REGIONAL TRANSPORTATION PLAN

# 2026 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)

## Roundtable Meeting #1

### July 26th, 2023

### 1:30-3:00pm

# Presentation Overview

- Welcome/Introductions
- The RTP/SCS – A long range plan for our transportation system and much more – Ben Raymond
- 2026 RTP/SCS Outreach Process – Becky Napier
- Comments Questions
- Adjourn

# What is the Regional Transportation Plan (RTP)?

- Long-Term Plan of Transportation Projects
- Key Chapters / Appendices include:
  - Planning Goals / Policies
  - Planning Assumptions/Growth Forecast
  - 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/


**2022**
**Regional Transportation Plan/**
**Sustainable Communities Strategy**





Graphic adapted from: https://seekingalpha.com/article/4127262-tesla-semi-revisited

Kern Council of Governments

# Planning Goals

- Mobility
- Accessibility
- Reliability/Safety
- Efficiency
- Livability/Quality of Life
- Sustainability
- Equity

*The 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*

| | | Goals Supported | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Policy/ Action No. | Policy/Action | Mobility | Accessibility | Reliability/Safety | Efficiency | Livability/Quality of Life | Equity | Sustainability | Strategic Action Element (Ch. 5) |
| 4.1 | Seek and assist member agencies to apply for funding for bicycle and pedestrian projects from local, state, and federal sources. | | | | | | | | AT |

# Regional Growth Forecast

- Guided by local assumptions
  - Economist/Project Steering Committee
  - Regional Planning Advisory Committee
- Consistent with State DOF projection
- Kern COG is scheduled to adopt an update to the Regional Growth Forecast in March 2024

# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - **Environmental Justice Analysis**

**Figure D-1: Minority Population Concentrations - U.S. EPA EJScreen Tool 2019**

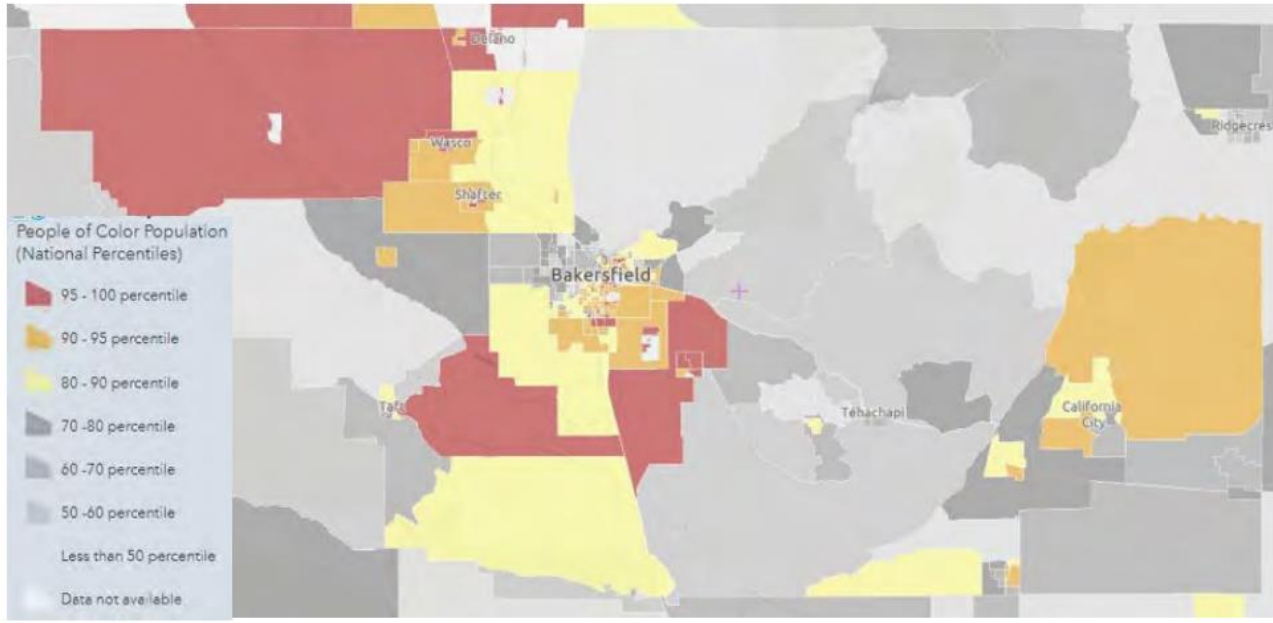
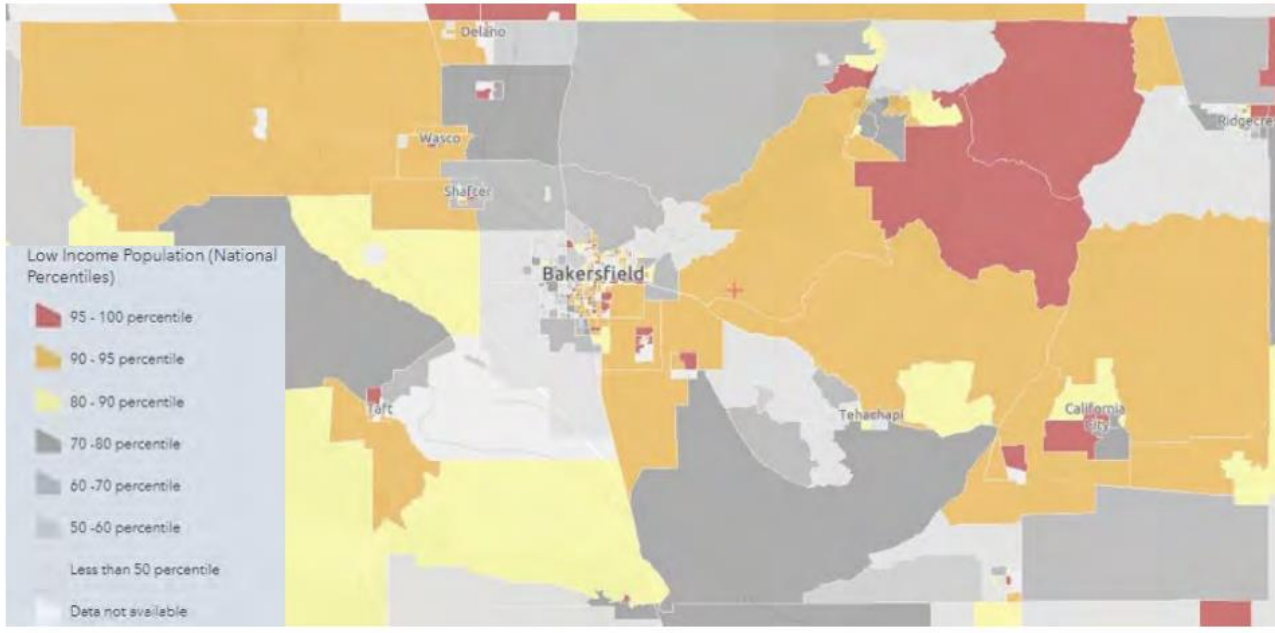



**Figure D-2: Low Income Population Concentrations - U.S. EPA EJScreen Tool 2019**



# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - Environmental Justice Analysis
  - **Title VI Analysis**

**Figure D-3: Federal Title VI Areas (Minority Concentration Areas Only – Above 80th Percentile)**

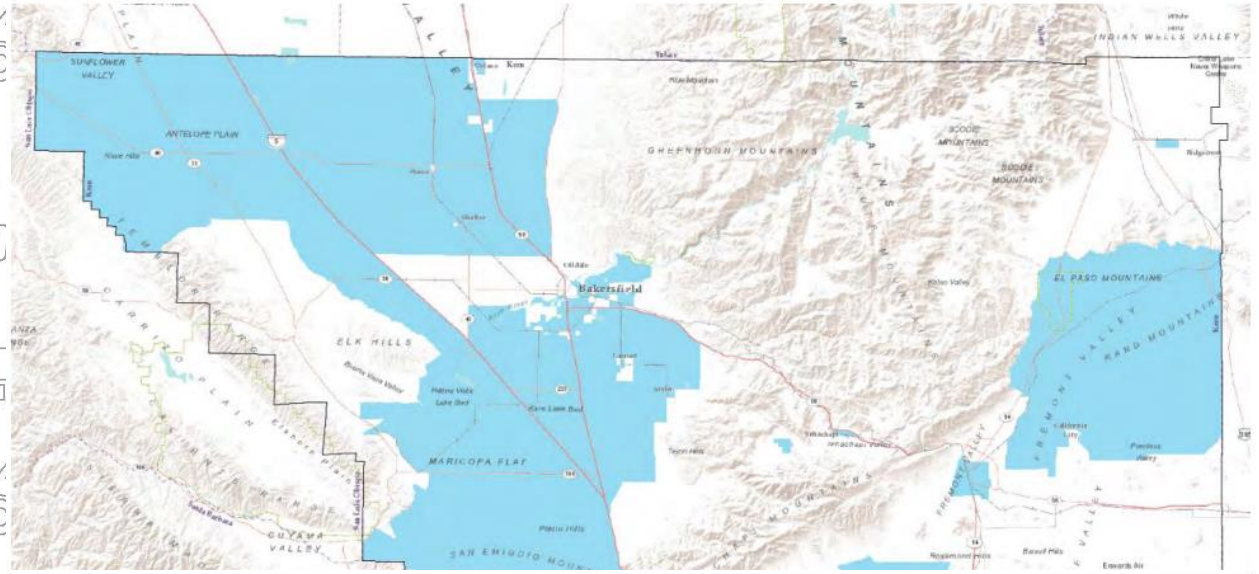
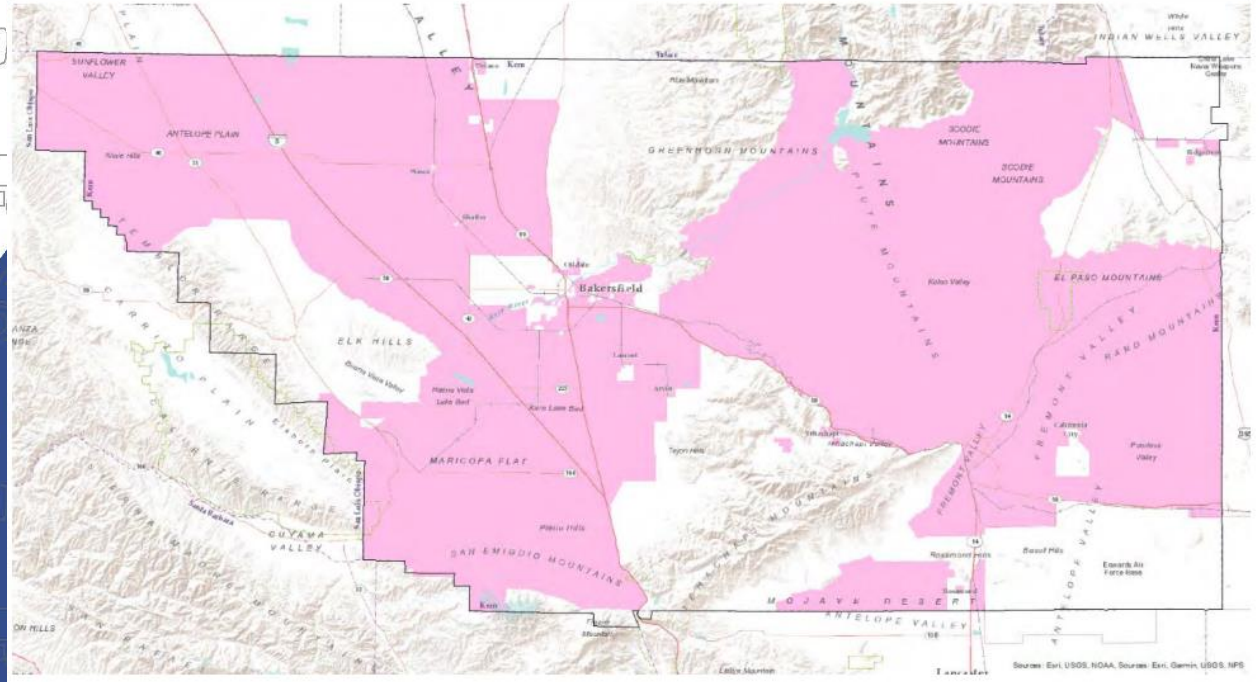



**Figure D-4: Federal EJ Areas (Minority and Low Income Concentration Areas – Above 80th Percentile)**



# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - Environmental Justice Analysis
  - Title VI Analysis
  - **Integrated Performance Measures**

1 of 16 Results Tables

TAZ = Transportation Analysis Zones

**Table D-4a: All TAZs Average Travel Time – Peak Highway Trips (minutes)**

| Place Type | 2020 | 2046 Build | 2046 No Build |
|---|---|---|---|
| Urban/Metro | 13.49 | 13.43 | 13.99 |
| Rural Areas | 24.21 | 24.36 | 24.07 |
| Countywide | 16.39 | 16.71 | 16.88 |

All TAZs

**Table D-4b: EJ TAZs Average Travel Time – Peak Highway Trips (minutes)**

| Place Type | 2020 | 2046 Build | 2046 No Build |
|---|---|---|---|
| Urban/Metro | 13.57 | 13.55 | 14.01 |
| Rural Areas | 24.28 | 23.16 | 23.39 |
| Countywide | 16.35 | 16.17 | 16.54 |

EJ TAZs

**Table D-4c: Title VI TAZs Average Travel Time – Peak Highway Trips (minutes)**

| Place Type | 2020 | 2046 Build | 2046 No Build |
|---|---|---|---|
| Urban/Metro | 13.74 | 13.72 | 14.17 |
| Rural Areas | 24.88 | 23.84 | 24.05 |
| Countywide | 16.15 | 16.11 | 16.45 |

T-VI TAZs

# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - Environmental Justice Analysis
  - Title VI  Analysis
  - Integrated Performance Measures
  - **Federal Performance Measures**

TPM
HOW WE GET THERE

## Transportation Performance Management

**Focusing on Performance for Safe, Reliable Journeys**

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

**Investment Decisions**
Using goals, measures, and data to make better informed decisions about how to invest transportation funding.

**Aimed at a Better Performing Transportation System**
Setting targets, developing plans, reporting results, and being accountable for performance.

**For Connected and Productive Communities**
Focusing on the efficient delivery of goods and safe, reliable journeys to work, to school, to shopping, to community activities.

## Federal Performance Measures

- Safety (PM1)
- Pavement Condition (PM2)
- Bridge Condition (PM2)
- System Performance (PM2)
- Freight Movement (PM3)
- Traffic Congestion  (PM3)
- On-Road Mobile Source Emissions (PM3)

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# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - Environmental Justice Analysis
  - Title VI Analysis
  - Integrated Performance Measures
  - Federal Performance Measures
  - **Sustainable Communities Strategy**

| SB 375 CO2 Emissions | 2020 | 2035 | 2046 |
|---|---|---|---|
| Modeled SB 375 CO2 Emissions by Passenger Vehicles per Weekday (tons)* | 7,299 | 8,323 | 9,287 |
| Off-Model SB 375 CO2 Emissions by Passenger Vehicles per Weekday (tons)** | -146 | -206 | -252 |
| Total SB 375 CO2 Emissions by Passenger Vehicles per Weekday (tons) | 7,152 | 8,117 | 9,035 |
| CO2e Pounds Per Capita Reduction* | -10.9% | -15.1% | -15.4% |
| SB 375 Targets (Targets Beginning October 1, 2018)** | -9% | -15% | N/A |

**Table 4-8: Quantified SCS Strategy Types and Categories**

| Strategy Type | Quantification Approach | Responsible Agencies | Status -- Notes |
|---|---|---|---|
| **Land Use:** | | | |
| **Infill, compact development, transit-oriented development, mixed-uses and allocation of growth along transportation corridors and in areas with higher access to bike, ped, and transit** | Traffic/land use model | Local jurisdictions | Present in last plan -- Consistent with Core Area Impact Fee Development Incentive |
| **Rebalance housing closer to employment/shopping areas** | Traffic/land use model | Local jurisdictions | Present in last plan -- Assumes more shopping opportunities and housing in outlying communities near jobs |
| **Accessory Dwelling Units (ADUs)** | Traffic/land use model | Local jurisdictions | Present in last plan |
| **Transit:** | | | |
| **Add new fixed transit lines/improve frequencies/Bus Rapid Transit/Express Bus Service** | Traffic model | Transit Agencies | Present in last plan – Long Range Transportation Plan (LRTP) |
| **Expanded bus routes coordinated with planned centers/mobility hubs** | Traffic/land use model | COG, Transit Agencies, Local Jurisdictions | Present in last plan -- LRTP |
| **Transit/On-demand Micro Transit/Dial-a-Ride Improvements** | Off model | Transit Agencies, | New quantified strategy |
| **Transportation Demand Management (TDM):** | | | |
| **Vanpooling** | Off model | Vanpool entities | New quantified strategy |
| **Employer- based trip-reduction programs (Rule 9410) eTRIP** | Off model | Air District | New quantified strategy |
| **Additional Bike & Pedestrian Infrastructure** | Off model | Local jurisdiction | New quantified strategy |
| **Telecommuting Promotion** | Off model | COG | New quantified strategy |
| **Transportation System Management (TSM):** | | | |
| **Transportation System Management (TSM), Intelligent Transportation Systems (ITS)** | Off model | Local jurisdiction | New quantified strategy |

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# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - Environmental Justice Analysis
  - Title VI  Analysis
  - Integrated Performance Measures
  - Federal Performance Measures
  - Sustainable Communities Strategy
  - **Environmental Document**

## Kern Council of Governments

Regional Transportation Plan and
Sustainability Communities Strategy
Program Environmental Impact Report

Prepared by:
IMPACT SCIENCES
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

Prepared for:
Kern Council of Governments
1401 19th Street
Suite 300
Bakersfield, CA 93301

# RTP/SCS Requirements

- Process Shall Be Continuous, Comprehensive, Collaborative and Consistent
  - Environmental Justice Analysis
  - Title VI  Analysis
  - Integrated Performance Measures
  - Federal Performance Measures
  - Sustainable Communities Strategy
  - Environmental Document
  - **Outreach**

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# RTP/SCS Timeline

Continuous RTP Process Oversight – Regional Planning Advisory Committee (RPAC)

**Fall 2022 –** Commence 2026 RTP Outreach

**Summer 2023 –** RTP Stakeholder **Roundtable** Process

**Summer 2023-Fall 2025 –** Public Outreach, Workshops, Events

**Spring 2026 –** Present to 11 City Councils & County Board

**Spring 2026 –** Circulate Draft Documents

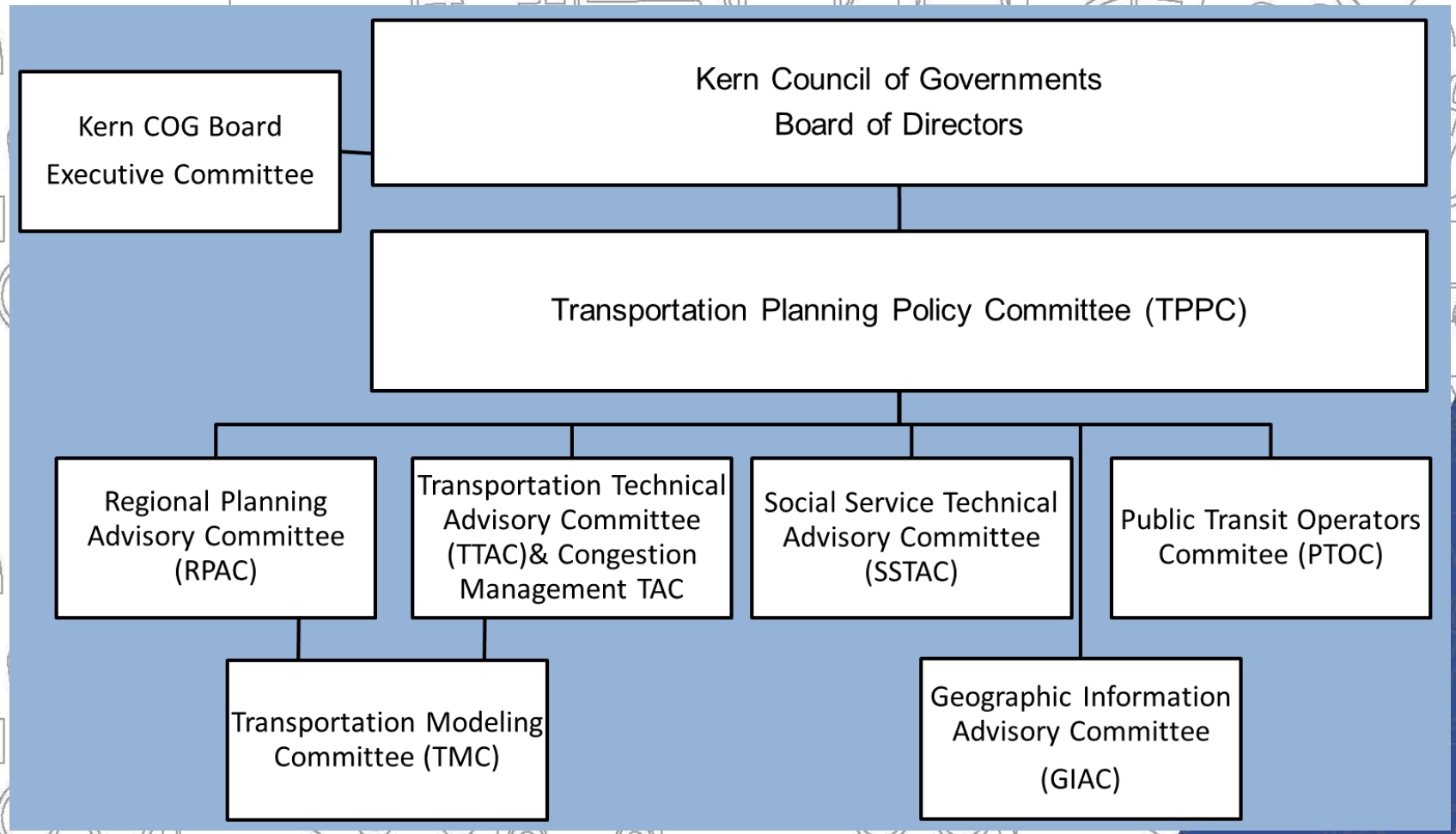
**Summer 2026 -** Adoption

Continuous Public Outreach – Surveys, Workshops, Public Meetings, Events

# 2026 Regional Transportation Plan (RTP) Roundtable Stakeholders Meeting #1

## Outreach Process

# Regional Planning Advisory Committee (RPAC) Oversight



# Overview - 2026 RTP/SCS Proposed Outreach

- Annual 1,200 Person Statistically Valid Survey – 2007-2023
- Online Survey Tool – SurveyMonkey
- Fairs & Festival Booth Activities
- Potential Stakeholder Group Hosted Mini Grant Workshops
- Other Kern COG Planning Workshops
  (Long Range Transit Plan Update, KTF Logistics Event, ...)
- Results of Outreach Presented to 11 City Councils and
- Board of Supervisors (2 Required by Law)

# Annual 1,200 Person Statistically Valid Survey – 2007-2023

- Residents that Drive Alone to work or school increased from 63.7% in 2019 to 71.3% in 2023.
- Residents that Carpool or Vanpool also increased from 4.3% in 2019 to 8.3% in 2023.
- Most Liked Features of your City or Town were Cost of Living at 37.4%; Small-town atmosphere at 36.7% and Cost of Housing at 33.2%.
- Conversely the Least Liked Features were Homelessness at 55.5%; Crime Rate at 51.2% and Air Quality at 43.6%.
- Survey Sample is Kern County By Region:  West Kern, East Kern, Mountains and Valley

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# Online Survey Tool – SurveyMonkey

Survey 1:

September – November 2023

Survey 2:

Late January – March 2024

Survey 3:

To Be Determined

# Survey No. 1
# Ranking of Priorities for Future Growth

1. Enhance Economic Vitality
2. Provide a Variety of Housing Choices
3. Conserve Undeveloped Land & Spaces
4. Conserve Energy & Natural Resources
5. Provide Adequate & Equitable Services
6. Provide a Variety of Transportation Choices
7. Improve Community Assets & Infrastructure
8. Other?

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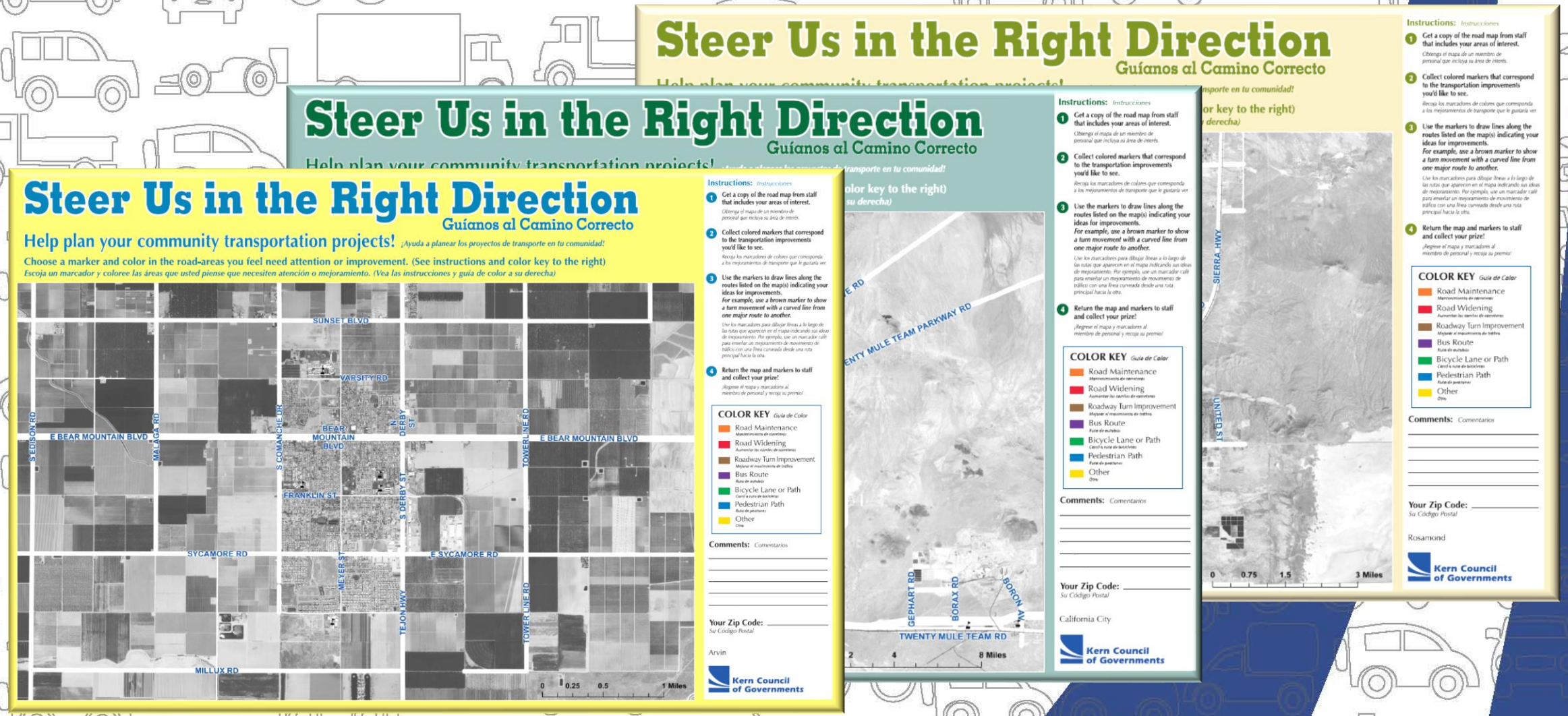
# Local Fair and Festival Map Activities



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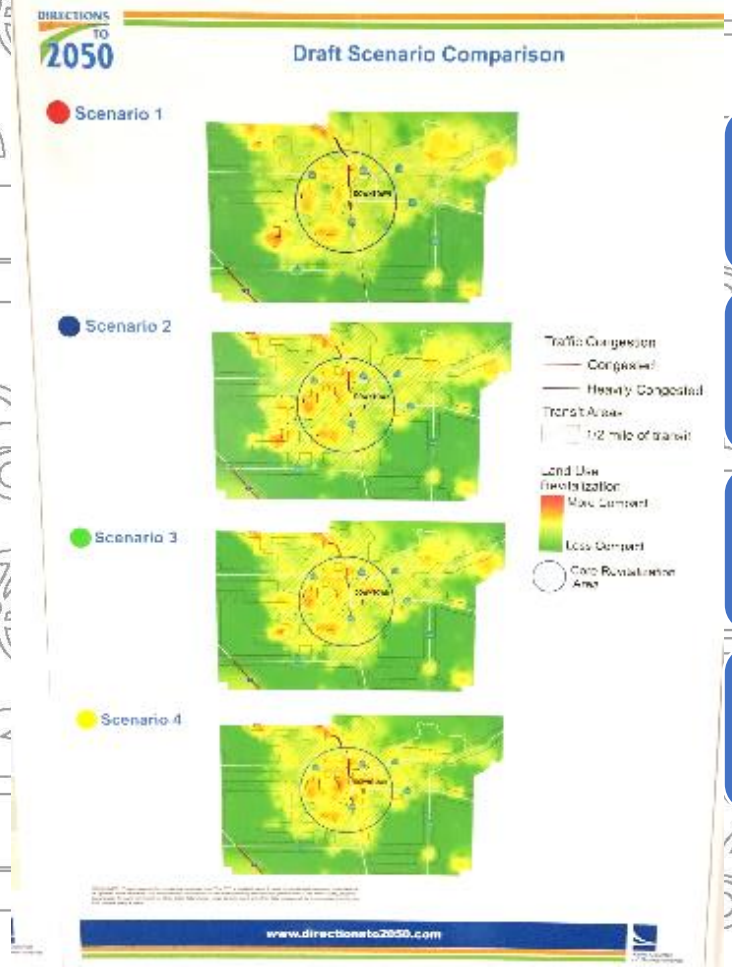
# Stakeholder Group Hosted Mini Grant Workshops

- Who is Kern COG
- What is the Regional Transportation Plan (RTP)
- Federal/State RTP Requirements
- Future Growth Options and Transportation Projects
- Information Tabulated and Shared with the Kern COG Board before Approval of the 2026 RTP

# Dot Board Exercise at Workshops - Comparing Scenarios with Performance Measures




Process uses 4 scenarios each progressively more ambitious in density and strategy implementation.

2026 scenarios may be similar to 2022 RTP.

Scenario votes are weighted to develop the preferred alternative, allowing a range of results.

Preferred scenario of the 2022 RTP was similar to the preferred scenario in the 2018 RTP, at about 3.

# REGIONAL TRANSPORTATION PLAN

## Characteristics Compared

## ÁREA METROPOLITANA DE BAKERSFIELD – CARACTERÍSTICAS DE LAS HIPÓTESIS DE TODO EL CONDADO PARA 2035

### HIPÓTESIS 1

Extiende las opciones de inversión en desarrollo de terrenos y transporte de las últimas décadas hasta el año 2035 y más. Supone las tendencias históricas de crecimiento periférico del área metropolitana.

- Las inversiones en transporte favorecen la infraestructura de la calzada.
- Inversión modesta en estrategias para peatones y bicicletas.
- Carece de mejoras de servicio significativas para el transporte público.
- En cuanto a las opciones de vivienda, no cumple con las tendencias observadas en el mercado con respecto a viviendas ubicadas en zonas donde sea posible trasladarse preferentemente a pie.
- Inversión concentrada en mejoras de seguridad y capacidad, que incluye la circunvalación del sur (South Beltway) para 2040.
- Fondos para mantenimiento insuficientes en un 22%.
- Supone una renovación menor de la zona céntrica *(Downtown)*.
- Supone un aumento de 2/3 en los costos de combustible para 2035.

### HIPÓTESIS 2

Plan de inversión similar al de la Hipótesis 1. Aumenta la inversión en mantenimiento de calzada e infraestructura para transporte público, bicicletas y peatones. Supone la renovación de zonas desocupadas y subutilizadas para respaldar la inversión en la ampliación de las opciones de transporte.

- Inversión concentrada en el mantenimiento y en comunidades más aptas para la circulación de transporte público, bicicletas y peatones.
- Mejora en la conectividad entre modos de viaje.
- Contempla calles más seguras y un movimiento de mercancías más eficiente.
- Cambio modesto en la demanda de opciones de vivienda más aptas para la circulación de transporte público, bicicletas y peatones, que se encuentren más cerca de los trabajos y los centros de compras.
- Posterga la circunvalación del sur (South Beltway).

### HIPÓTESIS 3

Plan de inversión similar al de la Hipótesis 2. Supone la renovación de la zona céntrica *(Downtown)* y de zonas desocupadas y subutilizadas para respaldar la ampliación de las opciones de transporte.

- Aumento moderado en la demanda de opciones de vivienda más aptas para la circulación de transporte público, bicicletas y peatones, que se encuentren más cerca de los trabajos y los centros de compras.

### HIPÓTESIS 4

Acelera la inversión en infraestructura para transporte público, bicicletas y peatones en 15 años, a 2020. Extiende la renovación a las zonas con mayor servicio de transporte público.

- Cambio radical en la demanda de opciones de vivienda más aptas para la circulación de transporte público, bicicletas y peatones, que se encuentren más cerca de los trabajos y los centros de compras.
- Requiere una nueva inversión en infraestructura con un plazo más corto.

% de mantenimiento financiado

Inversión en transporte

Infraestructura para bicicletas/peatones/ transporte público

Impacto en el tráfico

Plazo

Opciones de vivie

Todas las hipótesis suponen un crecimiento que llegará a 1.3 millones de
este crecimiento se producirá dentro del Área Metropolitana de Bakersfield
de la tierra y para el transporte de Kern Cou
http://

## METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO CHARACTERISTICS

### SCENARIO 1

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

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

### SCENARIO 2

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

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

### SCENARIO 3

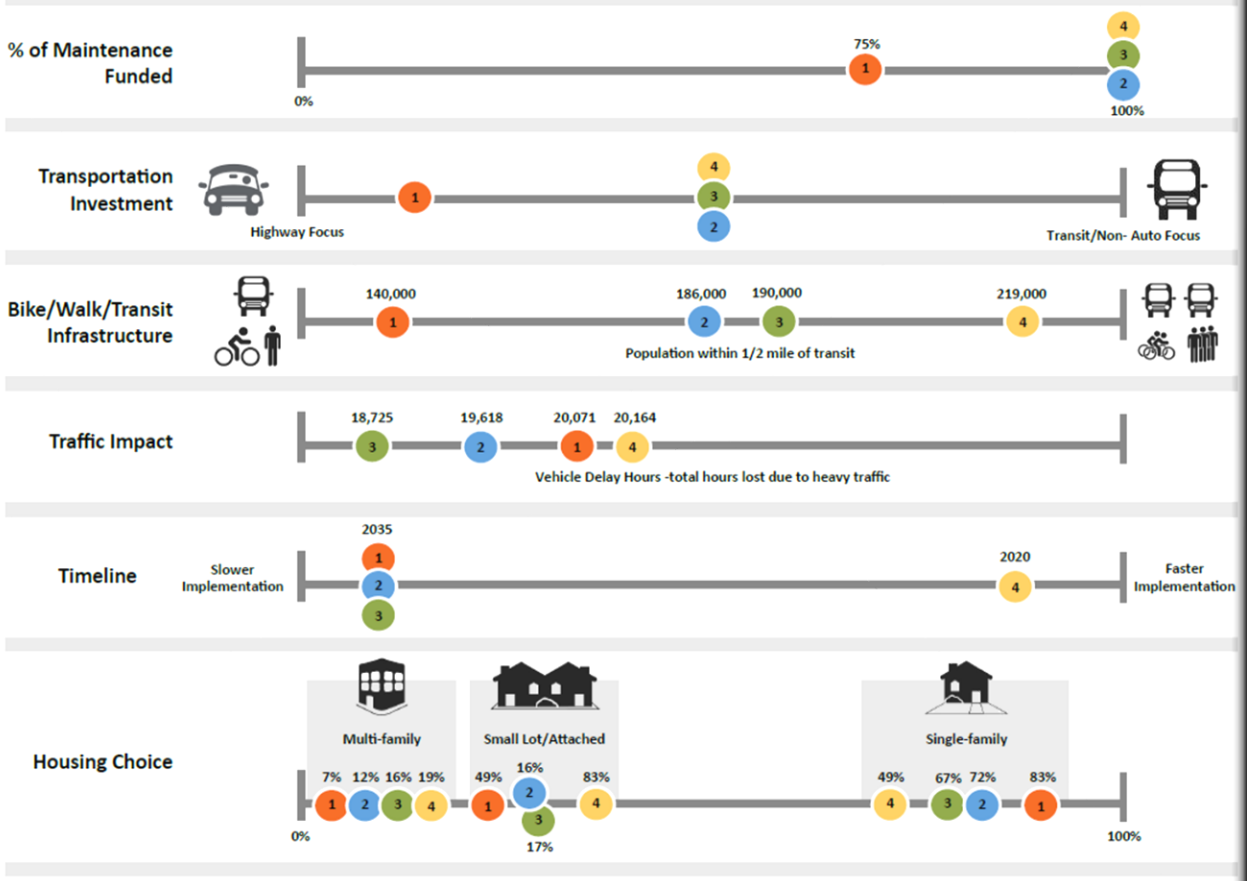
Investment plan similar to Scenario 2. Assumes revitalization of Downtown, vacant, and underused areas to support the broader transportation choices.

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

### SCENARIO 4

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

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




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

# REGIONAL TRANSPORTATION PLAN

## Performance Measures

### ÁREA METROPOLITANA DE BAKERSFIELD – RESULTADOS DE HIPÓTESIS DE TODO EL CONDADO PARA 2035

| | Costos de infraestructura local[1] | Uso del agua[2] | Independencia energética[3] | Millas recorri vehículo (VMT, siglas en ing consumo combustib |
|---|---|---|---|---|
| Todas las hipótesis suponen el mismo crecimiento general en términos de población, viviendas y empleo. | | | | |
| HIPÓTESIS 1 Extiende las opciones de inversión en desarrollo de terrenos y transporte de las últimas décadas hasta el año 2035 y más. Supone las tendencias históricas de crecimiento periférico del área metropolitana. | $1.98 mil millones | 1,042 millones de galones | 35,243 mil millones de Btu | 13 mil millon 7 mil millones |
| HIPÓTESIS 2 Plan de inversión similar al de la Hipótesis 1. Aumenta la inversión en mantenimiento de calzada e infraestructura para transporte público, bicicletas y peatones. Supone la renovación de zonas desocupadas y subutilizadas para respaldar la inversión en la ampliación de las opciones de transporte. | $1.90 mil millones | 925 millones de galones | 34,574 mil millones de Btu | 13. mil millones 7. mil millones de |
| HIPÓTESIS 3 Plan de inversión similar al de la Hipótesis 2. Supone la renovación de la zona céntrica *(Downtown)* y de zonas desocupadas y subutilizadas para respaldar la ampliación de las opciones de transporte. | $1.83 mil millones | 892 millones de galones | 34,253 mil millones de Btu | 13.0 mil millones 7.6 mil millones de ga |
| HIPÓTESIS 4 Acelera la inversión en infraestructura para transporte público, bicicletas y peatones en 15 años, a 2020. Extiende la renovación a las zonas con mayor servicio de transporte público. | $1.68 mil millones | 789 millones de galones | 33,383 mil millones de Btu | 12.72 mil millones de VM 7.41 mil millones de galon |

[1] En dólares de 2012 (acumulado a 2035) [2] Uso del agua diario de nuevo crecimiento 2050 [3] Anual en 2035 [4] Acumulado a 2035

### METRO BAKERSFIELD—2035 COUNTYWIDE SCENARIO OUTCOMES

| | Local Infrastructure Costs[1] | Water Use[2] | Energy Independence[3] | Vehicle Miles Traveled (VMT) & Fuel Consumption[4] | Public Health Cost[5] | Household Transportation Costs[6] | Automobile Air Emissions[7] | Land Consumption[8] |
|---|---|---|---|---|---|---|---|---|
| All Scenario assume same overall growth in population, households, and jobs. | | | | | | | | |
| SCENARIO 1 Extends land development and transportation investment choices of past decades out to 2035 and beyond. Assumes historic trends in peripheral growth in the metropolitan area. | $1.98 billion | 1,042 million gallons | 35,243 billion Btu | 13.28 billion VMT; 7.85 billion gallons | $3.26 million; 0Base Reduced Annual Respiratory Incidences | $22,904 | 18.32 tons NOx; 14.31 lbs $CO_2$ per capita | 83.09 sq. miles |
| SCENARIO 2 Investment plan similar to Scenario 1. Increases investment in roadway maintenance and transit, bike, and walk infrastructure. Assumes revitalization of vacant and underused areas to support investment in broader transportation choices. | $1.90 billion | 925 million gallons | 34,574 billion Btu | 13.13 billion VMT; 7.74 billion gallons | $3.13 million; -329 Reduced Annual Respiratory Incidences | $22,647 | 18.10 tons NOx; 14.12 lbs $CO_2$ per capita | 71.93 sq. miles |
| SCENARIO 3 Investment plan similar to Scenario 2. Assumes revitalization of Downtown, vacant, and underused areas to support the broader transportation choices. | $1.83 billion | 892 million gallons | 34,253 billion Btu | 13.28 billion VMT; 7.63 billion gallons | $3.11 million; -643 Reduced Annual Respiratory Incidences | $22,423 | 17.89 tons NOx; 13.93 lbs $CO_2$ per capita | 68.93 sq. miles |
| SCENARIO 4 Accelerates investment in transit, bike, and walk infrastructure by 15 years to 2020. Expands revitalization to areas with increased transit service. | $1.68 billion | 789 million gallons | 33,383 billion Btu | 13.28 billion VMT; 7.41 billion gallons | $3.07 million; -1,242 Reduced Annual Respiratory Incidences | $21,938 | 17.89 tons NOx; 13.93 lbs $CO_2$ per capita | 57.51 sq. miles |

[1] In 2012 dollars (cumulative to 2035) [2] 2035 Daily water usage from new growth [3] Annual in 2035 [4] Cumulative to 2035 [5] Daily health-related costs due to transportation-related pollutant emissions [6] In 2012 dollars (annual in 2035) [7] Based on a weekday in 2035 [8] Cumulative to 2035

# Other Ideas / Comments / Questions / Contacts

**For More Information: kerncog.org**

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