

CHAPTER 2 TRANSPORTATION PLANNING POLICIES

INTRODUCTION

The 2022 Regional Transportation Plan is Kern County's comprehensive area-wide transportation program to address the mobility challenges created by the region's growth. The Policy Element is one of 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. This Policy Element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor the improvements to Kern's transportation system through 2046.

The Policy Element addresses legislative, planning, financial, and institutional issues and requirements, as well as areas of regional consensus (e.g., land use policies). This element provides guidance to decision-makers regarding the implications, impacts, opportunities, and forecasted options that will result from implementation of the RTP. In addition, the Policy Element is a resource that provides input and promotes consistency of actions taken by state, regional, and local agencies, such as transit agencies, congestion management agencies, and the California Highway Patrol.

This policy element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor the improvements to Kern's transportation system through 2046.

The policies and actions of the RTP are listed by goal and Strategic Investments (see Chapter 5) and are provided in Table 2-1. This table is supported by a Performance Monitoring section containing a system-wide set of measures to monitor progress toward these goals as well as an Integrated Environmental Justice (EJ)/Title VI analysis (see Appendix D). A description of the issues, needs, and actions is included in Chapter 5, Strategic Investments, for each transportation mode.

Transportation planning policies discuss multiple plans including but not limited to transit plans, active transportation plans. The scope of goals, policies and actions within this document apply to all jurisdictions including unincorporated areas and disadvantaged communities.

Goals, policies, actions, and performance measures are defined as follows:

A **"goal"** is the end toward which effort is directed; it is general in application and timeless.

A **"policy"** is a direction statement that guides present and future decisions on specific actions. Policies support the attainment of goals. In this document, policies have been merged with objectives to streamline the policy element.

An **"action"** is a specific activity in support of the policy. Actions are detailed in Chapter 5, Strategic Investments (Action Element).

A **"performance measure"** is a quantitative system-level indicator of how actions in the plan support the goals and are included in Appendix D.

In accordance with Government Code 65080(b)(1), all policies are relevant for both the near term (6 years) and long term (20+ years). Short- and long-range actions implementing these policies are identified in Chapter 5.

The following 2022 RTP goals and policies were derived from other Kern COG transportation plans and studies. This 2022 RTP stands on its own, and revisions to these other plans will not affect the content of this document.

GOALS/POLICIES

At the core of the 2022 RTP are seven goals:

- 1) **Mobility** – Improve the mobility of people and freight.
- 2) **Accessibility** – Improve accessibility to, and the economic wellbeing of, major employment and other regional activity centers.
- 3) **Reliability/Safety** – Improve the reliability and safety of the transportation system.
- 4) **Efficiency** – Maximize the efficiency and cost effectiveness of the existing and future transportation system.
- 5) **Livability/Quality of Life** – Promote livable communities and satisfaction of consumers with the transportation system.
- 6) **Sustainability** – Provide for the enhancement and expansion of the system while minimizing effects on the environment.
- 7) **Equity** – Ensure an equitable distribution of the benefits among various demographic and user groups.

While all goals are considered interrelated and important, mobility is considered the plan's highest goal. Identified in Table 2-1 are policy objectives for Kern COG and its member agencies categorized by the goals they help to advance. The table also references the strategic investment category in Chapter 5, Strategic Investment.

Table 2-1: Regional Transportation Plan Goals, Policies and Actions		Goals Supported						Strategic Action Element (Ch. 5)	
Policy/Action No.	Policy/Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity		Sustainability
1	Enhance Connectivity to Meadows Field and Inyokern Airport to accommodate future regional growth.								Aviation
1.1	Work with Meadows Field and Inyokern Airport to obtain funding from the state and federal governments for their respective development programs.								Aviation
1.2	Work with local and regional transit providers to increase alternative mode ground access options at Meadows Field.								Aviation
1.3	Assist Meadows Field with planning related to high-speed rail connections.								Aviation
2	Assist Kern County airports in expanding facilities to meet growing aviation demands.								Aviation
2.1	Participate in master plan updates for various Kern County airports.								Aviation
2.2	Implement the Action Plan of the Central California Aviation System.								Aviation
2.3	Work with public airports to increase their access to federal and state funding and to reduce air emission in nearby communities, including disadvantaged communities.								Aviation
3	Work with privately owned airports and local jurisdictions to support their operation and to maintain compatible uses within the airport area of influence.								Aviation
3.1	Work with the JLUS committee to implement planning activities listed in the JLUS for R-2508 airspace (China Lake Naval Weapons Station and Edwards Air Force Base).								Aviation
3.2	Implement planning actions and strategies listed in the JLUS for R-2508.								Aviation
4	Enhance and connect existing and future bikeways and pedestrian walkways in the Kern Region including disadvantaged communities.								Active Trans. (AT), Air Emission

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4.1	Seek and assist member agencies to apply for funding for bicycle and pedestrian projects from local, state, and federal sources.								AT
4.2	Seek and assist member agencies to apply for funding to maintain existing bikeways and pedestrian walkways.								AT
4.3	Encourage allocating sufficient flexible funding sources to fully fund priority pedestrian/bicycle projects identified in local and/or regional plans.								AT
5	Encourage and w Kern COG member jurisdictions to update and implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.								AT, Air Emissions
5.1	Fund updated bicycle plans for incorporated cities and unincorporated communities.								AT
5.2	In communities countywide and using appropriate funding sources create and fully fund pedestrian/bicycle facilities identified in local and/or regional plans.								AT
6	Identify appropriate funding sources, update and fund regional and local plans that promote bicycle/pedestrian travel.								AT, Air Emissions
6.1	Fund and periodically update the regional Active Transportation plan for bicycle, and pedestrian facilities for the Kern’s incorporated and unincorporated communities.								AT
6.2	Periodically update the Kern Active Transportation Plan.								AT
7	Encourage using appropriate funding sources to promote and fund sustainable community design that supports transit use and increases active transportation (AT) while still meeting the mobility needs of residents and employees in all communities and particularly in disadvantaged communities.								AT, Public Transit, Air Emissions

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7.1	Purchase and construct bicycle racks and lockers for Kern county multimodal stations.								AT
7.2	Purchase and construct bike tie-downs and racks on commuter trains and buses.								AT
7.3	Implement bus improvements including enhanced transit service (rapid bus, Bus Rapid Transit) in long range transit plans that promote service throughout the county especially for disadvantaged communities.								Transit
7.4	Introduce Express bus service along SR 178/24th Street/Rosedale Highway and SR 99.								Transit
7.5	Consider Bus Rapid Transit (BRT) in exclusive lanes with traffic signal priority.								Transit
7.6	Using appropriate funding sources, study additional express/inter-city bus service throughout the county.								Transit
7.7	Consider ramp metering.								Transit
7.8	Consider peak period only HOV lanes.								Transit
7.9	Consider converting BRT corridors to light rail transit.								Transit
7.10	Consider additional peak period HOV lanes.								Transit
8	Identify additions and alternatives that would improve the overall quality of transit service in Kern County.								Transit, Air Emissions
8.1	Identify additions and alternatives that would improve the overall quality of transit throughout the county, especially for disadvantaged communities.								Transit
8.2	Consider a new GET Transit Center at CSU Bakersfield.								Transit
8.3	Increase GET services to CSU Bakersfield and Bakersfield College.								Transit

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8.4	Consider introducing "full" GET BRT.								Transit
8.5	Implement traffic flow improvements/railroad grade separations.								Air Emissions
8.6	Promote park and ride lots.								Air Emissions
8.7	Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.								Air Emissions
8.8	Encourage transit providers to consider lower transit fares or transit subsidies for low income, disabled and elderly populations.								Air Emissions
8.9	Implement flextime program.								Air Emissions
9	Identify, explore and assist jurisdictions to apply for funding alternatives to traditional transit that address Kern Transit's (KT) rural mobility needs in all communities.								Transit, Air Emissions
9.1	Assist KT in refining KT scheduling practices to improve service, including frequency.								Transit
9.2	Consider KT route reconfiguration within Downtown Bakersfield.								Transit
9.3	Assist KT in analyzing stop placements and first/last mile linkages.								Transit
9.4	Continue discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.								Transit
9.5	Create and promote ridesharing and voluntary employer-based incentives.								Air Emissions
10	Develop coordination alternatives that would realize improvements over current Golden Empire Transit (GET) and other transit operations.								Transit, Air Emissions
10.1	GET may consider decreasing emphasis on timed connections at transit centers								Transit
10.2	GET may consider faster crosstown trips: New Express routes; New "Rapid" routes; More direct routes								Transit

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10.3	GET may consider faster crosstown service connecting one side of Bakersfield to the other including downtown and unincorporated areas.								Transit
10.4	GET may consider circulator and/or demand response services within neighborhoods or adjacent unincorporated areas of Bakersfield.								Transit
10.5	Continuation of GET express routes.								Transit
11	Review, identify, and discuss alternative administrative and oversight models for transit services in Kern County. Support transit operators' replacement of fossil fueled vehicles to zero emission vehicles.								Transit
12	Create strategies to increase the visibility and importance of transit in Kern County.								Transit, Air Emissions
12.1	Monitor advancement of the California High-Speed Rail (HSR) project.								Transit
12.2	Introduce GET circulator, demand response and express service.								Transit
13	Create partnerships between transit and social services agencies in addressing Kern County's transit needs.								Transit, Air Emissions
14	Improve intercity connections and provide new services to expand the transportation alternatives in the Eastern Sierra region.								Transit, Air Emissions
14.1	Continue discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.								Transit
14.2	Initiate discussions with the San Joaquin Valley Joint Powers Authority regarding adding stops to Amtrak San Joaquin service between Bakersfield and Wasco.								Transit
14.3	Create ridesharing and voluntary employer-based incentives.								Air Emissions

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14.4	Reassess feasibility of commuter rail in various corridors.								Transit
14.5	AS HSR proceeds to construction: Identify preferred corridor to connect Bakersfield and Delano with commuter rail/HSR feeder service; Identify potential funding for commuter rail operations; work with local transit providers to connect riders to commuter rail/HSR.								Transit
15	Investigate new federal, state, and local funding opportunities to maintain the current transportation system and promote future transportation development.								Highways
15.1	Pursue ground access improvements to Meadows Field.								Highways
15.2	Upgrade the present highways maintenance system whenever feasible.								Highways
15.3	Maintain and enhance existing roadway infrastructure and vehicles with emerging technology to provide for more efficient use and reduce emissions, including electrification and clean fuel technology.								Highways, Air Emissions
16	Work with Caltrans, COG member agencies, and other interested parties to prepare environmental studies and design engineering plans, reducing impacts to all communities.								Highways
16.1	Continue to improve safety on State Routes including 14, 43, 46, 58, 65, 99, 119, 178, 184, 202, 204, 223 and other regional connecting routes.,								Highways
17	Provide input to neighboring counties conducting corridor studies for routes significant to the Kern region.								Highways
17.1	Participate in San Bernardino County's study for the US Highway 395 corridor.								Highways

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17.2	Review and analyze available rest areas, layover lots, and truck stops to determine needs for additional parking related to long-distance travel.								Highways
17.3	Implement the recommendations from completed transportation planning studies when appropriate and feasible.								Highways
18	Review countywide transportation impact fees and encourage member agencies to invest in active transportation, public transit and maintenance of local streets and roads.								Highways
18.1	Encourage local governments to consider pursuing alternative funding sources such as regional TIFs where justified as a necessary means to address transportation needs.								Highways
19	Delay the need for future increases in highway capacity and congestion through the implementation of measures that reduce transportation related air emissions.								Highways, Air Emissions
19.1	Pursuant to Transportation Development Act Statutes, encourage and assist member agencies to improve and explore funding opportunities for public transit in all communities especially for disadvantaged communities.								Air Emissions
19.2	Encourage and assist member agencies to implement transit mobility hubs with multiple transportation mode choices (transit, bike/car share, walk, bike, etc.) at central locations in all communities, and especially for disadvantaged communities.								Air Emissions
19.3	Create ridesharing and voluntary employer-based incentives.								Air Emissions
19.4	Facilitate traffic flow improvements/railroad grade separation.								Air Emissions
19.5	Consider High Occupancy Vehicle (HOV) lane additions: Centennial Corridor provides room to accommodate HOV.								Air Emissions
19.6	Consider implementing flextime programs.								Air Emissions

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20	Prepare a systems-level planning analysis of various transportation system alternatives using multimodal performance measures.								Highways, Air Emissions
20.1	Maintain Regional Traffic Models to aid in traffic and air quality analyses.								Air Emissions
21	Coordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods mitigating impacts to all communities.								Highways, Freight
21.1	Prioritize and program the freight related capital improvements for highways, regional roads, and interchanges for the RTP planning period, consistent with adopted goals and policies and the project eligibility requirements for each funding program,								Highways
21.2	Support higher safety level requirements for hazardous material transport on interstates, state highways, and local roads, minimizing impacts to sensitive receptors such as schools and neighborhoods alternative routes and stormwater mitigation.								Highways
21.3	Encourage coordination and consultation between the public and private sectors to explore innovative and efficient goods movement strategies such as shifting goods-movement from road to rail. Convene an annual freight movement event for all stakeholders groups.								Freight
21.4	Identify and explore development of a program to shift goods-movement from road to rail through various incentives, potential tax credits and subsidies.								Freight
21.5	Encourage the use of rail and air for goods movement to reduce impacts to state and inter-county routes and lessen air quality impacts.								Freight
21.6	Oppose higher axle load limits for the trucking industry on general purpose roadways without adequate reinforcement and maintenance.								Freight
22	Advocate programs and projects for the intermodal linkage of all freight transportation.								Highways, Freight

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22.1	Construct truck climbing lanes on the west grade of SR 58 over the Tehachapi Mountains to improve safety near the Cesar Chavez National Monument.								Freight, Highways
22.2	Program safety related infrastructure improvements such as widening of Seventh Standard Road, SR 46 and 43 in response to proposed freight movement activities in the area.								Freight
22.3	Widen State Route 184 to four lanes to improve safety for increasing agriculture trucking activity.								Highways, Freight
22.4	Widen Wheeler Ridge Road to four lanes and/or create a parallel expressway as a gap-closure to tie I-5 to SR 58 south of Arvin.								Highways, Freight
23	Construct new SR 58 freeway through Metropolitan Bakersfield from existing segments freeway SR 58 continuing west to I-5 and upgrade expressway portions east of SR 395.								Freight
23.1	Encourage communication between short-line rail operators, shippers, and economic development agencies.								Freight
23.2	Explore the potential to retain freight rail service on the southern portion of Arvin Subdivision. Coordinate with SJVR, Tejon Ranch, the Central California Rail Authority and others.								Freight
24	Explore rail intermodal, transfer facility, and alternative transfer options for the region. Develop the rural trucking network, avoiding populated areas to minimize impacts to both disadvantaged and all communities.								Freight, Safety, Environ. Justice
24.1	Continue development of the BNSF & UP intermodal freight hubs in/near Shafter as well as the BFL International Airport freight hub, into a TradePort District with a								Freight

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	network spoke system of connecting truck access routes. Participate in state planning for a system of inland ports.								
24.2	Continue development of the Delano and McFarland Union Pacific intermodal rail freight shipping facilities, including last-mile truck access infrastructure.								Freight
24.3	Research Targeted Logistics Transportation Fees such as : Logistic Mitigation Fees, and Mobility Fees								Freight
25	Maintain liaison with Southern California Association of Governments and all San Joaquin Valley Councils of Government for efficient coordination of freight movement between regions and counties.								Freight
25.1	Work with other agencies to create an effective Central Valley-wide truck model to track regional commodity flows and to identify critical economic trends that will drive truck flows on regionally significant truck routes.								Freight
26	Provide heavy truck access planning guidance, including a review of the current surface transportation act route system, review of geometric issues, and signaling for all routes identified as major local access routes, as well as the development of performance standards.								Freight, Air Emissions
26.1	Develop clean trucking technology on highways: provide assistance applying for numerous existing programs; encourage revisions to building codes that require electric charging stations and new warehouse/manufacturing facilities and incentives for electric charging.								Freight, Air Emissions

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26.2	Explore development of a Next Generation Industrial TradePort District – provide for phased incremental testing of emerging goods movement technology such as clean tech, autonomous trucks and warehouses/manufacturing & processing, mining and agriculture to foster higher paying jobs in the region.								Freight, Air Emissions
27	As planning funds are available, continue the technical and planning assistance grant program to assist and allow local jurisdictions to receive funding for coordinated land use, air quality and transportation planning.								Land Use, Air Emissions
27.1	Facilitate the Shafter Intermodal Rail Facility by programming infrastructure to service rail and truck traffic that may be generated by the facility.								Land Use, Air Emissions
27.2	Use the California Environmental Quality Act (CEQA) review process to inform stakeholders and decision makers on the impacts of future sensitive land use developments near vital transportation infrastructure necessary to handle increasing air traffic and international cargo, as well as increasing inland port activity.								Land Use, Air Emissions
27.3	Work with the Kern County Department of Airports and local planning departments to preserve existing airports from encroachment by sensitive land uses to strategic global gateways.								Land Use
27.4	Use the CEQA review process to inform stakeholders and decision makers on the impacts of sensitive land use developments near vital transportation infrastructure necessary to handle increasing local, intercity, and interregional transit use.								Land Use, Air Emissions
27.5	Implement the RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure, thus promoting the gradual intensification of transit use.								Land Use, Air Emissions

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27.6	Allow reduced parking requirements near transit centers that have alternative modes of access such as walking and bike paths, circulator buses, etc.								Land Use, Air Emissions
27.7	Monitor progress and allocated finding toward implementing principles developed by the <i>Directors to 2050</i> outreach process pursuant to the Project Delivery Policies and Procedures adopted November 17, 2016, and updates as needed.								Land Use, Air Emissions
27.8	Encourage cities and the county to provide parking requirements (and parking provisions) compatible with compact, pedestrian, and transit-supportive design and development. Requirements should account for mixed uses, transit access, and the linking of trips that reduce reliance on automobiles and total parking demand.								Land Use, Air Emissions
27.9	Promote land use along freight corridors that are compatible with goods movement traffic.								Land Use
28	Encourage land use planning by Kern COG local Government member agencies that recognizes Kern’s large area, dispersed centers and unique geographic features of the region.								Land Use, Air Emissions
28.1	Implement the Directions to 2050 Growth Principles vision for economic vitality by planning and programming infrastructure to provide connectivity to air traffic and international cargo facilities.								Land Use

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28.2	Monitor progress and as funds are available, allocate funding toward implementing regional principles developed by the <i>Directions to 2050</i> visioning process consistent with local general plans and provide funding to support that vision through the technical and planning assistance grant program in all communities including disadvantaged communities.								Land Use
29	Promote land use patterns that support current and future investments in public transit and active transportation in all communities particularly in disadvantaged communities that score high in many state and federal grant programs.								Land Use, Air Emissions
29.1	Encourage and assist with the adoption of general plan circulation elements that address transit, bike, and pedestrian modes. Consider specific plan lines and form-based codes where appropriate to implement transit improvements along designated transit corridors that connect transit-priority place types and centers and other transit ready areas.								Land Use, Air Emissions
29.2	Work with GET, KT, other local transit providers, and local land use planners to preserve existing and future transit opportunities from the encroachment of low-density land uses within transit-priority place types and centers and other transit ready areas.								Land Use, Air Emissions
29.3	Encourage the expansion of transportation choices and transit usage by providing housing choices that include more compact and mixed land uses within walking distance to transit priority place types and centers and other transit ready areas in all communities including disadvantaged communities.								Land Use, Air Emissions
29.4	Identify and space transit oriented village, town, and suburban/community centers a minimum of 1 to 4 miles apart.								Land Use, Air Emissions

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29.5	Provide convenient and safe walking and bike paths to a fixed transit hub at each transit priority place type and other transit ready areas.								Land Use, Air Emissions
29.6	Promote more compact and mixed-use centers along transit corridors, where appropriate, to support more intense transit options such as BRT, light rail and active transportation as areas become revitalized and in other transit ready areas.								Land Use, Air Emissions
29.7	Land uses should be mixed both horizontally and vertically where appropriate. Vertical mixed use, with ground-floor retail in developed areas and activity centers as identified through local land use plans, can increase the vitality of the street and provide people with the choice of walking to desired services. More important for Bakersfield, mixing uses horizontally can prevent desolate, single-use areas and encourage increased pedestrian activity; scale of use and distance between uses are important to successful horizontal mixed-use development.								Land Use, Air Emissions
29.8	Support and enhance transit priority and strategic employment place types. These areas have a strong impact on transportation patterns as the major destinations. To make these places more transit-supportive, they should be enhanced by land use decisions that locate new and affordable housing and appropriately scaled retail and employment uses to diversify the mix, creating an environment that maximizes transportation choice in both Metro and outlying communities. Enhancement of these place types in outlying areas to create vibrant communities provides opportunities for employees to live closer to where they work, reducing overall travel.								Land Use, Air Emissions

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29.9	Encourage cities and the county to provide land use intensities where appropriate at levels that will promote use of transit and support pedestrian and bicycle activity. A general threshold for transit-supportive residential uses is 10 to 15 units per acre within ½ mile of a high-frequency transit stop (15 min. headways or less). This density can be lower, however, if the urban environment supports easy pedestrian/bike access to transit. Nonresidential uses with a floor area ratio (FAR) of 0.5 provide a baseline that can support viable transit ridership levels. Local land use plans should provide flexibility to maximize the intensity of development in transit priority place types to be more responsive to changing market conditions.								Land Use, Air Emissions
29.10	Encourage the adoption of general plan circulation elements with specific plan lines as appropriate to preserve goods movement corridors and high frequency transit corridors.								Land Use, Air Emissions
29.11	The transportation and circulation framework should define compact districts and corridors that are characterized by high connectivity of streets to not overly concentrate traffic on major streets and to provide more direct routes for pedestrians, good access to transit, and streets that are designed for pedestrians and bicycles, as well as for vehicles.								Land Use, Air Emissions
29.12	New residential developments should include streets that provide connectivity. New development and revitalized areas should include streets that provide connectivity for pedestrian/bicycle access and public transit.								Land Use, Air Emissions
29.13	Streets should be designed to support use by multiple modes, including transit, bicycles, and pedestrians, through proper scaling and provision of lighting, landscaping, and amenities. Amenities must be designed to provide comfortable walking environments.								Land Use, Air Emissions

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29.14	Buildings should be human scaled, with a positive relationship to the street (e.g. entries and windows facing onto public streets, and appropriate articulation and signage).								Land Use, Air Emissions
29.15	The impact of parking on the public realm should be minimized by siting parking lots behind buildings or screening elements (walls or landscaping). Buildings should be close to the road so parking can be located on the side or in the rear.								Land Use, Air Emissions
29.16	Encourage shared mobility, van pools and medically funded vans. Encourage pilot projects such as autonomous electric vehicles in rural communities where applicable to access larger transit operators. Promote partnerships and grant strategies that allow access to grant programs. This is an extension of Policy 9.								Land Use, Air Emissions
30	Promote increased communication with neighboring jurisdictions on interregional land use issues, including the coordination of land use decisions and transportation systems.								Land Use, Air Emissions
30.1	Coordinate with the County of Kern, City of Bakersfield, and City of Shafter on the proposed expansion of Meadows Field in the County of Kern Airport Master Plan.								Land Use
30.2	Coordinate with the Southern California Association of Governments, the Metropolitan Transportation Commission, and the ports to minimize impacts of port activity through Kern County.								Land Use, Air Emissions
30.3	Coordinate with the Kern County Department of Airports, municipalities and airport districts to establish intermodal connectivity for rail, trucking, transit, and passenger vehicles.								Land Use, Air Emissions
30.4	Coordinate with GET, KT, and the Kern County Department of Airports to improve intermodal connectivity between transit systems and Meadows Field.								Land Use, Air Emissions

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Policy/Action No.	Policy/Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity		Sustainability
30.5	Continue to use the CEQA review process to inform stakeholders and decision-makers on the impacts of sensitive land use developments near vital transportation infrastructure.								Land Use, Air Emissions
30.6	Work with member agencies to preserve existing and future road and highway rights-of-way from the encroachment of sensitive land uses.								Land Use, Air Emissions
30.7	Implement the long-range 2018 RTP in partnership with member agencies to preserve near- and long-term transportation infrastructure that promote the preservation of goods movement routes and facilities.								Land Use, Air Emissions
30.8	Transit improvement projects should be targeted in transit priority/strategic employment place types and other transit ready areas with transit-supportive land uses (existing and planned) in and around key destinations and projects that can increase pedestrian activity and safety.								Land Use, Air Emissions
30.9	Relax roadway level of service (LOS) standards in high-priority transit corridors. In high-demand, high-capacity transit corridors.								Land Use, Air Emissions
31	Support more efficient use of the transportation system through the implementation of Intelligent Transportation Systems (ITS) technology.								ITS, Air Emissions
31.1	Build upon the momentum and stakeholder coalition generated through the San Joaquin Valley Goods Movement Study to pursue ITS commercial vehicle projects.								ITS, Air Emissions
31.2	Investigate how ITS can support efforts to improve travel between the inland areas and coastal communities.								ITS

Table 2-1: Regional Transportation Plan Goals, Policies and Actions		Goals Supported						Strategic Action Element (Ch. 5)	
Policy/Action No.	Policy/Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity		Sustainability
31.3	Build upon ITS planning efforts in the San Joaquin Valley in conjunction with federal rules (ITS architecture and standards conformity and statewide and metropolitan planning) to expand ITS actions.								ITS
31.4	Build upon the existing Caltrans District 6 Traffic Management Systems to fill gaps and complete coverage on major facilities, including expansion of their highway closures and restrictions database, to include other agencies.								ITS, Air Emissions
31.5	Capitalize on the extensive ITS technology testing and standards development conducted by Caltrans by using, where appropriate, Caltrans approaches for local traffic management systems.								ITS, Air Emissions
31.6	Build upon best practices from past and current transit ITS deployment experiences in the State of California.								ITS, Air Emissions
31.7	Build upon Caltrans District 6 experience with sharing facilities, equipment, and information between traffic management and California Highway Patrol staff.								ITS, Air Emissions
31.8	Provide traveler information for commercial vehicle operators at truck rest stops.								ITS, Air Emissions
31.9	Improve visibility and access to existing Caltrans valley-wide alternate route plans.								ITS, Air Emissions
31.10	Coordinate the Bakersfield area Transportation Operations Center with Caltrans District 6 Transportation Management Center via satellite.								ITS, Air Emissions
31.11	Integrate the ITS capabilities being implemented at GET with Bakersfield’s traffic management system, including sharing information between the two centers during emergencies.								ITS, Air Emissions

Table 2-1: Regional Transportation Plan Goals, Policies and Actions		Goals Supported						Strategic Action Element (Ch. 5)	
Policy/Action No.	Policy/Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity		Sustainability
31.12	Facilitate the transfer of lessons learned from GET ITS deployment to other area transit operators, and look for opportunities for those agencies to better coordinate with GET using its ITS capabilities.								ITS, Air Emissions
31.13	Expand the accident reduction campaigns on Kern’s rural highways and county roads.								ITS, Air Emissions
32	Achieve national and state air quality standards for healthy air by the mandated deadlines for all communities and especially disadvantaged communities.								Air Emissions
32.1	Maintain air quality coordination MOU with the San Joaquin Valley Metropolitan Planning Organizations, San Joaquin Valley and East Kern Air Pollution Control District, and Caltrans Districts 6 and 10.								Air Emissions
32.2	Identification of all Reasonably Available Control Measures (RACM) for ozone and all Best Available Control Measures (BACM) for PM10 by Kern COG’s member agencies.								Air Emissions
32.3	Coordinate with all necessary responsible agencies to implement feasible transportation control measures that limit harmful air emissions.								Air Emissions
32.4	Seek funding options for Congestion Mitigation Air Quality Program, AB 2766 Motor Vehicle Emissions Reductions Program, and other sources that allow allocations for air emission reduction strategies especially in disadvantaged communities which score high for many funding programs.								Air Emissions
32.5	During the project level environmental process perform local hot spot analysis of air pollution in accordance with the proscribed federal process to identify which communities may be impacted by proposed transportation projects.								Air Emissions

Table 2-1: Regional Transportation Plan Goals, Policies and Actions		Goals Supported						Strategic Action Element (Ch. 5)	
Policy/Action No.	Policy/Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity		Sustainability
33	Proactively implement Federal Title VI and Environmental Justice requirements to ensure equity.								Environ. Justice
33.1	Avoid, minimize, and/or mitigate disproportionately high and adverse human health or environmental effects, including social and economic impacts, on traditionally disadvantaged communities, especially racial minority and low-income communities.								Environ. Justice
33.2	Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.								Environ. Justice
33.3	Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.								Environ. Justice
33.4	As part of the regional performance measures, catalogue existing health conditions, access to public transit and opportunities for active transportation. As part of the Regional Housing Needs Assessment, catalog access to basic infrastructure (drinking water, wastewater and storm water), key demographic indicators, and access to safe, quality and affordable housing.								Environ. Justice
33.5	Utilize tools like US EPA EJScreen and CalEnviroScreen to apply for funding for communities and invest in existing communities that demonstrate the highest level of need.								Environ. Justice
33.6	Allocate discretionary funding such as Regional Surface Transportation Program to meet the maintenance needs of existing communities first.								Environ. Justice
33.7	Encourage local jurisdictions to enhance their eligibility for new state grants by considering affordable housing support and stabilization programs that help mitigate displacement of disadvantaged populations.								Environ. Justice

Table 2-1: Regional Transportation Plan Goals, Policies and Actions		Goals Supported						Strategic Action Element (Ch. 5)	
Policy/Action No.	Policy/Action	Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity		Sustainability
34	Encourage utility companies, California Air Resources Board and other state agencies to select locations within Kern County to site electric charging stations.								Environ. Justice
35	Work with the county to explore the development of a countywide VMT mitigation bank to retire potential future VMT from rural properties with conservation potential, and transfer that VMT savings as credit to other properties providing an incentive for rural conservation property owners to monetize their land.								Land Use Air Emissions
36	In consultation with local tribes, create signage, and/or roadside kiosks to demarcate and educate the public places of culture, historic, spiritual and environmental tribal importance along and within transportation corridors, as cultural mitigation for new projects, and to promote tourism around our regions extensive cultural heritage.								Environ. Justice

RELATIONSHIP OF RTP GOALS TO PUBLIC PARTICIPATION

In preparation of the 2022 RTP, Kern COG undertook a comprehensive community engagement program that solicited input from over stakeholders and community members in the Kern region. Building on the momentum of the 2008 Kern Regional Blueprint, the *community outreach* program revisited the nine adopted Blueprint principles for growth. It is important to note that the horizon year for the 2022 RTP is 2046. The community engagement program encouraged participants to think well into the future i.e. 2046.

Community workshop participants as well as online participants throughout the region were invited to prioritize the principles for growth. Community members expressed continuing support for all nine principles for growth, indicating they are still relevant to the Kern region.

Workshop participants identified the following principles as the top three priorities for the region and their community's future:

- Enhance economic vitality
- Provide a variety of housing choices
- Conserve undeveloped land and spaces

Table 2-2 provides a comparison of the *community workshops* principles for growth and the RTP goals. The RTP is an extension of the community engagement process, providing mobility goals, policies, and actions for the region.

Examples of how the principles for growth interrelate with the RTP goals include the following:

- Improving mobility can include the addition of alternative fuels and modes that would help conserve energy and natural resources;
- Improving accessibility to major employment centers can make it more efficient to access and provide public services to these areas;
- Improving reliability and safety of the transportation system during peak periods can make it more convenient to do business in Kern, enhancing our region's economic vitality;
- Maximizing efficiency of the transportation system can be improved by providing a variety of housing types and densities that are distributed to take optimum advantage of transit and highway infrastructure;
- Promoting livability can be assisted by building on a community's historic assets;
- Promoting sustainability can reduce long-term operating costs, enhancing the economic viability of a region; and
- Ensuring equity can be assisted by providing affordable transportation options such as biking, walking, and transit.

See Chapter 4, *Sustainable Communities Strategy*, for further information on the community engagement process.

Table 2-2: Directions to 2050 Principles for Growth/RTP Goals Comparison Matrix							
LINKS BETWEEN <i>DIRECTIONS TO 2050</i> PRINCIPLES FOR GROWTH AND RTP GOALS	RTP Goals						
	1. Mobility – Improve the mobility of people and freight.	2. Accessibility – Improve accessibility to, and the economic wellbeing of major employment and other regional activity centers.	3. Reliability – Improve the reliability and safety of the transportation system.	4. Efficiency – Maximize the efficiency and cost effectiveness of the existing and future transportation system.	5. Livability – Promote livable communities and satisfaction of consumers with the transportation system.	6. Sustainability – Provide for preservation and expansion of the system while minimizing effects on the environment.	7. Equity – Ensure an equitable distribution of the benefits among various demographic and user groups.
<i>Directions to 2050</i> Growth Principles							
A. Conserve energy and natural resources, and develop alternatives	◆	◆	◆	◆	◆	◆	◆
B. Provide adequate and equitable public services	◆	◆	◆	◆	◆	◆	◆
C. Enhance economic vitality	◆	◆	◆	◆	◆	◆	◆
D. Provide a variety of housing choices				◆	◆	◆	◆
E. Use and improve existing community assets and infrastructure	◆	◆	◆	◆	◆	◆	◆
F. Use compact, efficient development and/or mixed land uses where appropriate	◆	◆	◆	◆	◆	◆	◆
G. Provide a variety of transportation choices	◆	◆	◆	◆	◆	◆	◆
H. Preserve undeveloped land and spaces				◆	◆	◆	◆
I. Increase civic and public engagement					◆		◆

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Integrated Performance Measures and Environmental Justice/Title VI Analysis

In the 2010 California Regional Transportation Plan Guidelines, the Kern COG RTP was listed as a best practice for Environmental Justice analysis for small to mid-sized metropolitan planning organizations. The analysis is integrated with a system level performance measure analysis that measures progress toward the seven RTP goals, ensuring that progress toward goals is consistent with progress toward Environmental Justice requirements. Appendix D containing the integrated performance measures analysis indicates that this RTP is benefitting Environmental Justice and Title VI areas compared to the county as whole while performing well in most health equity, system level and smart mobility place type performance measures.

...the integrated performance measures analysis indicates that this RTP is benefitting Environmental Justice and Title VI areas compared to the county as whole while performing well in most health equity, system level and smart mobility place type performance measures.

An Environmental Justice/Title VI analysis has been prepared consistent with Federal Title VI of the Civil Rights Act of 1964, Section 11135 and Executive Order 12898 requiring metropolitan planning organizations to focus on Environmental Justice concerns in their planning processes. The analysis is part of a larger proactive planning effort to provide an intensive, proactive outreach to Environmental Justice communities. Garnering public input in the earliest planning stages from all communities can go a long way toward successfully delivering projects, and minimizes the potential for costly challenges late in the process. Appendix C summarizes the RTP outreach effort. In concert with the public input from Environmental Justice communities as a result of the all-inclusive outreach effort, the integrated performance measure analysis provides important feedback to policy makers on how well the regional transportation plan performs in areas that tie to the Regional Transportation Plan Goals. The results of the analysis indicate that with the implementation of the plan, Environmental Justice and Title VI communities will be better off in most measures of performance than the region as a whole.

Performance Measures Analysis Methodology

Kern COG has developed an integrated framework for twelve performance measures to demonstrate consistency of the RTP and SCS with its seven established goals. Some of the performance measures comply with as many as five goals.

Figure 2-1: Integrated Performance Measures Framework



This figure illustrates the overlap among the twelve integrate3d performance measures used for countywide analysis, health equity analysis, the two smart mobility framework place types, and Environmental Justice/Federal Title IV areas. For example, some measures are the same for Environmental Justice, urban and rural place types, and countywide, while other measures may only be used in two of the three categories. The following table contains summary of the analysis results by goals/performance measures.

Table 2-3: Performance Measures Analysis Summary by RTP Goals for System Level, Smart Mobility Framework, Health Equity and Environmental Justice and Title VI Areas

Table No. (Apdx. D)	RTP Goal/Performance Measure (PM) Category	Smart Mobility Geographic Coverage Place type(PT)	Performance Measure Description	Performance Measure Target/Test	Target Met? (Yes/No/Partial)
D-4	Mobility / health equity (transit)	Urban, rural, countywide PT	Average Travel Time – Peak Highway Trips	Improvement over No Project Baseline	Yes
D-5			Average Travel Time – Peak Transit Trips	Improvement over No Project Baseline	Yes
D-6	Accessibility / economic well-being / health equity (transit)	Urban, rural, countywide PT	Average Travel Time to Job Centers – Highway Trips	Improvement over No Project Baseline	Yes
D-7			Average Travel Time to Job Centers – Transit Trips	Improvement over No Project Baseline	Yes
D-8	Efficiency / cost effectiveness / health equity (transit)	Urban, rural, countywide PT	Average Daily Investment per Passenger Mile Traveled – Highways	Improvement over Countywide Average	Yes
D-9			Average Daily Investment per Passenger Mile Traveled – Transit	Improvement over Countywide Average	Partial
D-10	Livability / customer satisfaction	Urban, rural, countywide PT	Average Trip Delay Time in Hours	Improvement over Countywide Average	Yes
D-11	Environment / health equity	3 Air Basins	% Change NOx/PM by air basin	Improvement over Base Year	Yes
D-12		Urban, rural, countywide PT	% Change in Households within 500 feet of Roadway Volumes > 50,000	Improvement over Base Year	Yes
D-13	Sustainability / preservation	Countywide PT	Percentage Change in Maintenance Dollars Per Lane Mile	Improvement over Base Year	Yes
D-14	Equity / health equity (transit)	Urban, rural, countywide PT	% of Expenditures versus Passenger Miles Traveled in 2035 – Highways	Improvement over Countywide Average	Partial
D-15			% of Expenditures versus Passenger Miles Traveled in 2035 – Transit	Improvement over Countywide Average	Yes
D-16	Land Consumption / health equity	Countywide PT	% change in Farmland consumed outside City Spheres of Influence	Improvement over Historic Baseline	Yes
D-17	Health equity	Countywide PT	Health Cost Savings	Improvement over No Project Baseline	Yes
D-18	Reliability / congestion	Urban, countywide PT	Average Level of Congestion in Hours	Improvement over Base Year	Partial
D-19	Reliability / safety / health equity	Urban, rural, countywide PT	Annualized Accident Statistics for Annual Average Daily Traffic	Improvement over Countywide Average	Yes
D-20	Federal PM-1 Safety/health equity	Countywide PT	Forecast of Accidents for Vehicles, Bicycles and Pedestrians	Improvement over 5 year running base	Partial
D-21	Federal PM-2 Sustainability / preservation	Countywide PT	Observed bridge/pavement condition on locally maintained national highway system routes	Improvement over 2-4 year targets	No
D-22	Federal PM-3 mobility/accessibility	Countywide PT	Observed travel time reliability on locally maintained national highway system	Improvement over 4 year targets	Yes

**Note: Due to data limitations Environmental Justice/Title VI areas were not able to be broken out for performance measures D-11, D-13, D-16, D-17, D-20, D-21, D-22 however, they are still included in these analyses.*

For the detailed performance measure results see the Integrated Performance Measures, Smart Mobility and Environmental Justice Measure Analysis in Appendix D.