



July 26, 2022

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR

SUBJECT: AUGUST MEETING CANCELLATION NOTICE

The meeting of the Transportation Technical Advisory Committee (TTAC) scheduled for Wednesday, August 3, 2022, has been cancelled. There are information items available on the website at <https://www.kerncog.org/ttac-meetings/>

The next regularly scheduled meeting will be Wednesday, August 31, 2022 (September meeting). Agenda materials will be mailed approximately one week prior to the meeting.

Announcements:

- California Forward Economic Summit taking place in Bakersfield in October. For more information, please visit: <https://cafwd.org/summit/>



July 26, 2022

TO: Regional Planning Advisory Committee (RPAC) and
Transportation Technical Advisory Committee (TTAC)

FROM: Becky Napier, Deputy Director - Administration

SUBJECT: REGIONAL EARLY ACTION PLANNING GRANT (REAP) 2.0 GUIDELINES

INFORMATION:

As the Committees will recall, during the May meetings of the Regional Planning Advisory Committee (RPAC) and the Transportation Technical Advisory Committee (TTAC), REAP 2.0 was discussed. Specifically, pending issues were discussed that came out of the March 11 question and answer session held by the Department of Housing and Community Development. Those issues included:

1. The source of the money has been altered. CALCOG made the following comment in a letter to HCD: "The \$500 million is now coming from the "pandemic economic impacts" source of SLFRF funding. These funds are much more limited to specific types of housing projects and related project infrastructure. As a result, there is a significant mismatch between AB 140's goals of supporting infill housing and VMT reduction and the more limited uses allowed by "pandemic economic impacts" funding program. We note that the Draft Guidelines now include a new objective of "Coronavirus Economic Recovery" that is not part of AB 140 or the earlier REAP 2.0 Framework Paper published by HCD." This impacts use of the funds for Transit projects.
2. HCD indicated they will not approve funding for updating housing elements as this was the purpose of REAP 1.0.
3. HCD does not have a timeline for issuance of the Final Guidelines and the Application.
4. The deadline to apply for the funding (December 2022) cannot be changed by HCD as it is the date in the statute.
5. Will separate accounting have to be done for the SLFRF funds vs. the general fund dollars?

After discussion both the RPAC and the TTAC requested that no action be taken until the Final Guidelines have been released and both Committees have had time to review them. The Guidelines were scheduled to be released the week of July 18, 2022. As of the writing of this memorandum, the Final Guidelines have not been released.

As soon as the Final Guidelines have been released, Kern COG Staff will notify all members of the RPAC and TTAC and request that the Committees be ready to discuss potential projects at the August 31 (September) meetings.



July 26, 2022

TO: Transportation Technical Advisory Committee (TTAC) and
Regional Planning Advisory Committee (RPAC)

FROM: Rob Ball, Deputy Director/Planning Director 
Becky Napier, Deputy Director/Administration
Rochelle Invina-Jayasiri, Regional Planner
Linda Urata, Regional Planner

SUBJECT: SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND
FEEDBACK MONITORING DATA - **EMAIL REQUESTS DUE TO KERN COG FRIDAY,
SEPTEMBER 30, 2022**

DESCRIPTION:

The 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most. This is an annual process reviewed by the TTAC and RPAC.

DISCUSSION:

A new 2-part strategy was proposed in the 2014 RTP to help our member agencies voluntarily monitor their progress toward the region's air emission goals. The strategy also helps member agencies develop projects that will better compete under the new policies that emphasizes sustainability. Kern COG provides monitoring data along with technical assistance and grant writing assistance.

The monitoring data helps inform our member agencies on how they are doing related to the region's air emission goals. The data provides sub-regional monitoring feedback and helps prioritize assistance using the regional travel model as part of this process.

COG Technical Assistance

The 2014 RTP was the first to contain an SCS as required by the state Climate Protection Act of 2008 (SB 375). Kern COG began work with member agencies on developing more sustainable projects and strategies immediately after the adoption of the 2008 Kern Regional Blueprint.

Since 2009, Kern COG has awarded over \$500,000 in technical assistance grants and/or staff time support to provide member agencies with resources to identify transportation projects that would further the goals of the Kern Regional Blueprint and now the SCS. This year there is \$30k budgeted for Kern COG technical assistance grants, and additional funding is available for staff time to assist member agencies in applying for the numerous grant resources. This program has helped fund:

- In kind staff-time match for sustainable community planning grants for modeling/public outreach
- Regional travel demand modeling and GIS mapping support
- community bike and complete street plans
- community visioning/design workshops
- 2D/3D community visualizations
- transportation impact fee programs
- general plan circulation element updates
- Early transportation project development planning studies

Member Agencies Email Sustainable Community Planning/Project Development Ideas to Kern COG by Friday, September 30, 2022 - Under this Kern COG local government assistance program, staff can recommend that technical assistance resources be prioritized for agencies with the greatest potential need (see monitoring section below). Agencies must request technical assistance in writing by September 30, 2020 for consideration. Requests may be made by email and should include a brief preliminary scope and budget regarding the planning level work needed. Agencies are encouraged to contact COG staff for assistance in developing the request for sustainable community strategy and planning funds. Staff will provide assistance in deciding which grant resources (see attachment 1) are most appropriate. Please contact Rob Ball - 661-635-2902, rball@kerncog.org or Linda Urata - 661-635-2904, lurata@kerncog.org.

Member Agencies Provided with Free Access to GrantFinder.com - Kern COG has secured GrantFinder software licenses on behalf of its member agencies, and local public transit agencies for the period ending May 30, 2023, which may be extended. GrantFinder (<http://grantfinder.com>) is a real-time database of federal, state, and private grant opportunities tailored to municipalities and nonprofits. The program allows users to tailor their grant searches to their needs. To receive access, the member agency may designate up to two users on the attached form and return it to Linda Urata, Regional Planner. Currently all member agencies have access except for the cities of Shafter and Tehachapi. GrantFinder training is available by request; Program contact: Linda at 661-635-2904 or lurata@kerncog.org or Susanne Campbell scampbell@kerncog.org.

Prioritized Funding Policy for More Sustainable Projects - In November 2012 and most recently updated in March 2019, the Kern COG Board adopted the new project delivery policies and procedure (<https://www.kerncog.org/policies/>) to assist the region in promoting projects that better match the goals of the RTP/SCS. Dependent on the funding category, the procedure provides points for ranking projects for future funding. Based on the ranking, up to half of the points go to projects that promote more sustainable/livable communities and lower air emissions. Since this policy and procedure update, Kern COG has funded park & ride facilities in California City and South Bakersfield, the Golden Empire Transit District has implemented a new/more convenient rapid bus corridor/microtransit network, and the City of Tehachapi has adopted the first city-wide “form-based-code” General Plan in California. These types of projects are proliferating in the region in part because of new local project delivery policies.

Monitoring Data Feedback

The table in Attachment 2 shows the latest modeling of auto Vehicle Miles Traveled (VMT) per person (household population + employment by place of work) from the adoption of the 2022 RTP. The total shows a 2.6 percent decrease in VMT between 2020 and 2022. All regions show lower VMT per capita household population + employment by 2046 compared to 2020 except for Greater Taft, Arvin and Tehachapi.

This technical and grant writing assistance program is a strategy in the 2022 RTP and will continue to be funded as planning funds and grants are available. Subject to the Board’s direction, Kern COG resources could be prioritized to communities that may be showing difficulty in making progress towards reducing emissions and passenger vehicle travel. Grants and incentives are subject to state and federal funding requirements.

Attachments

- Attachment 1 - Kern Sustainable Community Grant Resources – September 2022
- Attachment 2 – 2022 RTP/SCS Change in Daily Auto Miles Traveled
- Attachment 3 - Kern Sub Area Index and Vehicle Miles Traveled Maps

Attachment 1

Kern Sustainable Community Grant Resources – September 2022

Kern Council of Governments

Technical Assistance Program – Email Request to Rob Ball rball@kerncog.org or Becky Napier bnapier@kerncog.org due by **Thursday, 5PM September 30, 2022.**

Requests may be made by email and should include a draft scope, budget and timeline regarding the planning need. Agencies are encouraged to contact COG staff for assistance in developing the request for planning resources and strategizing which sources are most appropriate. Awards are subject to available funding, need, and past geographic distribution of past awards. The awards will be used in developing the programming for next fiscal year's Kern COG Overall Work Program. Past awards have included:

- Travel modeling and GIS mapping support technical support
- In-kind staff time in data collection/outreach to help match a sustainable planning grant
- Grant writing assistance
- Community bike and complete street plans
- Community visioning/design workshops
- Transportation impact fee programs
- General plan circulation element updates
- Transportation project development planning studies

San Joaquin Valley Air Pollution Control District

Grants and Incentive Programs - <http://valleyair.org/grants/> - Some applications accepted year-round.

- **Bike Paths** provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths
- **E-Mobility Commerce** provides funds to develop or expand electronic telecommunication services
- **Public Benefit** provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems
- **Charge Up!** Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use.
- **Plug in Electric Vehicle Resources Center** provides information about plug-in electric vehicles including available incentive funding, charging infrastructure and locations, and the District's activities to increase and sustain electric vehicles in the Valley
- **Public Transportation Subsidy and Park & Ride Lots** provides funds to subsidize transportation passes for bus, shuttle and commuter rail services. Funds are also available for the construction of park and ride lots
- **Emergency Vehicle Replacement Program, Alternate Fuel Mechanic Training - Heavy Duty Waste Haulers - School Bus Programs – AB 836 Wildfire Smoke 'Clean Air Centers' closed July 15, 2022,**

Eastern Kern Air Pollution Control District

DMV Grant and Voucher Program – www.kernair.org/Main_Pages/grants.html – Contact: 661-862-5250.

NOTE: Some grant funds are distributed annually. Check the website.

- **DMV Vehicle Voucher Program** is closed until October 1, 2022.
 - \$4,000 funding available for the purchase of a Zero Emission Vehicle (ZEV) with an EPA Smog Score of 10
 - \$2,000 funding available for the purchase of a Partial Zero Emission Vehicle (PZEV) with an EPA Smog Score of 8 or 9

- **DMV Grant Program (\$50k max. per project)** Projects include: Paving Dirt Roads to reduce fugitive dust emissions caused by vehicle travel, Installation of EV Charging Station or CNG refilling stations, Alternative Fuel Mechanics Training, Public Education Courses, and Innovative Vehicle-Related Emission Reduction Proposals accepted. **Applications opened annually. 2022 program closed February 25, 2022. Check the website in late 2022 for the next round of funding.**

Caltrans

Sustainable Transportation Planning Grants FY 2021-2022 - Applications scheduled to be released in early fall 2020 with a due date in mid-fall 2020. <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

Active Transportation Program (ATP)-- [Active Transportation Program \(ATP\) | Caltrans](#)

The California Transportation Commission (CTC) ATP Cycle 6 Call for Projects closed on March 16-17, 2022 and closed on June 23, 2022..For MPO-directed funding, the Kern COG process follows the statewide application process, using that process to score projects for Kern COG consideration.. Kern COG announces the ATP Cycle funding to its member agencies via email and in technical advisory committee meetings.

Transportation Planning Resources – <http://www.dot.ca.gov/hq/tpp/grants.html>

Strategic Growth Council (SGC)

Affordable Housing and Sustainable Communities (AHSC) Program make it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. AHSC Round 6 is processing on schedule. Final guidelines will be announced and a NOFA released in October 2022 with applications due in February 2023. <https://sgc.ca.gov/programs/ahsc/>

Transformative Climate Communities (TCC) Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The SGC Round 4 application process closed on July 1, 2022 with awards scheduled to be approved in October 2022. The TCC Program does not currently have funding allocated a fifth round of awards <https://sgc.ca.gov/programs/tcc/>

California Housing and Community Development Department

The California Department of Housing and Community Development (HCD) has a list of housing programs that currently have funding available: <https://www.hcd.ca.gov/grants-funding/active-funding/index.shtml>

Super NOFA-Announced March 2022 and closed July 12, 2022 combined four programs into one application: Multifamily Housing Program (MHP), Infill Infrastructure Grant (IIG) Program, Veteran's Housing and Homelessness Prevention (VHHP) Program, and Joe Serna, Jr. Farmworker Housing Grant (FWHG) Program.

California Natural Resources Agency - <https://resources.ca.gov/grants>

The California Natural Resources Agency Bonds and Grant unit administers various programs. They offer listserv registration for some program notifications. For instance, the Environmental Enhancement and Mitigation Program is an annual program (solicitation closed for 2022) offering grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Visit the website to obtain information about the various programs (including an extensive 43-page list of "other" funding programs), project eligibility requirements and application due dates.

California Air Resources Board – <https://www.arb.ca.gov/ba/fininfo.htm>

Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates.

California Energy Commission - <https://www.energy.ca.gov/funding-opportunities>

The California Energy Commission offers a variety of funding opportunities to advance the state's transition to clean energy and transportation through innovation, efficiency, and the development and deployment of advanced technologies.

United States Department of Energy | Energy Efficiency & Renewable Energy | Alternative Fuels Data Center - [Alternative Fuels Data Center: California Laws and Incentives \(energy.gov\)](https://afdc.energy.gov/laws/state_summary?state=ca)

https://afdc.energy.gov/laws/state_summary?state=ca

California Transportation Data for Alternative Fuels and Vehicles - Find transportation data and information about alternative fuels and advanced vehicles in California, including laws and incentives, fueling stations, fuel prices, and more.

UpLift California Resource Guide – <http://upliftca.org/resource-finder/> Whether you're a community group looking to plant trees or expand clean transit, or a family looking to cut your electricity bill, find electric car rebates or get help with energy conservation, find out how California's climate investments can help you. UpLiftCA was created by The Greenlining Institute in partnership with several organizations involved in finding solutions for the impacts from air pollution and climate change on California's underserved communities.

Kern Council of Governments has posted its EV Charging Station Installation Resources List to its website:

https://www.kerncog.org/wp-content/uploads/2022/06/EVCS_Toolkit_Resources_202206.pdf

Federal Funding Opportunities: Visit the Federal grants portal and create an account using your agencies' Unique Entity Identifier (UEI). <https://www.grants.gov/>

Attachment 2 – How Sub Areas of Kern County are Doing on Reducing Vehicle Miles Traveled.

2022 RTP Change in Daily Auto Miles Traveled Compared to the Old Plan

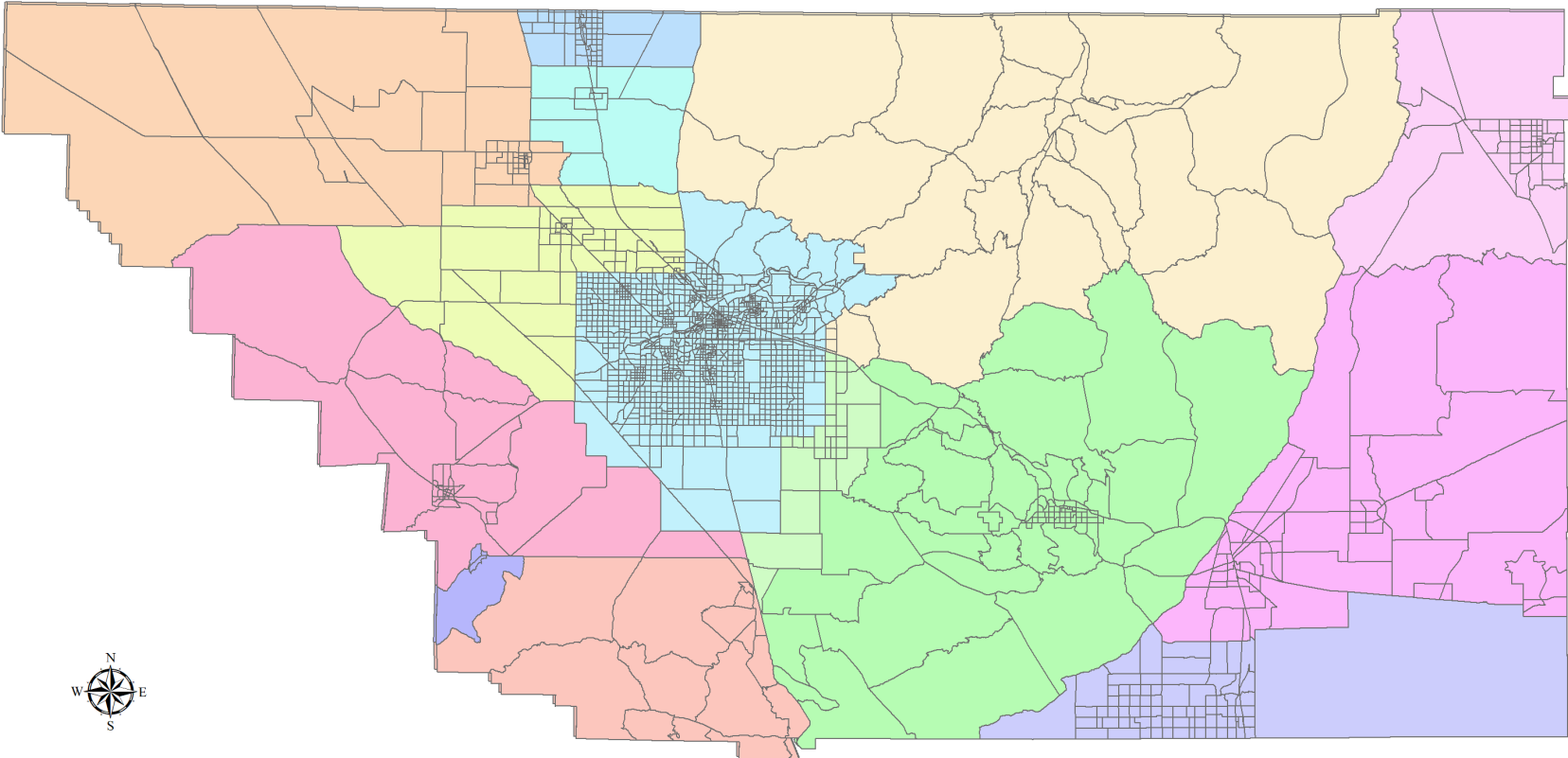
	RSA VMT			Persons = Household Population + Employment (by place of work)			Auto Miles Traveled/Person			% Change from Base 2020		Progress Compared to Old Plan	
	2020	2046 Old Plan	2046 Plan	2020	2046 Old Plan	2046 Plan	2020	2046 Old Plan	2046 Plan	2020 & 2046 Old Plan	2020 & 2046 Plan		
	(miles)			(persons)			(miles/person)			(percent)			
1	Greater Taft	1,139,077	1,459,016	1,447,492	27,496	33,334	33,221	41.43	43.77	43.57	5.7%	5.2%	-0.5%
2	Greater McFarland	895,810	1,013,188	1,016,217	25,972	32,597	32,426	34.49	31.08	31.34	-9.9%	-9.1%	0.7%
3	Greater Wasco	1,477,836	1,804,142	1,771,176	38,691	53,046	52,749	38.20	34.01	33.58	-11.0%	-12.1%	-1.1%
4	Greater Tehachapi	1,971,680	3,617,143	4,312,417	42,817	80,198	92,588	46.05	45.10	46.58	-2.1%	1.1%	3.2%
5	Greater Bakersfield	15,674,973	19,140,950	19,128,176	792,093	1,011,853	1,016,113	19.79	18.92	18.82	-4.4%	-4.9%	-0.5%
6	Greater Cal City/Mojave	1,054,411	1,397,478	1,365,859	25,727	40,094	38,396	40.99	34.86	35.57	-15.0%	-13.2%	1.8%
7	Greater Lake Isabella	769,798	880,509	727,855	19,215	23,285	21,160	40.06	37.81	34.40	-5.6%	-14.1%	-8.5%
8	Greater Ridgecrest	775,055	802,517	736,566	49,742	58,629	58,265	15.58	13.69	12.64	-12.2%	-18.9%	-6.7%
9	Greater Frazier Park	607,109	1,033,872	1,214,202	11,855	21,399	26,800	51.21	48.31	45.31	-5.7%	-11.5%	-5.9%
10	Greater Shafter	2,173,354	3,022,792	3,057,541	47,887	73,573	73,203	45.39	41.09	41.77	-9.5%	-8.0%	1.5%
11	Greater Arvin	1,011,263	1,290,470	1,226,085	30,692	37,201	35,672	32.95	34.69	34.37	5.3%	4.3%	-1.0%
12	Greater Delano	1,626,396	1,720,906	1,703,981	63,266	72,919	72,297	25.71	23.60	23.57	-8.2%	-8.3%	-0.1%
13	Greater Maricopa	204,836	203,423	197,277	1,625	1,636	1,628	126.05	124.34	121.16	-1.4%	-3.9%	-2.5%
14	Greater Rosamond	870,768	966,958	977,382	32,894	41,336	42,061	26.47	23.39	23.24	-11.6%	-12.2%	-0.6%
	Total / Average:	30,252,367	38,353,362	38,882,226	1,209,973	1,581,100	1,596,578	25.00	24.26	24.35	-3.0%	-2.6%	0.4%
16	Gateway	9,085,626	9,971,386	10,338,693									
	All Travel	39,337,992	48,324,748	49,220,919									

1

Note that this reporting is voluntary and for advisory purposes only. Future year values are estimated based on the latest land use assumptions and are updated every four years. These assumptions can vary widely from year to year based on recent changes in the local development activity and other variables. Although average travel per person includes areas outside each sub area (see spider diagram maps below), they do not include travel outside the county possibly skewing the results of sub areas nearer the edge of the County. This analysis is updated with the RTP once every 4 years. The analysis shows that Bakersfield and Ridgecrest have the lowest travel per person possibly because these regions are fairly self-contained having sufficient amenities such as hospitals.

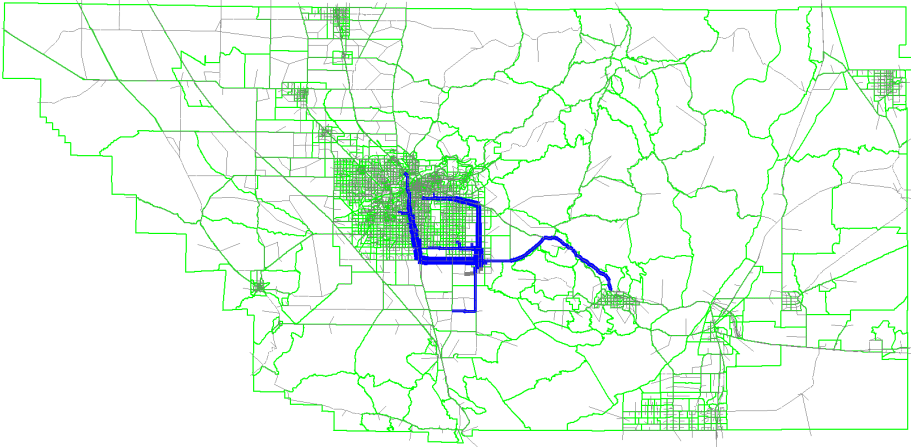
Attachment 3 – Map of Sub Areas

Transportation Analysis Zones (TAZs) by Regional Statistical Areas (RSAs)

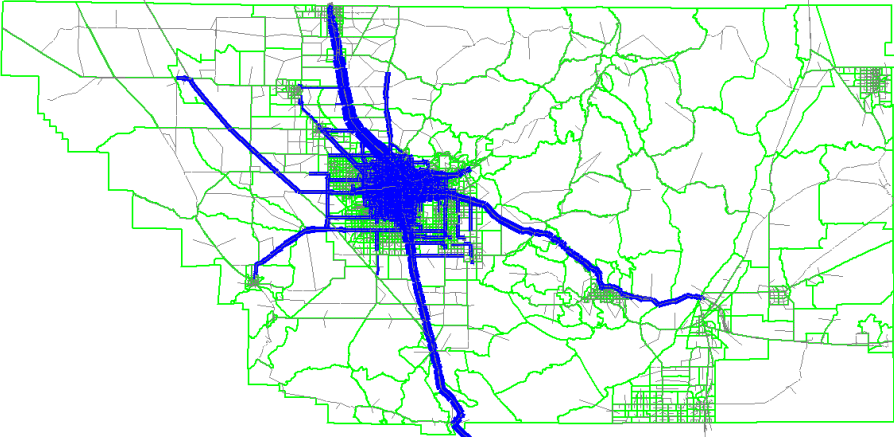


- | | | | |
|---|---|--|---|
|  Greater Arvin |  Greater Frazier Park |  Greater Ridgecrest |  Greater Taft |
|  Metro Bakersfield |  Greater Lake Isabella |  Greater Rosamond |  Greater Tehachapi |
|  Greater Cal City/Mojave |  Greater Maricopa |  Greater Shafter |  Greater Wasco |
|  Greater Delano |  Greater McFarland | | |

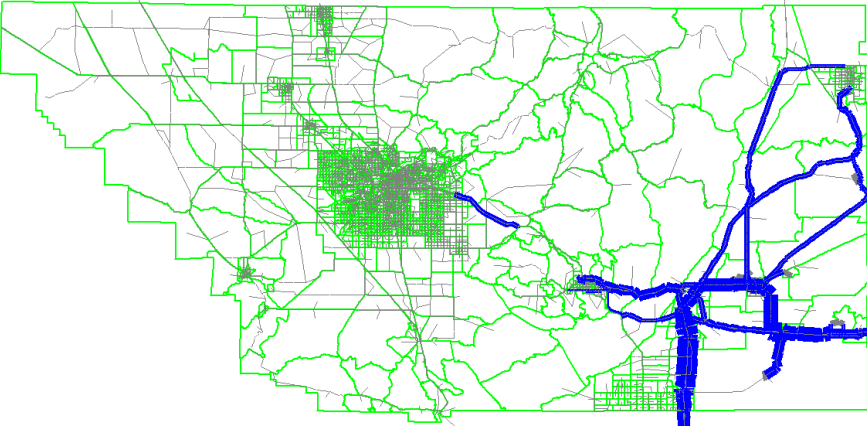
Greater Arvin



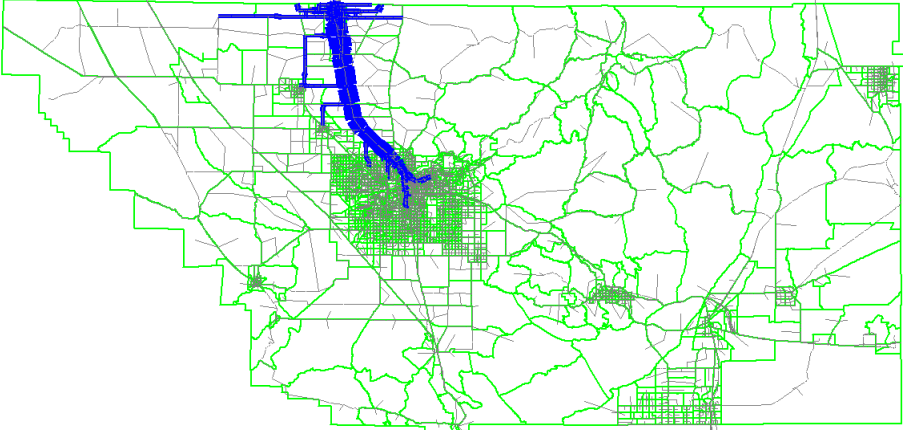
Greater Bakersfield



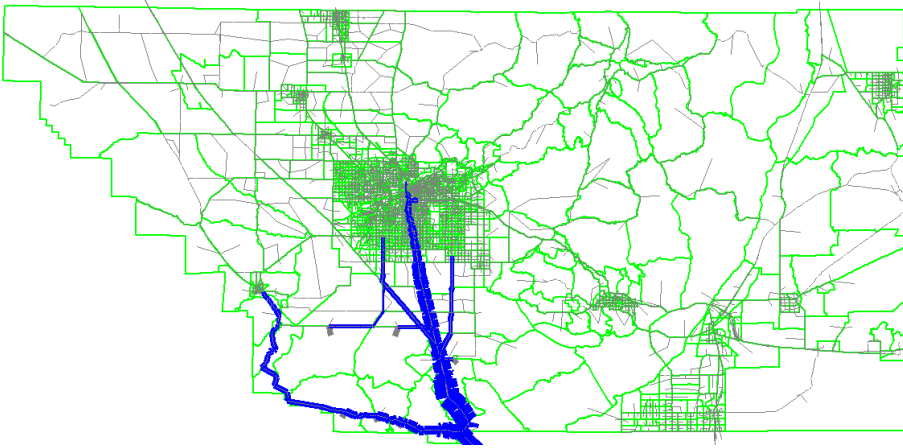
Greater California City / Mojave



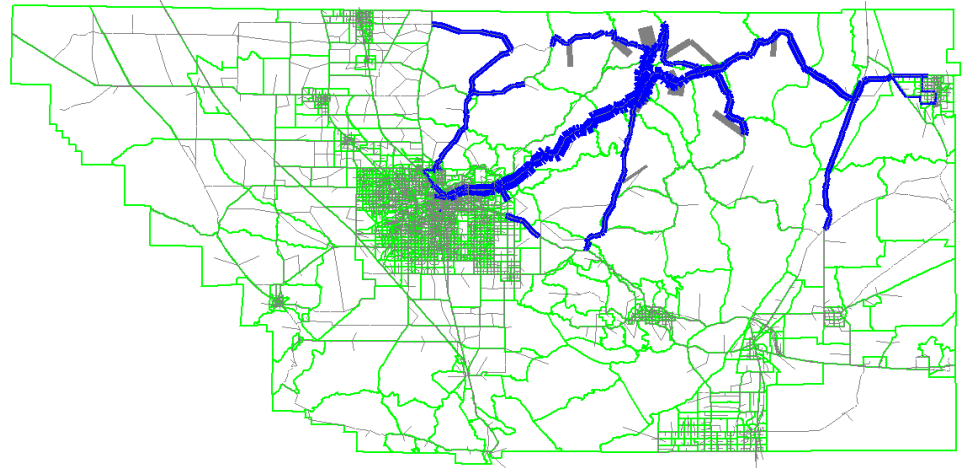
Greater Delano



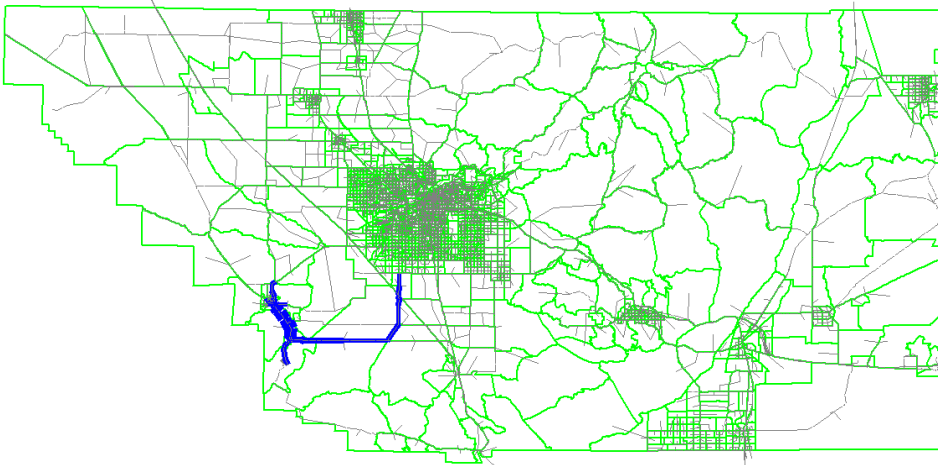
Greater Frasier Park



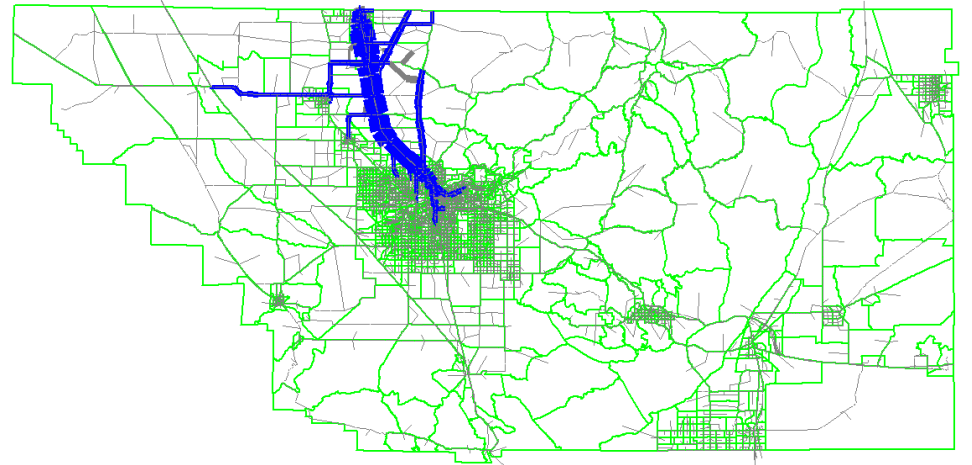
Greater Lake Isabella



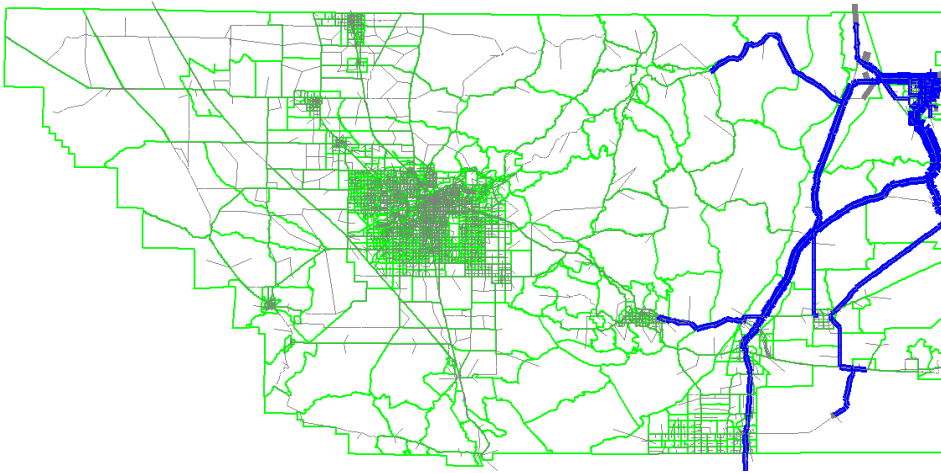
Greater Maricopa



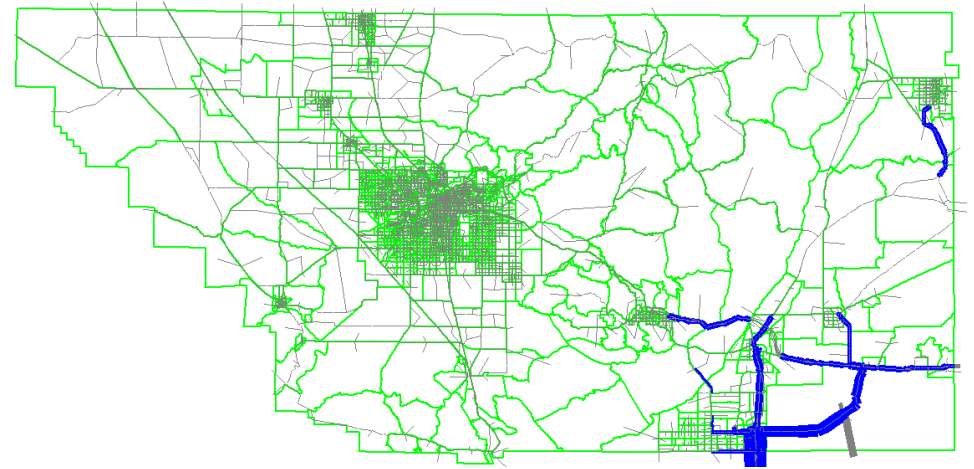
Greater McFarland



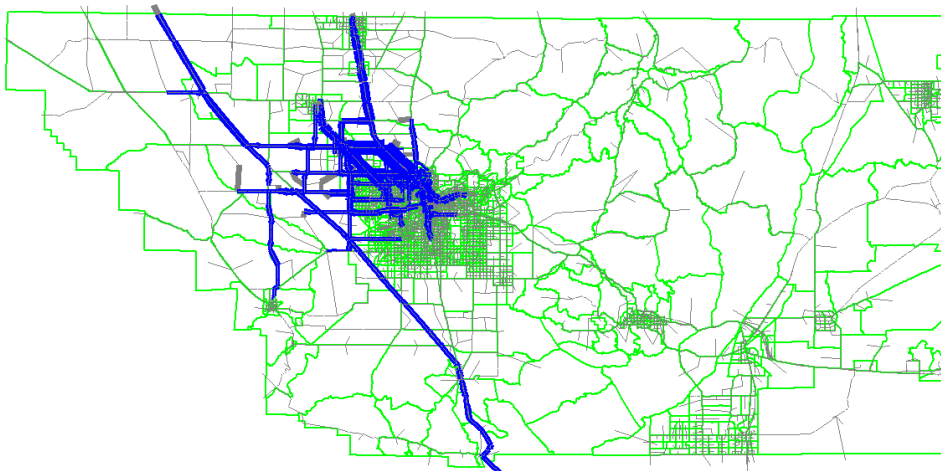
Greater Ridgecrest



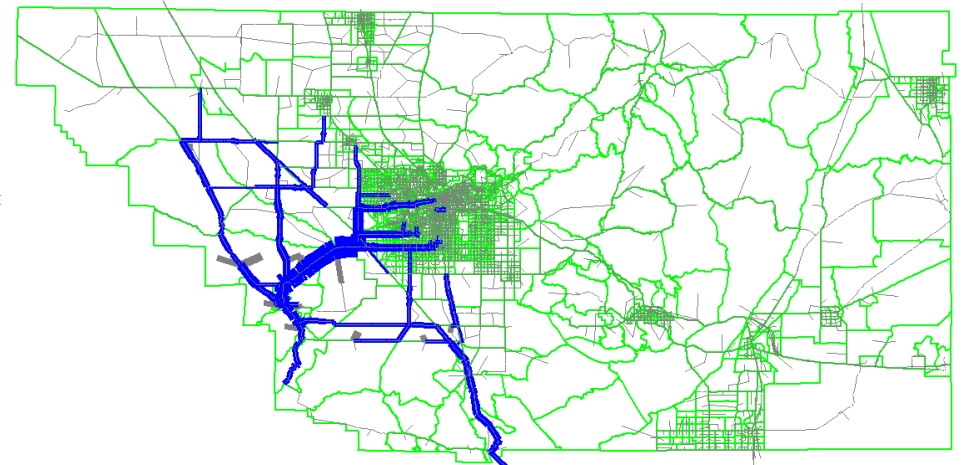
Greater Rosamond



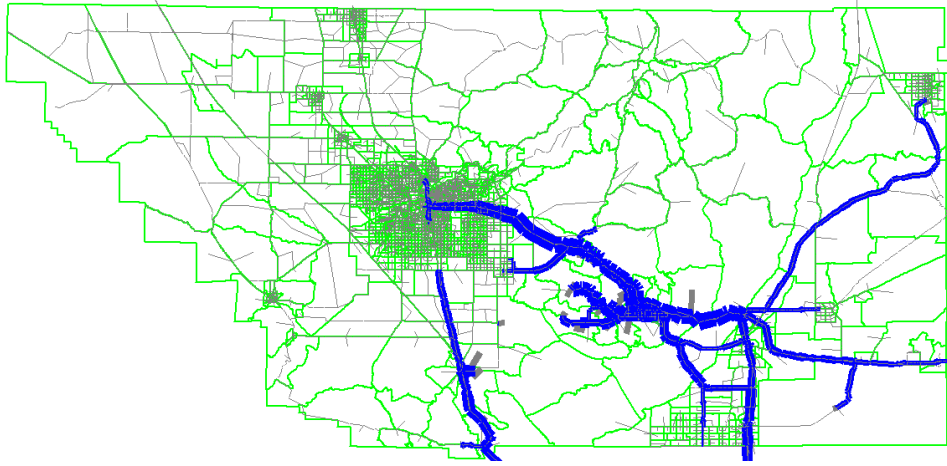
Greater Shafter



Greater Taft



Greater Tehachapi



Greater Wasco

