Metropolitan transportation planning requires that where a metropolitan planning area includes Federal public lands and/or Indian Tribal lands, the affected Federal agencies and Indian Tribal governments shall be involved appropriately in the development of transportation plans and programs. Discussion on environmental mitigation activities of the long-range transportation plan shall be developed in consultation with tribes. Kern COG ~~shall initiate~~ will continue Government-to-Government consultation with the Tejon Indian Tribe of California in the development of transportation plans and programs.

Senate Bill 375 increased the minimum level of public participation required in the regional transportation planning process. Collaboration between partners in the region during the development of a Sustainable Communities Strategy (SCS) and/or an Alternative Planning Strategy (APS) is essential and may include business and industry stakeholders, environmental justice stakeholders, social equity stakeholders and others. Public participation pursuant to SB 375 shall including the following:

1. Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Federal Public Participation Plan. This includes, but is not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
2. Consultation with other regional congestion management agencies, transportation agencies, and transportation commissions.
3. 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.

4. Preparation and circulation of a draft SCS (and APS, if one is required) not less than 55 days before adoption of a final RTP.
5. A process enabling the public to provide a single request to receive notices, information and updates.
6. During the development of the SCS (and APS, if applicable), at least two informational meetings will be held for members of the Board of Supervisors and City Councils. Only one informational meeting is needed if it is attended by representatives of the Kern County Board of Supervisors and City Councils that represent a majority of the cities representing a majority of the population in the incorporated areas of the county.
 - a. The purpose of the meeting (or meetings) will be to discuss the SCS (and APS, if applicable), including key land use and planning assumptions, with the members of the Board of Supervisors and City Councils and to solicit and consider their input and recommendations.
 - b. Notices of these meetings are to be sent to the Clerk of the Board of Supervisors and City Clerks.
- ~~7.~~ In preparing an SCS, Kern COG will consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCO). Kern COG will also consult with LAFCO regarding special districts within the region that provide property-related services such as water or wastewater services, and will

~~8.7.~~ _____ consult with these regional special districts, as appropriate, during development of a SCS (and APS if applicable).

Process for Receiving Public Comments

~~The following public involvement techniques may be used to inform and educate the public and/or gather information.~~

~~A. Formal Public Meetings/Workshops~~

~~Formal public meetings and/or workshops may be held during the process. The format for the workshops will be at the discretion of Kern COG. All Kern COG meetings and public workshops will be held in buildings accessible to persons with disabilities. The format options include:~~

- ~~• 'Theater' style with a presentation followed by audience response.~~
- ~~• 'Open house' style with individual comments provided directly to a recorder, typed in by the participant, or via written comment sheets; or~~
- ~~• A mixed format with an 'open house' style meeting followed by a 'theater' style comment period.~~

In each case, Kern COG shall provide audio/visual presentations along with maps, charts and graphics, whenever practical, to help the public better understand the plans, programs, or projects it adopts.

B. Small Group Sessions

A meeting of selected citizens, businesses, and/or neighborhood residents may be invited to participate in small group sessions to discuss options and give opinions on specific transportation topics. Participants may be presented with materials and asked to respond. The following are types of small groups that might be involved in the process:

Plan/Program Advisory Committee (PAC)—An advisory committee established for the development of a plan or program may consist of a broadly representative group of citizens who understand other citizens' concerns, needs and wants, technical and administrative staff from various organizations, and officials from appropriate local and state entities.

A PAC with citizen participation can be a valuable asset. Generally, PACs provide and consider citizen input and advice regarding regional goals and objectives, problems and needs, and to discuss potential options and solutions regarding the activity and to be responsive to the citizen input.

PAC members may be expected to attend several public and neighborhood meetings. They may also be asked to assist, provide support and be responsible for the dissemination of information, and give testimony to the benefits and importance of the activity to the community, actively seek informed responses from the community regarding transportation problems and priorities, and elicit potential solutions.

Kern COG will specifically consider the need for a PAC with regard to major transportation plans, studies, programs and projects. If the Board elects to form a PAC, the PAC shall be organized with a special effort to appoint persons who are or will represent the needs of the persons traditionally underserved such as low income, minorities, elderly and disabled. The ways and means of determining PAC membership, committee structure, and specific roles and responsibilities for an activity shall be presented to the TTAC and Board for their approval. Membership will not be permanent, thus PAC members will serve for the length of the development and completion of a plan or program.

Stakeholders - Interview or meet with individuals or groups who have a vested interest in the outcome of a Kern COG-developed plan or program. Interviews and meetings would be conducted to identify issues and concerns. Such groups may include business, neighborhood, environmental, and others.

PAC and stakeholder meetings may include the use of various public involvement techniques to keep the group informed, obtain information, identify preferences and resolve conflicts.

Focus Groups - Kern COG may use this approach to uncover information that is difficult to access. This includes uncovering attitudes, opinions, and emotions on specific issues or topics from a group of 'screened' participants. This method may also be used to clarify issues so as to develop surveys.

C. Internet

Whenever possible, Kern COG will provide access to plans and programs through Internet access. When applicable, an e-mail address will be presented and made available for public access to make and receive comments.

D. Fairs and Festivals

Kern COG will attend community fairs and festivals to present various aspects of transportation planning, programming and projects as set forth in the RTP, as well as the FTIP. Participants are encouraged to view exhibits, ask questions, consider the information and give comments. Fairs create interest and dramatize a plan, program or TIP project through visualized graphics, audiovisuals, and interaction with Kern COG staff.

E. Public Opinion Surveys

Surveys report what people know or want to know. Surveys test whether a plan, program or an element of them is acceptable to the public as it is being developed. An appropriately sized random sample will be drawn from the targeted population and surveyed to develop a sense of general public attitudes. Surveys can be formal such as a direct mailing to citizens, businesses, and community organizations or informal such as a self-administered questionnaire attached within a draft document.

G. Phone/In-person Comments

A period of time may be provided to allow citizens to telephone or walk in their comments. Kern COG's phone number and address will be provided to the media and may be included on documents related to the plan or program. Kern COG will summarize verbal comments.

The following public involvement techniques may be used to inform and educate the public and/or gather information.

A. Formal Public Meetings/Workshops

Formal public meetings and/or workshops may be held during the process. The format for the workshops will be at the discretion of Kern COG. All Kern COG meetings and

public workshops will be held in buildings accessible to persons with disabilities. The format options include:

- 'Theater' style with a presentation followed by audience response.
- 'Open-house' style with individual comments provided directly to a recorder, typed in by the participant, or via written comment sheets; or
- A mixed format with an 'open house' style meeting followed by a 'theater' style comment period.

In each case, Kern COG will provide audio/visual presentations along with maps, charts and graphics, whenever practical, to help the public better understand the plans, programs, or projects it adopts.

B. Mini – Grant Program

Kern Council of Governments may seek assistance from community-based organizations, etc. to solicit public input into key activities associated with the preparation of high profile projects such as the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Kern COG may request help with ensuring diverse and extensive input by further expanding community outreach activities.

Kern COG may provide mini grants to organizations for outreach activities that result in public involvement and input from stakeholders regarding the RTP/SCS, with the primary goal of including Kern residents in the RTP and SCS transportation planning process. This program will help ensure that interested residents have ample opportunity to understand and provide meaningful input on these plans.

C. Small Group Sessions

A meeting of selected citizens, businesses, and/or neighborhood residents may be invited to participate in small group or roundtable sessions to discuss options and give opinions on specific transportation topics. Participants may be presented with materials and asked to respond. The following are types of small groups that might be involved in the process:

Plan/Program Advisory Committee (PAC) - An advisory committee established for the development of a plan or program may consist of a broadly representative group of citizens who understand other citizens' concerns, needs and wants, technical and administrative staff from various organizations, and officials from appropriate local and state entities.

A PAC with citizen participation can be a valuable asset. Generally, PACs provide and consider citizen input and advice regarding regional goals and objectives, problems and needs, and to discuss potential options and solutions regarding the activity and to be responsive to the citizen input.

PAC members may be expected to attend several public and neighborhood meetings. They may also be asked to assist, provide support and be responsible for the dissemination of information, and give testimony to the benefits and importance of the activity to the community, actively seek informed responses from the community regarding transportation problems and priorities, and elicit potential solutions.

Kern COG will specifically consider the need for a PAC with regard to major transportation plans, studies, programs and projects. If the Board elects to form a PAC, the PAC shall be organized with a special effort to appoint persons who are or will represent the needs of the persons traditionally underserved such as low income, minorities, elderly and disabled. The ways and means of determining PAC membership, committee structure, and specific roles and responsibilities for an activity shall be presented to the TTAC and Board for their approval. Membership will not be permanent, thus PAC members will serve for the length of the development and completion of a plan or program.

Stakeholders - Interview or meet with individuals or groups who have a vested interest in the outcome of a Kern COG-developed plan or program. Interviews and/or roundtable meetings would be conducted to identify issues and concerns. Such groups may include business, neighborhood, environmental, and others.

PAC and stakeholder meetings may include the use of various public involvement techniques to keep the group informed, obtain information, identify preferences and resolve conflicts.

Focus Groups - Kern COG may use this approach to uncover information that is difficult to access. This includes uncovering attitudes, opinions, and emotions on specific issues or topics from a group of 'screened' participants. This method may also be used to clarify issues so as to develop surveys.

D. Internet

Whenever possible, Kern COG will provide access to plans and programs through Internet access. When applicable, an e-mail address will be presented and made available for public access to make and receive comments.

E. Fairs and Festivals

Kern COG may attend community fairs and festivals to present various aspects of transportation planning, programming and projects as set forth in the RTP, as well as the FTIP. Participants are encouraged to view exhibits, ask questions, consider the information and give comments. Fairs create interest and dramatize a plan, program or TIP project through visualized graphics, audiovisuals, and interaction with Kern COG staff.

F. Public Opinion Surveys

Surveys report what people know or want to know. Surveys test whether a plan, program or an element of them is acceptable to the public as it is being developed. An appropriately sized random sample will be drawn from the targeted population and surveyed to develop a sense of general public attitudes. Surveys can be formal such as a direct mailing to citizens, businesses, and community organizations or informal such as a self-administered questionnaire attached within a draft document.

G. Phone/In-person Comments

A period of time may be provided to allow citizens to telephone or walk in their comments. Kern COG's phone number and address will be provided to the media and may be included on documents related to the plan or program. Kern COG will summarize verbal comments.

Section 6. Public Involvement Policy Evaluation

- A. Significant changes to Kern COG's Public Involvement Procedures shall be published and available for a 45-day public review and comment period before final adoption.
- B. Kern COG staff and the public will review the public review process biennially.

Evaluation Methodology

In order to regularly evaluate the Public Involvement Procedures, ~~five performance measures are proscribed~~ metrics are recommended and will be reported to the Board:

- A. The accessibility of the outreach process to serve diverse geographic, language and ability needs.
- B. The extent or reach of the process in involving and informing as many members of the public as possible.
- C. The diversity of participants in the outreach process and its ability to reflect the broad range of ethnicities, incomes and special needs of residents in the Kern region.
- D. The impact of public outreach and involvement on the plan/program and on policy board actions.
- E. The satisfaction with the outreach process expressed by participants.

For each of these five performance measures, a set of quantifiable indicators has been established. They will be applied as appropriate to each plan/program's level requirements.

A. Accessibility Indicators:

- Meetings are held throughout the county.
- 100 percent of meetings are reasonably accessible by transit.
- All meetings are accessible under Americans with Disability Act requirements.
- 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.)

B. Reach indicators

- Number of formal comments on draft final document logged into comment tracking and response system.
- Number of individuals actively participating in outreach program.
- Number of visits to the specific section of the Kern COG website.
- ~~Number of newspaper articles mentioning the plan/program.~~
- ~~Number of~~ radio/ and television interviews ~~or mentions on~~ mentioning the plan/program.

F. Diversity indicators

- Demographic of targeted workshop/charette/meeting roughly mirror the demographics of the Kern region.
- Percentage Listing of targeted organizations and groups participating in at least one workshop/charette/meeting.
- ~~Participants represent~~ Listing of participants representing a cross-section of people of various interests, places of residence and primary modes of travel.

G. Impact Indicators

- 100 percent of written comments on draft final document received are logged into a comment tracking system, analyzed, summarized and communicated in time for consideration by staff and the policy board.
- 100 percent of significant written comments on draft final document 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.

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/charette/public meeting involving the plan or program in question.*)

- Accessibility to meeting locations.
- Materials presented in appropriate languages for targeted audiences.
- Adequate notice of the meetings provided.
- Sufficient opportunity to comment.
- Educational value of presentations and materials.
- 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.

Section 7. Media Resources

Print Media Resources

Kern County is situated in California's southern San Joaquin Valley occupying 8,075,200 square miles. It is the third largest county in the State; ~~is larger than~~ with about the ~~states of Delaware, Connecticut, same area as New Jersey and Rhode Island combined, and is larger than~~ twice the ~~entire states of Massachusetts or Hawaii~~ area of L.A. county with 1/10th the population. The county is divided into three distinct geographical regions: The eastern third of the county is the Mojave Desert; the middle section straddles the Southern Sierra Nevada Mountains and the Transverse Ranges; the western portion is in the San Joaquin Valley. ~~As of 2013, the county had a population of 864,124 registering an increase of more than 178,000 people over 2000.~~ Because of the diversity in the market profile and geography of Kern County, it is necessary to address the county in segments. Public Notices must be carefully placed depending on the project and affected communities.

Countywide Publications	Type	Adjudicated
The Bakersfield Californian	Main / Greater Kern County	X
El Mexicale <u>Popular</u>	Hispanic Interest	X
Indian Wells Valley	Type	Adjudicated
The Daily Independent	Main / Ridgecrest	X
NWC Rocketeer	Military / China Lake	--
News-Review	Main / Ridgecrest	X
Southeastern Kern County	Type	Adjudicated
Antelope Valley Press	Main / Palmdale	X
The Bulletin	Main / North Edwards	--
Desert Wings	Military / Edwards Main	--
Lancaster Desert Mailer	Lancaster / Main	X
Mojave Desert News	Main / Mojave	X
Rosamond Weekly News	Main / Rosamond	X
Southeast Kern Weekender	Ridgecrest	
Tehachapi News	Main / Tehachapi	X
Kern River Valley	Type	Adjudicated
Kern Valley Sun	Main / Lake Isabella	X
Kern River Courier	Main / Lake Isabella	
Arvin/Lamont	Type	Adjudicated
Arvin Tiller	Main / Arvin	X
El Popular	Hispanic Interest	X
Lamont Reporter	Main / Lamont	X
Southwestern Kern County	Type	Adjudicated
The Pine Mountain Pioneer	Main / Frazier (monthly)	--
Mountain Enterprise	Main / Frazier Park (weekly)	X

Metropolitan Bakersfield	Type	Adjudicated
The Bakersfield Californian	Main / Kern County	X
Bakersfield News Observer	African-American Interest	X
El Mexicalo	Hispanic Interest	X
El Popular	Hispanic Interest	X

Northwest Kern County	Type	Adjudicated
Delano Record	Main / Delano	--
El Popular	Hispanic Interest	X
Shafter Press	Main / Shafter	X
Wasco Tribune	Main / Wasco	X

Western Kern County	Type	Adjudicated
The Midway Driller	Main / Taft	X

Section 8. Legal and Display Ad Minimum Requirements

Legal Notice:

Date, time, and place of public hearing or meeting;

Identity of the hearing body or officer;

General explanation of the matter to be considered;

General description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing or meeting;

The following statement when appropriate –“Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public meeting/hearing.”

Kern Council of Governments

Address

Contact name

Telephone number

Web site: www.kerncog.org

E-mail: ahakimi@kerncog.org

Notice of Intent to Adopt:

Period during which comments will be received;

Date, time, and place of any public meetings or hearings on the proposed project;

Brief description of the proposed project and its location;

Address where copies of the proposed negative declaration are available for review;

The following statement when appropriate – “Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public meeting/hearing.”

Kern Council of Governments

Address

Contact name

Telephone number

Web site: www.kerncog.org

E-mail: ahakimi@kerncog.orgahakimi@kerncog.org

Notice of Determination: – Filed ONLY with Kern County Clerk's Office

Information identifying the project, including common name and location;
Brief description of the project;
Date on which Kern COG determines the project will not cause any significant adverse environmental effects;
Address where copy of the negative declaration may be examined;
The following statement – "Kern COG has complied with the California Environmental Quality Act in the preparation of this negative declaration;"
The following statement when appropriate – "Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project manager e-mail address

Notice of Preparation:

- A. Description of project;
- B. Project location on a map;
- C. Discussion of probable environmental effects of project;
- D. The following statement when appropriate -"Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project manager e-mail address

Notice of Completion:

- A. Description of project;
- B. Project location;

- C. Date, time, and place of any public meetings or hearings on the proposed project;
- D. Address where copies of the Draft EIR are available for review;
- E. Period during which comments will be received;
- F. The following statement when appropriate -"Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments

Address

Contact name

Telephone number

TTY number

Fax number

Web site address

Project Manager e-mail address

Sample Notice

Notice of Public Hearing

Date

Before the Kern Council of Governments (Kern COG) in the matter of STATE
PURPOSE OF PUBLIC HEARING:

A. WHEREAS, Kern COG, in its capacity as the INSERT DESIGNATION will hold a public hearing to receive public comments regarding the INSERT PLAN, PROJECT, PROGRAM and

B. WHEREAS, NAME DOCUMENT AND PURPOSE

NOTICE IS HEREBY GIVEN THAT:

A. A PUBLIC HEARING will be held in the Kern COG conference room, 1401 19th Street, Suite 300, Bakersfield, California at ~~7:00~~6:30 pm, on Thursday, STATE DATE, for the purpose of receiving public comments and testimony regarding INSERT PLAN, PROJECT, OR PROGRAM. This hearing will be a part of a regularly scheduled meeting of the Kern Council of Governments.

B. The INSERT PLAN, PROJECT, OR PROGRAM will be considered for INSERT ACTION by the Kern Council of Governments following the public hearing.

C. Any person wishing to present testimony related to INSERT PLAN, PROJECT, OR PROGRAM may be heard, or may submit written comments to Kern COG, 1401 19th Street, Suite 300, Bakersfield, California 93301, for inclusion in the official record of the hearing. Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process.

Ahron Hakimi,
Executive Director
Kern Council of Governments
(661) 635-2900
TTY (661) 832- 7433
Fax: (661) 324-8215
Web site: www.kerncog.org
ahakimi@kerncog.org
DATE OF PUBLICATION

Display ads

Newspaper display ads, which may be inserted anywhere in the paper and are not confined to the classified section, will be used for the following documents: Regional Transportation Plan; Regional Transportation Improvement Program; Federal Transportation Improvement Program; all corridor studies; transit studies, including the unmet transit needs process; and all special studies.

These advertisements should run at the beginning, middle, and toward the end of the document development process. They will announce either a public input period, draft review availability or a final review period.

Display ads should be no smaller than 2 columns in width by no less than 4 inches deep. If financial constraints allow, display ads should run 2 columns wide by 7 inches deep or larger.

Given the larger canvas with which to work, display ads should contain at least one art element by which to draw the eye. This should include, but not necessarily be limited to the Kern COG logo. The number of different fonts used should be limited to two.

Sign In Sheets

Have a sign-in sheet available. This will become part of Kern COGs official record. Make sure people write legibly, this information will become a part of the mailing list. At a minimum, include: name, address (street, city, zip), daytime contact telephone number and e-mail address. The information needed from the sign-in sheet may vary from meeting to meeting. If quite a bit of information is needed, consider developing an information card that attendees can complete at their seat.

Have Kern COG materials available

Several items will help the public to understand the purpose of the agency, the project and Kern COGs role. Many questions as can be answered prior to the meeting, which will save time during the meeting.

- A. Comment Sheets
- B. Project Information Guide
- C. Kern COG Information Guide
- D. Presentation-specific support materials

Visual Aids

- A. PowerPoint presentation
- B. Slides
- C. Enlarged diagrams and graphs
- D. Enlarged maps
- E. Videos
- F. Handouts

Anticipate Questions

Anticipated questions should be developed and answered when the Project Information Guide is created. However, it is likely the audience will have many more. The process of transportation planning is not an easy one to grasp. Many members of the audience will have wishes and desires that simply cannot be fulfilled. How staff responds to questions or statements of desire will make a difference with their opinion of Kern COGs efforts to involve the public. Kern COG staff should create ways of telling the audience the planning process instead of telling the audience “No, we can’t.”

Are there creative ways to help the audience understand that transportation planning is a dynamic give-and-take process?

Attachment A: Kern COG Document Public Involvement Chart - 2019

				OWP	COG Budget	KMAA Budget	RTP /SCS	RTP ¹ /SCS Amend	RTP ² Env. Doc.	RTIP	FTIP	TIP ³ Amend	Corridor Studies	Transit Studies	Regional Housing Needs Assessment	Special Studies	Air Quality Conformity	Population & Socio-Economic Forecast	Public Information Policies/ Procedures	Active Transportation Plan
Procedures Level:			1	1	1	3	1	1	1	2	1	2	2	2	2	1	1	2	1	
Document/Process Inception																				
	Display Ads (Newspapers)						●						○	○	●	○				
	Direct Mail/Electronic Notices						●				●		●	●		●				●
	Press Releases						●						○	○	●					●
	Public/COG meeting		●	●	●						●									
	Workshop(s)						●						●	●			●			
Draft Document/Process																				
	Display Ads (Newspapers)						●				○		○	○	●	○				
	Direct Mail/Electronic Notices						●				●		●	●		●				●
	Press Releases						●			○	○		○	○	●	○				
	Public/COG meeting		●	●	●		●			●	●		●	●	●	●	●	●	●	●
	Workshop(s)						●			○	○		●	●		●		●		
Final Report/Plan/Study/Process																				
	Display Ads (Newspapers)						●						●		●	●	○			○
	Direct Mail/Electronic Notices		●	●	●		●			●	●		●	●		●	●	●	●	●
	Press Releases						●			○	○		○	○	●	○	○	●		○
	Public/COG meeting		●	●	●		●			●	●		●	●		●	●	●	●	●
14-day Review Period																				
							●					●								
30-day Review Period																				
			●	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●
45-day Review Period																				
								●												●
55-day Review Period																				
							●													
Legal Notice																				
				●	●	●	●	●		●	●						●			●
Public Hearing																				
				●	●	●	●			●	●						●			●
●	<i>Required</i>																			
○	<i>As deemed necessary by staff</i>																			
Display ads: Bakersfield Californian, El Popular, Arvin Tiller, Delano Record, Kern Valley Sun, Ridgecrest Daily Independent or Ridgecrest News-Review, Shafter Press, Taft Midway-Driller, Tehachapi News, Wasco Tribune Antelope Valley Press, Mojave Desert News, Rosamond Weekly, Mountain Enterprise Frazier Park (papers selected dependent on the project and affected communities)																				
¹ Minor RTP amendment types 2 and 3 will have a 14-day review period. Regionally significant major amendment types 4 and 5 will have a 30-day review, subject to environmental document requirements.																				
² Refer to CEQA/NEPA and California Transportation Commission latest Regional Transportation Plan Guidelines for addendum, subsequent and supplemental environmental documents.																				
³ Minor TIP amendment types 2 and 3 will have a 14-day review period. Regionally significant types 4 and 5 will have a 30-day review.																				
2/1/2019																				



V.
RPAC

March 6, 2019

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi
Executive Director

By: Linda Urata
Regional Planner

SUBJECT: RPAC AGENDA ITEM V.
Kern Electric Vehicle Charging Station Blueprint

DESCRIPTION:

Kern COG was awarded a grant of \$200,000 from the California Energy Commission to create a Kern Electric Vehicle Charging Station (EVCS) Blueprint. Kern COG staff, the consultant Center for Sustainable Energy and the Kern EVCS Work Group are working to complete a draft Kern EVCS Blueprint in March 2019.

DISCUSSION:

The California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) awarded \$200,000 of Phase I grant funding to Kern Council of Governments in partnership with the Center for Sustainable Energy (CSE) to develop a Kern Electric Vehicle Charging Station (EVCS) Blueprint. The purpose of the Kern EVCS Blueprint is to accelerate the deployment of zero emission transportation to help reach Kern COG 2018 Regional Transportation Plan air quality goals.

Phase I is for the development of the planning blueprints by June 30, 2019 to identify the actions and milestones needed to proceed towards implementation of the EV ready community. Selection for Phase I funding affords Kern COG the opportunity to submit the completed blueprint to compete for and receive future funding under Phase II for implementation of the completed blueprint.

The Kern EVCS Working Group (WG) met on November 29, 2018 and January 11, 2019. The WG will meet on the second Friday of each month at Kern COG with a call-in option through June 14, 2019. The WG is 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

From October through December 2018, Kern COG member agencies were provided with opportunities to suggest locations for EVCS installations via in-person Kern COG Technical Advisory Committee meetings, telephone calls made by Linda Urata, and emails. The Kern EVCS Blueprint Plan will recommend no less than 12 high-impact projects within the jurisdictions of Kern COG's member agencies and will demonstrate opportunities to benefit disadvantaged communities.

Funding for EVCS installations will increase in 2019. For example, the California Energy Commission plans to launch the expanded Cal eVIP program in October 2019, which has allocated \$5.2 million for Level 2 and Level 3 charging station projects in Kern County. The Kern EVCS Blueprint will provide direction to anyone

interested in developing EVCS projects. This will help Kern COG reach its goal of 4,000 EV charging spaces by the year 2025.

Kern COG staff will present a draft version of the Kern EVCS Blueprint during the regularly scheduled RPAC meeting on April 3, 2019.

ACTION: Information.

Electric Vehicles in Kern County

- **Current:**
 - Vehicles: 1,365 rebates; 1,824 vehicles
 - Charging stations:
 - Level 2: 98
 - DC Fast Charging: 18
- **2025 Goal:** CEC EV Infrastructure Projection (EVI-Pro) Model
 - Vehicles: 14,872
 - Level 2 Workplace: 528
 - Level 2 Public: 614
 - DC Fast Charging: 222
 - Charging Spaces: 4,000





March 6, 2019

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director
By: Peter Smith, Regional Planner

SUBJECT: RPAC AGENDA ITEM VI.
ACTIVE TRANSPORTATION PROGRAM FUNDING HISTORY

BACKGROUND: The Active Transportation Program provides funding for alternative types of transportation, including walking and bicycling.

DISCUSSION: The Active Transportation Program is administered by the California Transportation Commission. There have been four (4) funding cycles since 2014. Below is the list of projects funded by the Active Transportation Program by cycle. Since 2014 the Kern Region has been awarded \$45,322,177 for Active Transportation Projects

CYCLE 1

Agency	Project Description	Funding
State-funded		
Delano	Safety and Education for an Active Delano School Community	\$392,463
Wasco	Palm Ave. Elementary School Pedestrian Infrastructure Imp.	\$458,181
Wasco	Burke Elementary School Bike and Pedestrian Infrastructure Imp.	\$1,794,594
Kern County	Horace Mann Pedestrian Improvements	\$110,000
Kern County	Highland Elementary Pedestrian Improvements	\$275,000
Tehachapi	Valley Blvd. Bikeways Facilities Project Phase II	\$1,292,000

State Funded Total: \$4,522,238

Regionally Funded

Wasco	Clemens & Jefferson School Bike and Pedestrian Improvements	\$305,827
Kern County	Walter Stiern Middle School Pedestrian Improvements	\$125,000
Arvin	Sidewalk Improvements at Various Locations	\$680,000
Wasco	Highway 43 Pedestrian Lighting	\$593,565
Wasco	Prueitt Elementary School Bike and Pedestrian Improvements	\$473,136
Bakersfield	Bike Lane and Route Projects Group B (West)	\$270,000
Bakersfield	Safe Routes to School Improvements-Frank West School	\$311,850
Tehachapi	Safe Routes to School Gap Closure Project	\$899,561

Kern COG Funded Total: \$3,657,939

CYCLE 2

State Funded

Agency	Project Description	Funding
Kern County	Mojave Pedestrian Improvement Project	\$896,000
Kern County	Lamont Pedestrian Improvement Project	\$1,430,000
Bakersfield	"A" Street Improvement Project	\$1,055,000
Tehachapi	Rail Corridor Project	\$2,042,000
Kern COG	Kern Active Transportation Plan	\$250,000
State Funded Total		\$5,448,000

Regionally Funded

Kern County	Kern River Bikepath Western Extension	\$3,549,000
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CYCLE 3

State Funded

Agency	Project Description	Funding
Delano	Sidewalk Gap Closure Project	\$537,000
Kern County	Boron Desert Lake Pedestrian Path	\$1,971,000
Kern County	Rexland Acres Sidewalk Project	\$5,640,000
Delano	Intersection Enhancement and Education	\$589,000
Kern County	Rosamond Blvd Pedestrian Project	\$880,000
State Funding Total		\$9,617,000

Regionally Funded

Arvin	Haven Drive Pedestrian and Bicycle Project	\$643,000
Arvin	Varsity Road Pedestrian and Bicycle Project	\$833,000
Bakersfield	Downtown Bicycle Connectivity Project	\$1,353,000
Regional Funding Total		\$3,913,000

CYCLE 3 AUGMENTATION

Bakersfield	Downtown Bicycle Connectivity Project (additional funding)	\$257,000
McFarland	Kern Avenue Elementary School SRTS Project	\$396,000
Bakersfield	Downtown Pedestrian Connectivity Project	\$825,000
Wasco	Palm Ave Bicycle and Pedestrian Improvement	\$204,000
Cycle 3 Augmentation		\$1,682,000

CYCLE 4

State Funded

Agency	Project Description	Funding
Kern County	South Chester Pedestrian Safety Project	\$1,967,000
Tehachapi	Snyder Avenue Sidewalk Gap Closure	\$1,490,000
Kern County	Walk Lake Isabella Pedestrian and Bicycle accessibility	\$5,140,000
State Funded Total		\$8,597,000

Regionally Funded

Bakersfield	Friant Kern Multi-Use Path	\$4,306,000
Regional Funding Total		\$4,306,000

ACTION: Information



VII. RPAC

March 6, 2019

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: RPAC AGENDA ITEM: VII
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2022 RTP

DESCRIPTION:

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

DISCUSSION:

February 26, 2019 – TRANSITions – Kern COG Transit Symposium is providing regional leadership in helping local transit agencies implement the latest technology needed to meet our SB 375 Sustainable Communities Strategy (SCS) goals.

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

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

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

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

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

December 12, 2018 – ARB hosted a public workshop on the SB 375 SCS Evaluation Guidelines.

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

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

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

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

September 25, 2018 - Kern COG submitted initial comments on the early Draft SB 150 report to COGs.

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

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

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

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

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

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB 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.

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

Preliminary Timeline 2022 RTP/SCS

1. August 15, 2018 – Adopted 2018 RTP/SCS
2. October 1, 2018 - Effective Date for 3rd Cycle SCS Target (-15%/capita reduction by 2035)
3. Spring 2019 to Spring 2022 – Annual Community Phone Surveys
4. Spring 2019 – Adopt Public Involvement Procedure for 2022 RTP/SCS
5. Spring 2019 – Spring 2022: RTP/SCS Public Outreach Process
6. Summer 2019 – Adopt Regional Growth Forecast Update
7. Fall 2019 – Stakeholder roundtable process to vet outreach and performance measures
8. Fall 2019 to Fall 2021 – Fairs/Festivals/Farmer's Market Outreach
9. Summer 2020 – Begin Regional Housing Needs Assessment Update Process
10. Fall 2020 to Spring 2021 – Mini-Grant Stakeholder Hosted Workshops
11. Spring 2021 – 2020 U.S. Census population voting district file available
12. Summer 2022 Adopt RTP/SCS, RHNA, EIR and associated documents

ACTION: Information

YOU'RE INVITED YOU'RE INVITED YOU'RE INVITED

for the
Kern Council of Governments' 2019 Transit Symposium

...exploring a change in how transit agencies deliver their services

TRANSITIONS
TRANSITIONS
TRANSITIONS

Tuesday, February 26, 2019

8:00 a.m. – 3:30 p.m.

Hodel's Country Dining (Kern Room)

5917 Knudsen Drive • Bakersfield, CA 93308

Presentations were designed with the following people in mind:

- ▣ Transit Agency Managers
- ▣ Social Services
- ▣ University Transportation Services
- ▣ Transportation Service Providers
- ▣ Public Works Directors
- ▣ Transit Finance Directors
- ▣ City Councils
- ▣ County Supervisors

For more information, contact:

Linda Urata at lurata@kerncog.org • (661) 635-2904

RSVP to Linda Urata at lurata@kerncog.org



Visit the vendors
and enter to win
over \$300 in prizes.

CLICK HERE TO REGISTER

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AGENDA

8:00am to 8:30am	Breakfast Buffet and meet the vendors
8:30am to 8:45am	Opening Remarks Bakersfield Councilmember and Kern COG Board Chairman, Bob Smith
8:45 am to 9:00am	Setting the Stage
9:00am – 9:45am	Towards Zero –Innovative Clean Transit Regulation; Low Carbon Fuel Standard Program Funding Shirin Barfjani and Yachun Chow California Air Resources Board
9:45am-10:40am	Ecosystem of Shared Mobility Pilot Project Update Caroline Rodier (UC Davis) Project Partners
10:40am-11:00am	Break Vendor time!
11:10am-Noon	Zero Emission Transit Experience Transit Managers Panel
Noon to 1:00pm	Lunch and Future Transit Tech Now! Jack Hall ITS AV & CV Program Manager Contra Costa Transit Authority
1:00pm to 1:40pm	Federal and State Transit Funding Bob Snoddy Kern COG
1:40pm to 2:00 pm	Electric Transit Bus Operations Analysis Tools Bill Williams Director of Commercial Sales, Proterra
2:00pm to 2:30pm	GET RYDE Bakersfield Microtransit App Karen King General Manager Shanteria Lee, Emery Rendes Golden Empire Transit
2:30pm to 2:45pm	Afternoon Break – Cookies and Vendor Prize Drawing
2:45pm to 3:20pm	Transit Incentive Programs Calstart Southern California Edison
3:20pm to 3:30pm	Wrap up



VEHICLES:

Greenpower EV Star • Lightening Systems
EV Transit • Envirotech Logistics Van and
Cutaway • BYD K9S Transit Bus • Chevy Bolt
• GET RYDE Transit

VENDORS:

CommuteKern • Hybrid and Zero-Emission
Truck and Bus Voucher Incentive Project (HVIP)
• San Joaquin Valley Electric Vehicle Partnership

