I. ROLL CALL:

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

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

III. APPROVAL OF DISCUSSION SUMMARY

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

IV. REGIONAL PLANNING ADVISORY COMMITTEE BY-LAWS UPDATE

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

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

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

**Comment:** The 2020-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG’s webpage [https://www.kernco.org/estimates-and-projections/](https://www.kernco.org/estimates-and-projections/). The public workshop of the forecast is scheduled to be hosted at the Kern COG board meeting in February 2020.

**Action:** Information.

VI. KERN COUNTS CENSUS 2020 (Heimer)

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

**Action:** Information.
VII. KERN ADVANCED TRANSPORTATION TECHNOLOGY PROGRAM STATUS REPORT (Urata)

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

**Action:** Information.

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

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

**Action:** Information.

IX. SUSTAINABLE COMMUNITIES STRATEGY SUCCESS STORIES UPDATE (Ball)

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

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

X. ANNOUNCEMENTS

XI. MEMBER ITEMS

XII. ADJOURNMENT

The next scheduled meeting will be March 4, 2020.
Chairman Perez called the meeting to order at 1:32 p.m.

I. ROLL CALL

MEMBERS PRESENT:
- Mark Staples  City of Taft (phone)
- Asha Chandy  Community Member
- Ted James  Community Member
- Lorena Mendibles  Caltrans
- Suzanne Forrest  Shafter
- Robert Mobley  Wasco
- Craig Murphy  County of Kern
- Ricardo Perez  GET
- Christine Viterelli  Arvin (phone)

STAFF:
- Becky Napier  Kern COG
- Ben Raymond  Kern COG
- Linda Urata  Kern COG
- Rob Ball  Kern COG
- Ed Flickinger  Kern COG

OTHERS:
- Yolanda Alcantar  Kern County Public Works
- Alexa Kolosky  Kern County Public Works
- Johanna Commado  TDH Associates Int.
- Jasmene del Aguila  Leadership Counsel
- Dave Dmohowski  Home Builders Assoc.
- Ryan Starbuck  City of Bakersfield
- Warren Maxwell  Kern County Public Works
- Paul Candelaria  Kern County Public Works
- Joshua Champlin  Kern County Public Works

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

None

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

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

IV. SUSTAINABLE COMMUNITY GRANTS AND KERN COG ASSISTANCE REQUESTS (Ball)

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

This was an information item.

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

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

This was an information item.

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

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

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

This was an information item.

VII. KERN ADVANCED TRANSPORTATION TECHNOLOGY PROGRAM (Urata)

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

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

This item was for information only.

VIII. ANNOUNCEMENTS:

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

1. Chairman Perez announced that the GET Microtransit Service, RYDE, began April 7 and the numbers have been climbing every month. He stated that the Pilot will be extended until January before a decision is made to continue it or not.

2. Mr. Flickinger discussed modeling that is being done at the request of Tehachapi, Stantec, Peter's Engineering and Dewalt Engineering.

X. ADJOURNMENT

The meeting was adjourned at 2:10 p.m. The next scheduled meeting of the RPAC is October 2, 2019.
Vice-Chairman James called the meeting to order at 1:33 p.m.

I. ROLL CALL

MEMBERS PRESENT: Ted James Community Member
Suzanne Forrest Shafter
Robert Mobley Wasco
Alex Ojeda Arvin (phone)
Shawn Monk California City
Kevin Coyle Bakersfield

STAFF: Becky Napier Kern COG
Ben Raymond Kern COG
Rochelle Invina Kern COG
Linda Urata Kern COG
Rob Ball Kern COG
Ed Flickinger Kern COG

OTHERS: Johanna Coronado TDH Associates Int.
Jasmene del Aguila Leadership Counsel
Dave Dmohowski Home Builders Assoc.
Warren Maxwell Kern County Public Works
Troy Hightower TDH Associates Int.

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

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

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

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

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

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

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

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

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

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

VII. ADVANCED TRANSPORTATION DEMAND MANAGEMENT (Urata)

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

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

This item was an information item.

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

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

The first action “The Safer Affordable Fuel-Efficient (SAFE) Vehicles rule Part One: One National Program”. The action withdrew the EPA 2013 Clean Air Act waiver along California to set its own vehicle emission standards. This action will likely result in a federal air quality conformity lapse effective November 26, 2019. Under a lapse, transportation capacity increasing projects are not allowed to be advanced to the next phase until the conformity lapse is corrected.
The second action was the result of an EPA issued letter to the California Air Resources Board (ARB) that requests the withdrawal of up to 130 backlogged and un-approvable federal air quality State Implementation Plans (SIPs) and requests ARB work with EPA to develop complete and approvable SIPs. If EPA must disapprove a SIP, the following statutory sanction clock begins:

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

This was an information item.

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

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

This was an information item.

X. ANNOUNCEMENTS

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

XI. MEMBER ITEMS

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

XII. ADJOURNMENT

The meeting was adjourned at 2:28 p.m. The next scheduled meeting of the RPAC is December 4, 2019.
February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier
Deputy Director - Administration

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

DESCRIPTION:

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

DISCUSSION:

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

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

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

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

ARTICLE II. PURPOSE

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

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

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

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

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

The following additional voting members are included:

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

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

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

- Business Groups
- Non Profit Organizations
- Military
- Tribes

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

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

a. Each designated member shall have one vote.

b. Minutes, meeting adjournment and other administrative items shall be put to a vote in accordance with the rules of order as defined in ARTICLE VI, Section 4.
ARTICLE IV. OFFICERS

Section 1. The officers of the Kern COG RPAC shall be the Chair, Vice-Chair and Secretary.

Section 2. The Chair and Vice-Chair shall be elected from among members of the appointed committee members at the first meeting of each year.

Section 3. In the temporary absence of the Chair and Vice-Chair, the committee members present shall elect a Chair Pro Tem from among the membership of the committee.

Section 4. The Secretary shall be the Kern COG Executive Director, or designee.

Section 5. If, for any reason, the office of Chair or Vice-Chair becomes vacant, a successor shall be nominated and elected by the voting members to complete the term of the retiring officer; provided, however, that said member shall also be a member of the committee and provided further that, if the office of Chair becomes vacant, the successor who is elected as provided herein, shall not be disqualified from serving as Chair for the next regular term.

ARTICLE V. POWER AND DUTIES OF OFFICERS

Section 1. The Chair shall:

a. Preside at regular and special meetings.
b. Appoint sub-committee members as required.

Section 2. The Vice-Chair shall serve in the absence of the Chair.

Section 3. The Executive Director of Kern Council of Governments or their designee shall serve as the Secretary of the RPAC. The Secretary shall do the following:

a. Prepare and distribute the agenda for each meeting to the Kern COG RPAC members.
b. Prepare and print minutes of each meeting.
c. Be responsible for maintaining all records of the Kern COG RPAC.
d. Be responsible for preparing all necessary reports and programs.
e. Be responsible for documenting and forwarding Kern COG RPAC recommendations to the Kern COG Transportation Planning Policy Committee or the Kern COG Board.
ARTICLE VI. MEETINGS

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

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

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

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

Section 5. Committee must hold at least 1 meeting annually.

ARTICLE VII. GENERAL PROVISIONS

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

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

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

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

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

Commented [BVW1]: Brown Act requirements mean these locations must be noticed and available to the public for attendance.
February 5th, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director

By: Ben Raymond, Regional Planner

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

DESCRIPTION:

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

DISCUSSION:

Background

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

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

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

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

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

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

The report compares the forecasts with other forecasts, projections and trends. The total population forecast stays within 1.5% of the latest DOF projections. The graph below depicts how the forecast for total population compares to other forecasts and projections.
Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

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

**ACTION:** Information.
TO: Kern Council of Governments

FROM: Ahron Hakimi,
Executive Director

BY: Michael Heimer,
Regional Planner

Ben Raymond,
Regional Planner

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

DESCRIPTION:

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

DISCUSSION:

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

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

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

ACTION:

Information.
February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi  
Executive Director

By: Linda Urata  
Regional Planner

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

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

DISCUSSION:


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

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

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

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

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

We have applications for sites in the following cities and communities: Arvin, Bakersfield, Buttonwillow, Delano, Lost Hills, McFarland, North Edwards, Ridgecrest, Shafter, Taft and Wasco.
Also, while we cast a wide net, reaching out to lots of prospects throughout Kern county, we know we did not reach everyone. Our pipeline accounts for approximately 33% of the Level 2 CALeVIP applications.

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

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

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

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

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

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

**ACTION:** INFORMATION
February 5, 2020

TO:   Regional Planning Advisory Committee

FROM:  Ahron Hakimi,
       Executive Director

       By:  Rob Ball,
       Deputy Director/Planning Director

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

DESCRIPTION:

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

DISCUSSION:

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

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


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

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

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

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

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

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

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

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

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

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

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

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

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


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

January 3, 2019 – The Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC) were presented this update on SB 375 implementation in Kern along with a copy of the SB 375 data submittal to ARB.
December 11, 2018 - Kern COG staff submitted the technical evaluation data requested for making a determination whether the SCS, if implemented, would meet the ARB targets set back 2011. The data request took nearly 4 months to fulfill.

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

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

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

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

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

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

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

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

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

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

April 20, 2017 - the Kern COG Transportation Planning Policy Committee (TPPC) recommendation to ARB was unchanged from the December 2016 submittal at -9% and -13% reduction in per capita GHG consistent with the RPAC recommendation.
Preliminary Adoption Timeline 2022 RTP/SCS

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

ACTION: Information.

Attachment – Staff Presentation from January 22, 2020 RTP/SCS Roundtable Stakeholder Meeting
What is the Regional Transportation Plan (RTP)?

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

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

RTP/SCS/RHNA/Performance Meas. Timeline

-Continuous RTP Process Oversight – Regional Planning Advisory Committee (RPAC)
-Continuous Public Outreach – Surveys, Workshops, Public Meetings, Events

Fall 2018
Commence 2022 RTP Outreach

Spring 2020 – RTP Stakeholder Roundtable Process

Summer 2020-Fall 2021 – Public Outreach, Workshops, Events

Spring 2022 – Present to 11 City Councils & County Board

Spring 2022 – Circulate Draft Documents

Summer 2022 - Adoption
Overview: RTP/SCS Requirements – The 3 Cs

Federal Transportation Planning Requirements U.S. Code Title 23 §135(a)(1):
Process Shall Be Continuous, Comprehensive, Collaborative
• Growth Forecast Requirements
• Regional Housing Needs Assessment
• Environmental Justice/Title VI Outreach, Analysis, Integrated Performance Measures
• SCS Success Stories
• How the Data Gathered During Outreach Will be Used

Growth Forecast Requirements
The 4th “C” = Consistent
• Growth forecast must be within 1.5% of State DOF Projection for 2031 starting in Fall 2021 State Government Code Sec. 65584.01(a)
• Must be consistent between RTP, SCS, Environmental Document, Regional Housing Needs Assessment (RHNA), Environmental Justice Analysis, Congestion Management Process (CMP)... 2017 RTP Guidelines, p. 26
• Kern COG is scheduled to adopt an update to the regional growth forecast in March 2020, revise 2021 Kern COG Policy Manual

Regional Housing Needs Assessment (RHNA)

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

Integrated Performance Measure Analysis
Uses U.S. EPA EJ Screen Tool [https://www.epa.gov/ejscreen]

- Title VI – Predominantly Minority Areas – Title VI, 42 U.S.C. § 2000d et seq. 1964 Civil Rights Act. No person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.
- Environmental Justice (EJ) – Predominantly Minority and/or Low Income Areas – Executive Order 12898 issued by President Clinton in 1994. Its purpose is to focus attention on the environmental and human health effects of federal actions on minority and low-income populations ONLY with the goal of achieving environmental protection for all communities.
RTP Measures Correspond to RTP Goals
8 out of 10 Measures have a State Required Health Equity Component

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

2018 Integrated Performance Measure Results Summary
- 93% of the Measures Met the Targets
- 2 of the Measures Partially Met Targets
- Partial Target Attainment Indicates Area to Watch in Future RTP Cycles
- Performance Measures Indicate the RTP is Generally Headed in the Right Direction!

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

Transportation Related Factors affect less than 30% of the region’s health ranking:
- 4% - Exercise (walking, biking)
- 8% - Employment (economic growth)
- 8% - Income (economic growth)
- 2.5% - Air (vehicle emissions)
- 5% - Housing & Transit (job access, walking)

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

Source:
http://www.countyhealthrankings.org/explore-health-rankings/our-methods

Integrated Performance Measure Results (1 of 17 Result Tables)
MOBILITY (Average Travel Time) – All Targets Met!
- Travel times get worse in 2042 but No Build is Worse than Build.
- EJ (Table D-4b) Rural Areas fare better than All EJ Rural Areas
- Title VI (Table D-4c) Rural Areas fare better than All EJ Rural Areas

TAZ = Transportation Analysis Zone
Federal Safety, and New Road Condition, Travel Time Performance Measures (PM)

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

New for 2022 RTP
- PM2 (Bridge-Pavement Condition)
- PM3 (Travel Time Reliability)

Federal Vehicle Safety Performance Measures

[Chart showing motorized serious injury rates per 100M miles traveled annually, with data points for Kern County from 2007 to 2024, including 5-year running averages and forecast for 2020-2024.]

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

Source: CHP SWTRIS data, Kern COG Travel Model

PM1 - Federal Safety Performance Measure – Uses Historic Trends

[Graph showing economic determinism (1998-2016) with data points for PM1, including serious injuries and fatalities rates per 1000 population from 2000 to 2016.]

"We only modeling the macroeconomic rates per capita GDP growth in California, this accounts for 70% of total years variation in collision rates.

Source: CHP SWTRIS data, Kern COG Travel Model

PRELIMINARY – Optional Measure (not federally required)

[Chart showing combined 5-year running average for Kern County, with data points for fatalities per 1000 population from 2019 to 2024.]

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

Source: CHP SWTRIS data, Kern COG Travel Model
Balancing Environmental Justice Analysis with Meaningful Opportunities for Public Involvement

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

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

Over 100 Public Outreach Opportunities Over 4-Yr. Process*
- 1 Website, 600 Played an Interactive Survey Game Tool
- 4 Annual Phone/Text Surveys – over-sampled in outlying areas
- 25 Public Regional Planning Advisory Committee meetings
- 24 City Council and Board of Supervisor Presentations
- 23 Festivals, Fairs, Farmer’s Markets and Other Events
- 17 Stakeholder Hosted Mini-Grant Workshops
- 9 Active Transportation Workshop Walk Audits
- 5 Environment/Social Equity; Business/Ind. Roundtable Mtgs.
- 3 Publicly Advertised Hearings in Ridgecrest, Arvin, Bakersfield
- 1 Co-Presentation with the Tejon Tribe in Lamont

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

*Not including over 50 public RMAC/TTAC oversight meetings.
Sustainable Community Strategy
Success Stories Benefit Disadvantaged Communities

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

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

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

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

Example voting results of the Steer Us in the Right Direction map activity for Metro Bakersfield (Pedestrian Path and Bicycle Lane or Path Projects)

Fair and Festival Map Activities – Vote for Top 3
Overview - 2022 RTP/SCS Outreach

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

Regional Planning Advisory Committee (RPAC) Oversight

RPAC Make-up

- 12 Planning Directors - or designee from each of the 11 Cities and the County
- 3 Ex-Officios – GET, LAFCO, KEDC
- 3 Community-At-Large Members – Appointed by the COG Board
Annual 1,200 Person Statistically Valid Phone Survey – 2007-2019

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

New Online Survey Tool – MetroQuest

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

Survey No.1 Principles Ranking
1 = Most Important

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

Fair and Festival Map Activities
Stakeholder Group Hosted Mini Grant Workshops

Real-time Clicker Voting

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

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

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

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

Other Ideas / Comments / Questions / Contacts

Becky Napier
Administrative Director
661-635-2910
bnapier@kerncog.org

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

For More Information: www.kerncog.org

We work for you!
February 5, 2020

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director
By: Rob Ball, Deputy Director/Planning Director

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

DESCRIPTION:

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

DISCUSSION:

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

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

ACTION:

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

Attachments: 1) Success Stories Template
2) Draft 2022 Success Stories
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Title
PROJECT SPONSOR: Agency Name

PROJECT DESCRIPTION:
Text

COST BENEFIT RATIO: Text

TOTAL COST OF PROJECTS: Text

YEAR OF CONSTRUCTION: Text

STATUS: Text

PROJECT BENEFITS:
Text

Reference: Text

Image Title

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

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

**NEW STRATEGIES**

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

**ENHANCED STRATEGIES**

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

**ENHANCED STRATEGIES (continued)**

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

**EXISTING/CONTINUING STRATEGIES**

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

PROJECT BENEFITS:
Based on an economic impact analysis, the vision documents: increase population and economic density in the urban core; support residential and commercial activity; develop under-utilized or vacant properties; connect existing activity and cultural centers; create an efficient, reliable, and effective multi-modal transportation system; connect existing activity and cultural centers; enhance sustainability, livability and a sense of place; and secure funding for identified implementation actions like a new property-based business improvement district.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2017
STATUS: In Progress

Reference: City of Bakersfield, 2016
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: 4,000+ Workplace Charging Spaces

PROJECT SPONSOR: Kern Council of Governments and member agencies

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

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

COST BENEFIT RATIO:
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016-2025
STATUS: In progress

Photo: Tehachapi News

Electric charging station in Tehachapi

Electric charging station in Bakersfield

Photo: Tehachapi News
APPENDIX E – SUCCESS STORIES

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

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

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

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

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: $1,000,000
YEAR OF CONSTRUCTION: 2016
STATUS: Complete

Photos: Golden Empire Transit
PROJECT TITLE: Bakersfield Disadvantage Communities & University Bike Share & Bicycle Connectivity Project
PROJECT SPONSOR: City of Bakersfield/CSU Bakersfield

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

PROJECT BENEFITS:
The City of Bakersfield’s implementation of this project will offer opportunities to reduce transportation-related air pollution emissions and greenhouse gas emissions by providing the public with more active transportation choices. The project benefits the largest concentration for disadvantage populations in the region, for a community with the second highest number of disadvantaged census tracts in the state. This project has tremendous potential to affect the health and access to jobs and services for these disadvantaged neighborhoods. The project is also expected to attract millennial job seekers.

COST BENEFIT RATIO:
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016
STATUS: In progress
PROJECT TITLE: Kern Highway Projects Advancing Kern COG Complete Streets Recommendations

PROJECT SPONSOR: Kern Council of Governments

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2009-2021
STATUS: In Progress

Calloway Bridge, Westside Parkway
PROJECT TITLE: Kern Regional Active Transportation Plan Including Disadvantaged Communities
PROJECT SPONSOR: Kern Council of Governments

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

PROJECT BENEFITS:
With financial assistance from both the metropolitan Bakersfield public transit provider, Golden Empire Transit, and the County of Kern’s Regional Transit the active transportation/public transit interface will be examined to improve transit opportunities to active transportation users.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2017-2037
STATUS: In Progress

Examples of obstructed sidewalk and sidewalk gap in Downtown Bakersfield
PROJECT TITLE: SJV Rural Transit Shared Mobility Study for Disadvantaged Community Transit Needs in the Rural San Joaquin Valley – South Valley Pilot – Miocar

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

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

PROJECT BENEFITS: The partnership and project will expand low-carbon transportation options in rural areas and disadvantaged communities.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: $2,900,000
YEAR OF CONSTRUCTION: STATUS: complete - seeking funds for phase 2
**PROJECT TITLE:** SR 184 Lamont Bike and Pedestrian improvements Disadvantaged Community Complete Streets Project  
**PROJECT SPONSOR:** Caltrans  
**PROJECT DESCRIPTION:** Caltrans 18.5 mile project proposed to rehabilitate State Route 184 connecting the disadvantaged communities of Southeast Bakersfield, Lamont and Weedpatch. The project will widen the shoulders to standard widths, install a Class 2 bike lane, and upgrade existing nonstandard curb ramps. The project scope also includes Complete Street concepts.  
**PROJECT BENEFITS:** The project will provide a safer route for pedestrians, and bike traffic along residential, commercial and institutional frontages and close a major bike and pedestrian facility gap in these disadvantaged community.  
**COST BENEFIT RATIO:** Unknown  
**COST OF PROJECTS:** $318,500  
**YEAR OF CONSTRUCTION:** 2023  
**STATUS:** Proposed
APPENDIX E – SUCCESS STORIES

Kern Council of Governments (Kern COG)  
2022 Regional Transportation Plan (RTP)  
Sustainable Communities Strategy (SCS)

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

PROJECT SPONSOR: Caltrans

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

PROJECT BENEFITS: The roundabout in Lamont will improve safety and welfare of the traveling public and reduce the number and severity of collisions by accelerating the replacement of a 4-way stop. The roundabout will also have splitter islands, sidewalks, ramps and crosswalks for pedestrians.

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: $3 million
YEAR OF CONSTRUCTION: 2021
STATUS: Proposed

Delano – SR 155 & Browning Rd  
Completed 2019

Lamont/Weedpatch –  
SR 184 & Sunset Blvd  
Construction 2021

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

**PROJECT SPONSOR:** County of Kern

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

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

**COST BENEFIT RATIO:** Not Applicable

**COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:** Not Applicable

**STATUS:** In progress

Kern County General Plan Update

---

_Figures 18.98.016 Oil and Gas activities Boundary Area_
PROJECT TITLE: Early Deployment Pricing Policies for Parking and FasTrak HOT Lanes
PROJECT SPONSOR: City of Bakersfield/Caltrans

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

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

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

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: $440M
YEAR OF CONSTRUCTION: 2019-2022
STATUS: In progress
PROJECT TITLE: I-5 Freight Zero Emissions Route Operations (ZERO) Pilot Project

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

PROJECT DESCRIPTION: The 8 San Joaquin Valley Planning Agenices are partnering with UC Davis, modes accommodated on existing assets and reducing congestion on existing modal assets. The location of the station is along a bicycle corridor and passengers may also connect with Kern Regional Transit.

PROJECT BENEFITS: The CSUB Transit Center will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets and reducing congestion on existing modal assets.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: $220,000

YEAR OF CONSTRUCTION: 2021

STATUS: In progress

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

Graphic adapted from: https://seeingalpha.com/article/4127262-tesla-semi-revisited
PROJECT TITLE: City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street

PROJECT SPONSOR: City of Bakersfield

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

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

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

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: $58 million
YEAR OF CONSTRUCTION: 2007-2017
STATUS: In progress

Mill Creek Linear Project and Pedestrian Corridor
Mill Creek Senior Housing (AHSC) Project
Baker Street Village Project
PROJECT TITLE: Commuter Rail Feasibility Study/Amtrak Improvements
PROJECT SPONSOR: Kern Council of Governments

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

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

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

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

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In progress

Source: Commuter Rail Feasibility Study, Draft July 2012
PROJECT TITLE: Rideshare Program – Commute Kern
PROJECT SPONSOR: Kern Council of Governments

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

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

COST BENEFIT RATIO:
2017-2018: $59.15 / lbs.

COST OF PROJECT:
2016-2017: $231,420
2017-2018: $243,886

YEAR OF CONSTRUCTION: Non-construction
STATUS: Ongoing
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Expanding Park and Ride Lots
PROJECT SPONSOR: Caltrans, City of Bakersfield and California City

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

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

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

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

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

COST BENEFIT RATIO: $23 / lbs.
COST OF PROJECT: $375,000
YEAR OF CONSTRUCTION: 2014
STATUS: Complete

Map of Park and Ride Lots at South H Street and McKee Road
PROJECT TITLE: Dial-A-Ride and Local Transportation Services
PROJECT SPONSOR: City of Arvin, California City, City of Delano, City of McFarland, City of Ridgecrest, City of Shafter, City of Taft, City of Tehachapi, City of Wasco, City of Bakersfield (GET)

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

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

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

COST BENEFIT RATIO: Not Applicable
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In progress
**APPENDIX E – SUCCESS STORIES**

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

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

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

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

**COST BENEFIT RATIO:** Unknown  
**COST OF PROJECTS:** Unknown  
**YEAR OF CONSTRUCTION:** Kern County Final Plan will be issued in September 2012 and the City of Tehachapi Master Bike Plan was adopted in June 2012.

Map of Proposed Bicycle Facilities in Kern County

Source: Kern County Bicycle Master Plan and Complete Streets Recommendations. June 2012.
PROJECT TITLE: City of Bakersfield Bicycle Facilities
PROJECT SPONSOR: City of Bakersfield Public Works Department

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

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

COST BENEFIT RATIO: $7 – $21/ lbs.
TOTAL COST OF PROJECTS: $35,000 - $60,000
YEAR OF CONSTRUCTION: 2013
STATUS: Constructed, Planned

Map of Bicycle Lanes
APPENDIX E – SUCCESS STORIES

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

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

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

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

COST BENEFIT RATIO: Westside Station emissions: $8.34/lbs.
COST OF PROJECT: Approximately $500,000
YEAR OF CONSTRUCTION: Completed in 2013
STATUS: Constructed

Westside & Cal City SW Stations – Multi-modal Transit Center, California City
PROJECT TITLE: San Joaquin Valley Vanpool Program (CalVans)

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

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

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

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS:

YEAR OF CONSTRUCTION: Service began in 2009

STATUS: In process

Local college students who use CalVans
APPENDIX E – SUCCESS STORIES

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In process
PROJECT TITLE: City of Shafter Container Yard and Intermodal Rail Facility Expansion
PROJECT SPONSOR: City of Shafter

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

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

COST BENEFIT RATIO: $99 / lbs.
TOTAL COST OF PROJECTS: $60 million
YEAR OF CONSTRUCTION: 2013
STATUS: In process
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Next Generation Intersection Signalization
PROJECT SPONSOR: City of Bakersfield Public Works, Kern County Roads Department, City of Ridgecrest, Caltrans

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

In 2016 Kern COG commenced an update to the Intelligent Transportation System (ITS) Plan that will look at the next generation of traffic signal technology.

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

COST BENEFIT RATIO: $3 – $60/ lbs.
TOTAL COST OF PROJECT: $104,500 - $652,500
STATUS: Constructed/Operating, Planned

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

PROJECT SPONSOR: City of Bakersfield

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

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

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Varied
STATUS: In Progress

1612 City Lofts located in mixed use building in Downtown Bakersfield

17th Place Apartments Downtown

Mill Creek Veterans Housing Downtown
PROJECT TITLE: Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles
PROJECT SPONSOR: City of McFarland, City of Shafter

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

PROJECT BENEFITS:
The benefits of transit electric vehicles includes the reduction of the number of single occupancy vehicles on the road and ultimately helps improve our air quality, lower maintenance and repair costs, and lower fuel costs.

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016
STATUS: In Progress
PROJECT TITLE: Golden Empire Transit/Kern Transit/Arvin Transit – 5 Zero Emission Buses
PROJECT SPONSOR: Golden Empire Transit District, Kern Transit

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2019
STATUS: In Progress
PROJECT TITLE: Lost Hills Wonderful Park and Communitywide Improvements
PROJECT SPONSOR: The Wonderful Company

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2019
STATUS: Completed

Lost Hills Wonderful Park improvements
**PROJECT TITLE:** Grapevine Specific and Community Specific Plan and Neighborhood Gardens  
**PROJECT SPONSOR:** County of Kern

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

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

**COST BENEFIT RATIO:** Unknown  
**TOTAL COST OF PROJECTS:** Unknown  
**YEAR OF CONSTRUCTION:** Unknown  
**STATUS:** In Progress


Grapevine development project concepts
DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Taft Transit Center – Regional Transit Hub

PROJECT SPONSOR: City of Taft

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

PROJECT BENEFITS:
This project was funded by surplus Proposition 1B Transit funds. Residents of the cities of Taft and Maricopa will be sheltered from the summer heat and winter while waiting for Taft and Kern transit service. Due to its central location, this facility is designed to encourage the use of Taft and Kern transit to local and visiting riders. The facility also provides community meeting facilities.

COST BENEFIT RATIO: $49.18/lb.
TOTAL COST OF PROJECTS: $1.9 million
YEAR OF CONSTRUCTION: 2016-17
STATUS: complete

New Taft Regional Transit and Community Center
PROJECT TITLE: Early Delivery of Wasco Active Transportation Program Projects

PROJECT SPONSOR: City of Wasco

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

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

COST BENEFIT RATIO: Not Available

TOTAL COST OF PROJECTS: $3.6 million

YEAR OF CONSTRUCTION: 2014-2017

STATUS: complete
PROJECT TITLE: Kern Intelligent Transportation Systems Plan
PROJECT SPONSOR: Kern Council of Governments

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

PROJECT BENEFITS:
The ITS Plan provides for phasing in of new technologies that will improve the efficiency of the transportation system thereby reducing greenhouse gas and health based air pollution emissions.

COST BENEFIT RATIO: Not Applicable
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2017-2042
STATUS: In Progress

Examples of Intelligent Transportation Systems
PROJECT TITLE: City of Tehachapi General Plan – Form Based Code General Plan
PROJECT SPONSOR: City of Tehachapi

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In Progress

Reference: City of Tehachapi General Plan, 2012

The Walkable Neighborhood example

Conceptual Transect System
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Infill Incentive Zone – Lower Transportation Impact Fee Core Area
PROJECT SPONSOR: City of Bakersfield / City of Tehachapi

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

The City of Tehachapi also has implemented a Tehachapi Region Core Area TIF. Tehachapi’s TIF is established for the similar purposes as Bakersfield’s TIF.

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: n.a.
STATUS: In process

Map of TIF Core Area for Bakersfield
PROJECT TITLE: City of Taft General Plan – Sustainability Principles

PROJECT SPONSOR: City of Taft

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

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

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

Reference: City of Taft General Plan, 2009

Table of Sustainable Principles by Element

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

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

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

Non-Motorized Circulation Map

COST BENEFIT RATIO: Unknown  
TOTAL COST OF PROJECTS: Not Applicable  
YEAR OF CONSTRUCTION: Not Applicable  
STATUS: In Progress

Reference: City of Ridgecrest General Plan, 2009
PROJECT TITLE: General Plan Sewer Policy – Hook-up required for parcels less than 6 acres
PROJECT SPONSOR: County of Kern

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In process

Map of Sewer Area in Metro Bakersfield


APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Bakersfield Required Lot Size Zoning Strategies
PROJECT SPONSOR: City of Bakersfield

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

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Ordinance implemented in 1995
STATUS: In process

Map of Small Lot Areas in Metro Bakersfield
APPENDIX E – SUCCESS STORIES

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

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

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

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: Adopted

Examples of Smart Growth Development Located in Downtown Bakersfield
**PROJECT TITLE:** Transit Priority Areas (TPA)  
**PROJECT SPONSOR:** Kern Council of Governments

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

**PROJECT BENEFITS:**  
TPA encourages sustainable development by providing accessibility to quality transit which can reduce vehicle miles traveled and reduce the region’s GHG.

**COST BENEFIT RATIO:** Unknown  
**TOTAL COST OF PROJECT:** Unknown  
**YEAR OF CONSTRUCTION:** October 2012  
**STATUS:** Planned
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types
PROJECT SPONSOR: Kern Council of Governments

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

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

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: N/A
STATUS: Adopted
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: GET - Short-Term Service Plan (2012-2020)
PROPOSED SPONSOR: Golden Empire Transit District (GET)

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

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

COST BENEFIT RATIO: -
TOTAL COST OF PROJECT: -
YEAR OF CONSTRUCTION: -
STATUS: Planned

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

Short Term Service Plan (2012-2020)
PROJECT TITLE: GET X-92 Commuter Express bus service to Tejon Industrial Complex  
PROJECT SPONSOR: Golden Empire Transit District (GET)

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

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

PROJECT BENEFITS:  
The X-92 Route provides the benefits below:

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

COST BENEFIT RATIO: 29% (FY 2015-2016)  
COST OF PROJECTS: $361,767 (FY 2015-2016)  
YEAR OF CONSTRUCTION:  
STATUS: In progress

Map of GET's X-92 Route
PROJECT SPONSOR: Kern Council of Governments

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

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

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

COST BENEFIT RATIO: Unknown
COST OF PROJECT: $773,762
YEAR ESTABLISHED: 2012
STATUS: In Process

Kern County 511 Website
PROJECT TITLE: San Joaquin Valley Blueprint Integration Project
PROJECT SPONSOR: San Joaquin Valley Blueprint

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

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

Ridgecrest – Sign Ordinance  
Wasco – Design guidelines SR 46 Corridor  
Arvin – Design guidelines  
Shafter – Strategy to link transportation/land use  
California City – infill strategy  
McFarland – Ag mitigation program  
Tehachapi – Climate Action Plan Guidance  
Taft – Zoning Ordinance audit tool

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

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In progress
PROJECT TITLE: Caltrans Detection Systems - State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems

PROJECT SPONSOR: Caltrans

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

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

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

COST BENEFIT RATIO: All emissions – $7.00 - $21.00 / lbs.
COST OF PROJECTS: $1,038,000
YEAR OF CONSTRUCTION: 2010, 2012
STATUS: Operating, In Construction

Detection System
PROJECT TITLE: California Highway Patrol's Safety Corridors
PROJECT SPONSOR: California Highway Patrol

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

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

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Started in 2002
STATUS: In progress

Map of Safety Corridors in Kern County
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Purchase of CNG/RNG Buses
PROJECT SPONSOR: Golden Empire Transit District, County of Kern Roads/Kern Regional Transit

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

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

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

COST BENEFIT RATIO: $ 34+ / lbs.
COST OF PROJECTS: $400,000 - $575,000 per bus
YEAR OF CONSTRUCTION: 2013-present
STATUS: Existing/planned

GET CNG/RNG Bus

KT CNG/RNG Bus
PROJECT TITLE: The Electric Cab Company of Delano
PROJECT SPONSOR: The Electric Cab Corporation and Private Organization

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

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

COST BENEFIT RATIO: Unknown
COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2012
STATUS: In progress

http://www.theelectriccab.com/

Images of Electric Cab Company's electric vehicles

Photos from: http://www.theelectriccab.com/
PROJECT TITLE: Downtown Elementary School (City of Bakersfield)
PROJECT SPONSOR: Bakersfield City School District

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: Unknown
STATUS: In process
**PROJECT TITLE:** Traffic Control Devices  
**PROJECT SPONSOR:** City of Bakersfield

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

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

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

**COST BENEFIT RATIO:** $15 – $30 / lbs.  
**TOTAL COST OF PROJECTS:** $168,000 - $460,000  
**YEAR OF CONSTRUCTION:** 2013-2014  
**STATUS:** Planned

![Map of Proposed Traffic Control device Projects (Traffic Monitoring Cameras)](image-url)
APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3
PROJECT SPONSORS: Kern Energy Watch Partnership with Southern California Edison (SCE), Pacific Gas & Electric (PG&E), and Southern California Gas Company (SCG)

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

Through SCE’s Flight #5.6 Funding Opportunity and the Kern Energy Watch Partnership, Kern COG was awarded funding for activities that support California’s Long-Term Energy Efficiency Strategic Plan along with the Great Valley Center, which was awarded funding to implement PG&E’s Green Communities Program. Kern COG coordinates the efforts of all of the partners and programs. As of October 2013, the County of Kern and ten cities have completed baseline inventories for the years 2005 and 2010. Five cities and the County of Kern have adopted Energy Action Plans. Work will continue to update the inventories in 2014, to identify strategies to address natural gas use, then to update the plans, and to establish plans for the remaining local government partners.

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: N/A
STATUS: Completed

Map of Kern Region Energy Action Plans and Utility Service Areas
PROJECT TITLE: Tejon Ranch Conservation and Land Use Corridor Agreement
PROJECT SPONSOR: Tejon Ranch Co.

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

PROJECT BENEFITS:
The Ranch’s location between Bakersfield and Los Angeles and its adjacency to major California and national infrastructure corridors offer opportunities for regionally-beneficial development. The Conservancy has developed and is implementing a Ranch-wide management plan in collaboration with the Tejon Ranch Company. The agreement also provides new opportunities for public access, including realignment of 37 miles of the Pacific Crest Trail to the Blue Ridge on Tejon Ranch, a potential location for a new CA state park, and a potential UC Reserve research site. In addition, the Conservancy leads public access programs that have brought approximately 5,000 visitors to the Ranch since 2008 and are serving approximately 1,000 per year through docent-led tours.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Not Applicable
YEAR OF CONSTRUCTION: Not Applicable
STATUS: In Progress

Reference: Tejon Ranch Co.

Tejon Ranch – Conservation and Land Use Plan Map
PROJECT TITLE: Kern County Community Revitalization Program
PROJECT SPONSORS: County of Kern

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

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: N/A
YEAR OF CONSTRUCTION: N/A
STATUS: In Process
PROJECT TITLE: Kern Transit – Express Route Connections to Intermodal Passenger Rail Stations
PROJECT SPONSOR: Kern Transit – County of Kern

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

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

COST BENEFIT RATIO: Unknown
TOTAL COST OF PROJECTS: Unknown
YEAR OF CONSTRUCTION: 2016 & 2019
STATUS: In progress

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

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

Electric Kern Transit Bus Providing Connections between E. Kern and Metrolink
APPENDIX E – SUCCESS STORIES

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

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

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

PROJECT BENEFITS: The CSUB Transit Center will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets and reducing congestion on existing modal assets. The location of the station is along a bicycle corridor and passengers may also connect with Kern Regional Transit.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017, 2018, 2019

STATUS: In progress

Surrounding area of proposed CSUB Transit Center