



**AGENDA**  
**KERN REGIONAL**  
**TRANSPORTATION MODELING COMMITTEE (TMC)**

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

**WEDNESDAY**  
**Aug. 6, 2025**  
**9:30 A.M.**

**ATTEND IN-PERSON or VIRTUALLY VIA GoToMeeting**

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- I. Introductions/Sign-in Sheet
- II. Kern COG Travel Model: Validation, Calibration, and Sensitivity Tests (Raymond)
- III. Bi-annual Survey of Transportation Projects on Regionally Significant Routes (Liu)  
Due: 5PM. Monday, September 1, 2025
- IV. Land use modeling: Uplan & OLAF (Davisson)
- V. Growth Allocation TAZ Data (Raymond)
- VI. Comments, next steps

The Kern Regional Transportation Modeling Committee (TMC) was originally formed through an memorandum of understanding between Kern COG, the City of Bakersfield, Kern County, and Caltrans to maintain communications related to model development and data assumptions in the model. Along with the goal to train and support model users. The committee can act as advisory committee to both the Transportation Technical Advisory Committee (TTAC) and the Regional Planning Advisory Committee (RPAC). TMC members may include representatives from member agencies of the TTAC and RPAC.



## II. TMC

August 6, 2025

TO: Kern Regional Transportation Modeling Committee (TMC)

FROM: JAY SCHLOSSER  
EXECUTIVE DIRECTOR

By: Ben Raymond, Regional Planner

SUBJECT: TMC AGENDA Item II.  
Kern COG Travel Model: Validation, Calibration, and Sensitivity Tests.

### DESCRIPTION:

The Kern COG Travel model is updated every 3-5 years. The draft documentation on updates, validation and calibration of the Travel Model are available for review.

### DISCUSSION:

#### **Kern COG Travel Model Background:**

Travel demand models are mathematical tools used to estimate and forecast how people travel within a region. These models assist transportation planners and policymakers in understanding travel behavior, assessing current and future transportation needs, and evaluating the impacts of infrastructure projects or policy changes. Travel demand models are essential to the development of the **Regional Transportation Plan (RTP)**—a long-range plan that Kern Council of Governments (Kern COG) is required to prepare every four years under federal regulation and California statute.

Kern COG's Travel Demand Model was developed in coordination with the eight San Joaquin Valley (SJV) Metropolitan Planning Organizations (MPOs) as part of the **Valley Model Improvement Plan (MIP)**. Initiated in 2010, the MIP project significantly enhanced the modeling capabilities of the SJV MPOs. Additional improvements, including calibration and validation to latest data, were carried out in 2017, resulting in the release of the MIP-II model.

Travel demand models rely on two primary types of input data: **socioeconomic data** and a detailed representation of the **transportation network**. Socioeconomic inputs—such as population, households, employment by industry, income levels, and school enrollment—are used to estimate trip generation and distribution, reflecting how and why people travel. The model also includes a comprehensive regional road network, incorporating data on roadway classification, speed limits, capacities, and connectivity. These inputs allow the model to simulate travel demand and trips through the network under various conditions. The accuracy of these inputs is critical to producing realistic travel forecasts.

The Kern COG MIP Model is updated and revalidated with each RTP cycle. Each updated version is given a new identifier reflecting enhancements and new data inputs. The model used for Kern COG’s 2022 RTP was the **MIP-3 model**, which was calibrated in 2021 using pre-COVID data with a base year of January 2020. For the 2026 RTP cycle, Kern COG contracted DKS Associates to develop the **MIP-4 model**, incorporating enhancements to the MIP-3 version. MIP-4 is calibrated and validated using the most current available data, with a base year of 2023.

**Model Calibration and Validation:**

To ensure the model produces credible and policy-relevant outputs, it undergoes rigorous **calibration and validation**:

- **Calibration** adjusts model parameters using the most recent data—such as Household Travel Surveys, Census data, and employment statistics—so that modeled travel behavior aligns with observed regional patterns.
- **Validation** tests the model’s ability to replicate actual travel conditions before it is used for forecasting. This includes comparing model outputs (such as traffic volumes) to observed data using statistical measures and established thresholds.

One key validation metric is **vehicle miles traveled (VMT)**. To assess model accuracy, outputs are compared with data from the **Highway Performance Monitoring System (HPMS)**. According to the **FHWA’s Model Validation and Reasonableness Checking Manual (1997)**, modeled VMT should be within 3% of HPMS VMT for areas in moderate non-attainment or worse for carbon monoxide (CO).

Although Kern County is currently in attainment maintenance for CO, it remains best practice to ensure that model outputs align closely with HPMS data. In the 2023 base validation year, Kern COG’s Travel Demand Model was **1.4% above** HPMS VMT, as shown in **Table 1**, which falls well within acceptable limits.

Table – 1  
**VMT comparison to 2023 HPMS**

Trip Assignment - VMT		
	Quantity	Notes
<b>Model AWDT</b>	25,353,289	Weekday average, interior, including intrazonal Calculated from BTS trips by distance 3-day/7-day for Kern County, 2023*
<b>AWDT/AADT ratio</b>	0.986	
<b>AADT</b>	25,720,488	Equivalent annual average of model VMT
<b>HPMS</b>	25,440,800	2023 Caltrans HPMS
<b>% Deviation</b>	1.4%	Evaluation Criterion: +/- 3%
<b>% XX VMT</b>	24.9%	

\* Source: <https://data.bts.gov/Research-and-Statistics/Trips-by-Distance/w96p-f2qv/data/1/22/2025>

Table 2 summarizes the standard highway validation spreadsheet analysis, which compares

observed traffic count data to the model-assigned daily traffic volumes for corresponding roadways. The traffic count data used in this analysis come from two sources: Kern COG's traffic count program—which collects data at over 1,200 locations on non-state roadways throughout Kern County—and Caltrans traffic counts for state routes in the region. The results of the analysis indicate that the Kern COG MIP-4 model closely aligns with observed traffic volumes, demonstrating strong model performance in replicating real-world conditions.

Table 2

DAILY Assignment		
Model/Count Ratio =	0.98	
Percent Within Caltrans Maximum Deviation =	74%	> 75%
Percent Root Mean Square Error =	32%	< 40%
Correlation Coefficient for all locations =	97%	> 0.88
%of Screenlines Within Caltrans Standard Dev. =	100%	100%
Total Counted	851	
Link Within Deviation	628	
Link Outside Deviation	223	
ADT Model/Count by Functional Class		
Functional Class	M/C	# Locations
Freeway	1.06	35
Expressway	1.10	13
Arterial	0.98	820
Collector	0.82	168

**Sensitivity Tests:**

In addition to model validation, the California Air Resources Board (CARB) requests that Metropolitan Planning Organizations (MPOs) conduct travel demand model sensitivity tests for two primary purposes:

- 1) To evaluate the responsiveness of the travel demand model to RTP/SCS strategies
- 2) To ensure that the model outputs are a reliable basis for measuring the performance of those strategies

Sensitivity testing typically involves systematically adjusting one RTP/SCS-related model input variable at a time—such as transit frequency, auto operating cost, or land use density—while keeping all other inputs constant. The goal is to observe whether, and to what extent, key model outputs—such as vehicle miles traveled (VMT), mode share, or vehicle trips—respond to these changes.

This analysis helps determine whether the model accurately reflects the potential VMT and greenhouse gas (GHG) emission reductions resulting from specific RTP/SCS strategies. To complete the analysis, results from the MPO's sensitivity tests are compared to relevant empirical literature. Elasticities derived from that literature are then applied to the model's outputs to assess whether the magnitude and direction of change are consistent with established research.

Table 3 is a list of sensitivity tests Kern COG is evaluating to identify which are applicable to the

Kern COG MIP4 model and the 2026 RTP/SCS.

Table 3 – Potential Sensitivity Tests

Category	Sensitivity Test	Model Input(s)
Transit and Active Transportation	Active Transportation Facility	Walk/bike lane miles
Exogenous Variable	Auto Operating Cost	Auto operating cost (and component[s] if applicable)
Transit and Active Transportation	Bike share Facility	Mode share of bike trips
Roadway Infrastructure	Highway Capacity	Lane Miles
Exogenous Variable	Income Distribution	Median and average household income; Number of household
Land Use	Job/Housing Balance	Number of jobs and housing units at the sub-regional level
Local/Regional Pricing	Managed/Tolled Lane	Managed/Tolled lane miles OR auto operating cost
Local/Regional Pricing	Mileage-based Fee	Auto operating cost
Exogenous Variable	Mix of Demographics	Age distribution; Or other characteristics depending on the interested aspect of demographic to test
Land Use	Mix of Land Uses	Single Family vs. Multi-Family housing units
Land Use	Proximity to Transit	Number of households and employment centers close to transit stops
Land Use	Regional Accessibility	Transportation network density
Land Use	Residential Density	Residential density
Local/Regional Pricing	Transit Fare	Cost of transit fare
Transit and Active Transportation	Transit Frequency	Transit service headway
Transit and Active Transportation	Transit Operation Expansion and/or extension	Transit operation miles
Local/Regional Pricing	Various Parking Cost	Cost of parking

Upon completion of the sensitivity tests, Kern COG staff will post the results on the Transportation Model Documentation webpage: <https://www.kerncog.org/model-documentation/> This webpage also contains the draft documentation for the MIP-4 model updates, documentation for previous model versions, and the detailed development report for the MIP-2 model.

**ACTION:** Information

Relevant Documents:

[MIP4 – Model Updates – Draft](#) 2025

[MIP3 – Mode Updates](#) - 2022

[MIP2 – Peer Review](#) - 2017

[MIP2 – Model Development Report](#) - 2017



### III. TMC

August 6, 2025

TO: Kern Regional Transportation Modeling Committee (TMC)

FROM: JAY SCHLOSSER  
EXECUTIVE DIRECTOR

By Rob Ball, Planning Director, and Vincent Liu, Regional Planner

SUBJECT: TMC AGENDA Item III.  
Bi-annual Survey of Transportation Projects on Regionally Significant Routes Due:  
5PM. Monday, September 1, 2025

In an effort to meet federal requirements for expending federal gas tax dollars in the Kern region, Kern COG is requesting the assistance of its member agencies to review the “regionally significant” routes within their respective jurisdictions. Regionally significant routes are major urban arterials and state routes identified on the Caltrans Functional Classification Maps (see attached map). This survey is distributed as needed every 6 months for updates on existing and planned capacity improvements within your agency’s jurisdiction. This survey is being required by the Federal Highways Administration (FHWA) and Federal Environmental Protection Agency (EPA) to meet the requirements of the Federal Clean Air Act Amendments of 1990. Failure to provide accurate information using the latest planning assumptions could delay federal funding approvals for transportation projects in the Kern Region.

#### **Background**

As required by the Clean Air Act Amendments of 1990, at least every other year Kern COG performs a regional “conformity analysis” using a computerized regional transportation model. The analysis demonstrates that forecasted development and planned transportation improvements in the region will not hinder the air districts’ State Implementation Plans (SIP) from attaining the national air quality standards. Under the Clean Air Act, the FHWA and the EPA are the agencies responsible for making the determination that a region’s transportation expenditure plans “conform” to the SIP.

Kern COG has been requested by FHWA to document all capacity increasing projects on regionally significant routes that are both federal and non-federally funded. It has always been Kern COG’s practice to include non-federal projects in the regional transportation model for the regional conformity analysis, however changes to these projects are more difficult to track because their funding does not pass through Kern COG’s allocation processes. This survey has been developed to meet the federal requirement by tracking both federal and non-federal projects. Failure to accurately include a non-federally funded regionally significant transportation project in the regional conformity analysis risks a conformity “lapse” that could result in the withholding of federal transportation funding to the region and the delay of transportation projects until the project is added. Delays could last up to 1-year, assuming the missed project can be conformed.

Recent passage of state climate change regulations in SB 375 requires modeling from passenger vehicle travel use an identified network. Kern COG will be using this survey to ensure that the network identified is accurate and based on the latest local planning assumptions.

### **Instructions**

In order to keep the Kern Transportation Model up-to-date, a regionally significant routes survey is attached. Please fill out the survey using the examples page as a guide. To streamline your review, Kern COG has already provided the improvements based on federal funding cash flow and included locally funded projects based on past information and previous survey responses provided by your agency. If time is limited, focus your review on non-federally funded capacity increasing projects such as those funded by existing developer improvements, local impact fees, sales tax measures, general fund, etc.

### **Only Include Financially Constrained Projects**

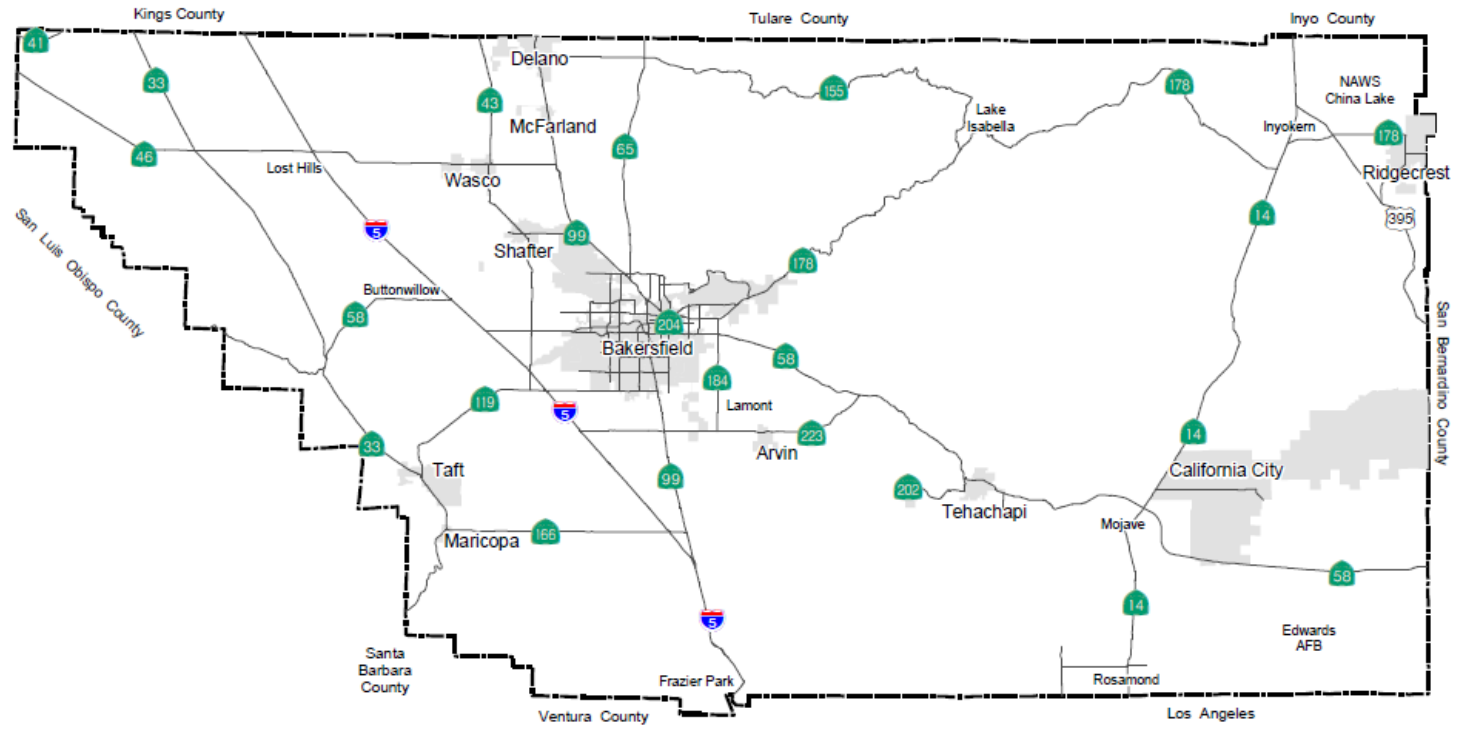
Projects should only be included that have identified funding sources. Here are some examples:

Be sure to Include:

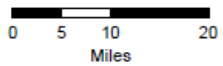
- **Capacity increasing projects included as mitigation to an approved development.** This includes paving of an arterial to the centerline adjacent a development, as well as any capacity increasing offsite improvements. Be sure to include any new arterials, expressways or freeway segments that currently do not exist on the functional classification map. Do not include partial street improvements. The model does not include improvements that are less than a city block in length (the distance between collector and arterial intersections) until all the bottlenecks (canal bridges, undeveloped frontage) are paved and the facility is stripped in a way so as to compete the capacity improvement of additional lanes along the entire length of the city block.
- **Capacity increasing projects in an adopted traffic impact fee.** This includes new interchanges, and new lanes on existing and future arterials, expressways and freeways. It does ramp widenings that constrict down to 1 lane prior to merging, nor intersection improvements. Do not include projects from a proposed traffic impact fee program.
- **Capacity increasing projects that are being funded with bonds, general fund, sales taxes, other non-state or non-federal sources.** Remember, these funding sources must be approved.
- **Capacity increasing projects from state and federal sources.** These should already be reflected in the survey form. Please review the timing and funding amounts shown. Any adjustments made to projects with state or federal funding sources may require an amendment to the Kern COG Transportation Improvement Program and/or the Regional Transportation Plan. Please contact us immediately if you see an issue with these projects, or a capacity increasing project that is missing or shown in the wrong year. Changes to the projects may have to wait until the next amendment opportunity and are subject to the approval of the Kern COG Board.

Sign the survey pages you edit and send them back to Kern COG by 5PM. Monday, September 1, 2025. Additional copies of the survey in a digital Excel spreadsheet format or hardcopy are available by contacting Vincent Liu at 661/319-3131 or vliu@kerncog.org. Please contact us if we can be of any further assistance and thank you for your help.

ACTION: Information



The regionally significant system includes facilities that are designated Interstate or State highways, and facilities that are classified as principal arterials on the Federal Functional Classification System



# Regionally Significant Routes

Sample Survey Page – Survey participants are encouraged to make their edits to the spreadsheet version of the survey form.

SAMPLE/INSTRUCTION PAGE										Year number of lanes modeled (each direction)																																			FUNDING SOURCE, COMMENTS
Sort Key	Agency	Air Basin	PM10 Basin	Street	Begin	End	Type of Imprvmt.	RTP Project ID/Other ID	Cost (RTP, Other)	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	50										
1	Bakersfield																																												
2	Bakersfield	SJV		AIRPORT	ROBERTS LN	SR99	Add Lanes	Local		2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	Metro Transportation Impact Fee									
3	Bakersfield	SJV		ALFRED HARRELL	MT VERNON	CHINA GRADE LOOP				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1										
4	Bakersfield	SJV		ALFRED HARRELL	CHINA GRADE LOOP	FAIRFAX				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	2											
5	Bak			RED HARRELL	FAIRFAX	WEST END HARTPARK	Add Lanes	Local		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Developer mitigation										
6	Bak			RED HARRELL	WEST END HARTPARK	LAKE MING	Add Lanes	Local		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	Developer mitigation										
7	Bak			RED HARRELL	LAKE MING	PALADINO	Add Lanes	Local		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	Developer mitigation										
8	Bak			RED HARRELL	PALADINO	SR178	Add Lanes	Local		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	Developer mitigation											
9	Bak			EN	SR58	BRIMHALL	Add Lanes	Local		2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	Metro Transportation Impact Fee										
10	Bakersfield	SJV		ALLEN	BRIMHALL	WESTSIDE PARKWAY	Add Lanes	\$7,000,000	1	1	2	2	2	2	2	2	2	2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3/2	3	Westside Parkway phase 3 (3 lanes SB)										
11	Bakersfield	SJV		ALLEN	WESTSIDE PARKWAY	STOCKDALE	Add Lanes	\$7,000,000	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Westside Parkway phase 3										
12	Bakersfield	SJV		ALLEN	STOCKDALE	MING AVE	Add Lanes	\$124,972	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2											
13	Bakersfield	SJV		ALLEN	MING AVE	CAMPUS PARK			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	3									
14	Bakersfield	SJV		ALLEN	CAMPUS PARK	Panama Lane			0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2										
15	Bakersfield	SJV		ALLEN	Panama Lane	SR 119/Taft Highway			0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2										
16	Bakersfield	SJV		CALLOWAY	SNOW	NORRIS	Add Lanes		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2										
17	Bakersfield	SJV		CALLOWAY	NORRIS	OLIVE	Add Lanes		2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	Revised impact fee, delayed to 2025									

ball: Please review and edit these columns as needed, highlighting any changes.

ball: "\$7M listed twice is for all segments of the project as listed in the TIP and RTP.

ball: "3/2" means 3 lanes one direction and 2 lanes the other. Direction with 3 lanes are South bound as found in comments at far right.

Highlighted area denotes a proposed change from 3 lanes each direction to 2 lanes reflecting a 5 year delay in the project.

ball: Provide explanation as needed for proposed changes



## IV. TMC

August 6, 2025

TO: Kern Regional Transportation Modeling Committee (TMC)

FROM: JAY SCHLOSSER,  
EXECUTIVE DIRECTOR

By: Karl Davisson, Regional Planner

SUBJECT: TMC AGENDA ITEM: IV.  
Update: UPlan Land Use Model Background and Path Forward

### DESCRIPTION:

Kern COG will again be using UPlan as the Land Use Modeling software for the 2026 RTP/SCS. After the 2026 RTP/SCS cycle, UPlan will need to be replaced.

### DISCUSSION:

Kern COG has been running UPlan for almost two decades in its RTP/SCS development process to prepare future development scenarios, as required by SB 375. UPlan is a simple, rule based urban growth model intended for regional or county level modeling. For its analysis process, UPlan uses raster grid cells rather than vector data such as graticules or parcels. Basic demographic data is used to allocate the needed space for each land use type, based on a standardized countywide general plan file developed using data collected from Kern COG's member agencies. Growth is assigned in the model based on the net attractiveness of locations to a given land use, the exclusion of areas unsuitable for development, and a general plan that determines where specific types of development are permitted. The model's initial calibration was completed by the UPlan development team from the Information Center for the Environment at UC Davis, as part of the Kern Blueprint process.

Kern COG established the Regional Planning Advisory Committee (RPAC) in 2009, made up of planning directors and city/county planners from each of its member agencies. The RPAC worked with Kern COG staff and the existing Transportation Modeling Committee to further calibrate the UPlan model in a process that generated over 100 model runs to refine inputs based on expertise of RPAC members. Kern COG has continued to build and refine the initial calibration adding the latest data and planning assumptions to each RTP development cycle. Land use model parameters, assumptions, inputs, and reference information are provided by Kern COG's member agencies and the public.

While UPlan has served Kern COG well to date, it relies on an obsolete version of ESRI's ArcMap running Visual Basic for Applications (VBA). ESRI has announced plans to end all support for ArcMap, and Microsoft has ceased support for VBA due to security issues.

With UPlan now orphaned and unsupported software, Kern COG has contracted Manhan Group to develop a potential replacement tool to meet Kern COG's needs. The new software, OLAF, will use contemporary programming languages and GIS software, specifically Python and ArcGIS Pro. Kern COG plans to calibrate OLAF with the model inputs and assumptions from the calibrated Uplan Model used for the 2022 RTP.

Other MPOs that previously used UPlan are making similar transitions, including: Association of Monterey Bay Area Governments (AMBAG), San Luis Obispo COG (SLOCOG), Santa Barbara COG, Butte COG, Tahoe Regional Planning Agency (TRPA), Shasta Regional Transit Authority. Some of these agencies have already begun testing OLAF as a replacement and have been pleased with its initial performance. There are other land use allocation models in various stages of development and use across the country, and Kern COG staff will continue to explore these and other tools.

ACTION: Information



V.  
TMC

August 6, 2025

TO: Kern Regional Transportation Modeling Committee (TMC)

FROM: JAY SCHLOSSER  
EXECUTIVE DIRECTOR

By: Ben Raymond, Regional Planner

SUBJECT: TMC AGENDA Item V.  
Regional Growth Allocation 2024-2049

DESCRIPTION:

Kern COG has prepared a draft growth allocation of the Kern Regional Growth Forecast at the transportation analysis zone (TAZ) level for growth between the year 2024-2049.

DISCUSSION:

**Background**

**Growth Forecast** – Kern COG adopted the 2024-2050 regional growth forecast at its April 18th Board meeting in 2024. The Regional Growth Forecast is available at: <https://www.kerncog.org/estimates-and-projections/>. The growth forecast is a long-range projection for countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast will serve as the growth assumption for the 2026 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RPAC and Transportation Modeling Committee (TMC) are charged with overseeing changes to the growth forecast allocations at Regional Statistical Area (RSA) subregion level and the transportation analysis zone (TAZ) level. The regional growth forecast included preliminary summaries for 13 RSA subregions. Kern COG utilizes a growth allocation model (Uplan) to distribute each subregions growth to the TAZ level.

**Uplan Growth Model (land use model)** – The Uplan model allocates growth based on latest land use and planning assumptions. This tool allows Kern COG to develop and present the public with scenarios as required for the development of Kern COG’s SCS. Many input layers are used to represent latest planning assumptions in the land use model. Some of the key input layers are: the general plan layer (generalized land use layer), existing urban mask, and growth attractors (infrastructure, tentative tracts, etc.). Kern COG’s latest land use model documentation is

available under the “Additional Documents” section at: <https://www.kerncog.org/model-documentation/>

## **Growth Allocation**

Kern COG generated a draft distribution of the midterm growth from the Kern Regional Growth Forecast to the transportation analysis zone level for growth between 2024-2035 and presented the data at the April 2<sup>nd</sup>, 2025, RPAC meeting. Member agencies were asked to provide feedback and comments by April 16<sup>th</sup>. Kern COG revised 2024-2035 growth allocation based on comments received and presented the revised data at the April 30<sup>th</sup> RPAC meeting.

Since the April 30<sup>th</sup> RPAC meeting, Kern COG staff have prepared a distribution of the long-term growth 2035-2049 from the Kern Regional Growth Forecast. The long-term growth was allocated to TAZ level geography. The midterm growth plus the long-term growth represent the draft allocation of the Regional Growth Forecast for developing the 2026 RTP/SCS to the planning horizon year of 2049.

The RSA Subregion Summary Table is attached. Kern COG has prepared a map of the 2024-2049 Draft TAZ Growth Allocation, available for review at: <https://www.kerncog.org/maps/>. The Draft TAZ allocation represents a base for developing scenarios for the 2026 RTP.

Comments will be used in the following timeline for the 2026 RTP/SCS development:

June-July 2025 – Scenario development for the 2026 RTP/SCS

August-Sept 2025 – Public workshops for the scenarios

November 2025 – 2026 RTP/SCS for internal review/begin preparing the Draft RTP/SCS/PEIR

March 2026 – DRAFT RTP/SCS/PEIR 55-day Public Review and Comment

June 2026 – Adopt RTP/SCS, EIR and associated documents

## **ACTION: Information.**

Attachment A provides a summary of the distribution by RSA subregion.

Attachment B is a map of the RSA Subregions.

Map of Growth Allocation TAZ Data available at: <https://www.kerncog.org/maps/>

**Attachment A - RSA Subregion Summary Tables**

EMPLOYMENT GROWTH 2024-2049 By RSA Subregion	2022RTP	2026RTP Draft Allocation 3/24/25
	Employment Growth (2020-2046)	Employment Growth (2024-2049)
Greater Arvin	638	795
Greater Cal City/Mojave	3,349	5,056
Greater Delano	1,428	1,629
Greater Frazier Park	12,076	12,329
Greater Lake Isabella	159	238
Greater Maricopa	5	-
Greater McFarland	685	2,214
Greater Ridgecrest	2,190	2,490
Greater Shafter	7,971	13,876
Greater Taft	1,422	1,264
Greater Tehachapi	1,897	1,659
Greater Wasco	1,660	1,245
Metro Bakersfield	27,034	38,705
<b>TOTAL</b>	<b>60,515</b>	<b>81,500</b>

2022RTP	2026RTP Draft Allocation 3/24/25
Annualized	Annualized
25	32
129	202
55	65
464	493
6	10
0	-
26	89
84	100
307	555
55	51
73	66
64	50
1,040	1,548
<b>2,327</b>	<b>3,260</b>

HOUSEHOLD GROWTH 2024-2049 By RSA Subregion	2022RTP	2026RTP Draft Allocation 3/24/25
	Household Growth (2020-2049)	Household Growth (2024-2049)
Greater Arvin	597	589
Greater Cal City/Mojave	4,537	1,439
Greater Delano	745	1,684
Greater Frazier Park	13,663	13,888
Greater Lake Isabella	231	125
Greater Maricopa	11	3
Greater McFarland	770	1,150
Greater Ridgecrest	1,273	1,031
Greater Shafter	4,501	4,940
Greater Taft	942	488
Greater Tehachapi	2,713	1,962
Greater Wasco	2,189	1,724
Metro Bakersfield	41,486	32,077
<b>TOTAL</b>	<b>73,658</b>	<b>61,100</b>

2022RTP	2026RTP Draft Allocation 3/24/25
Annualized	Annualized
23	24
175	58
29	67
526	556
9	5
0	0
30	46
49	41
173	198
36	20
104	78
84	69
1,596	1,283
<b>2,833</b>	<b>2,444</b>

ATTACHMENT B  
REGIONAL STATISTICAL AREA (RSA) SUBREGIONS

