



July 31, 2025

TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)  
FROM: JAY SCHLOSSER, EXECUTIVE DIRECTOR  
SUBJECT: AUGUST MEETING CANCELLATION NOTICE

The meeting of the Transportation Technical Advisory Committee (TTAC) scheduled for Wednesday, August 6, 2025, has been cancelled.

The next regularly scheduled meeting will be Wednesday, September 3, 2025. Agenda materials will be mailed approximately one week prior to the meeting.

The following information items are available on the TTAC webpage:

<https://www.kerncog.org/ttac-meetings>

#### INFORMATION ITEMS:

- I. Congestion Mitigation and Air Quality (CMAQ) Program – Status Update – TTAC Subcommittee peer review comments are due by September 8, 2025
- II. Regional Surface Transportation Program (RSTP) – Status Update
- III. Bi-Annual Survey of Transportation Projects on Regionally Significant Routes – Due By 5pm, Monday, September 1, 2025
- IV. Sustainable Community Grants/COG Assistance Requests and Feedback Monitoring Data - Email Requests due by Friday, September 26, 2025

#### ANNOUNCEMENTS:

- A. Transportation Modeling Committee meeting on Wednesday, August 6 at 9:30 AM in the Kern COG Board Room or virtually. Meeting agenda available:  
<https://www.kerncog.org/rpac-meetings/>

- B. July 17, 2025: Release of Community-Based Outreach Mini-Grant Program. Proposals due Friday, August 22, 2025 ([visit website](#) and see attached flyer for information)
- C. Fast Charge California Project Application Window: August 5 – October 29, 2025 [Link for Project Website](#)
- D. Kern COG Staff request a response from each agency on the Inactive Invoice Feedback survey that was emailed on July 25, 2025. The deadline for responses is August 15, 2025.



July 30, 2025

TO: Transportation Technical Advisory Committee (TTAC)

FROM: JAY SCHLOSSER,  
EXECUTIVE DIRECTOR

By: Ceasar Valle, Regional Planner

SUBJECT: **INFORMATION ITEM: I.**  
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM –  
STATUS UPDATE - **TTAC SUBCOMMITTEE PEER REVIEW COMMENTS ARE  
DUE BY SEPTEMBER 8, 2025.**

DESCRIPTION:

CMAQ applications were due July 17<sup>th</sup>. Kern COG staff has prepared a draft application log. A total of 42 applications were received by the deadline, requesting \$78.8 million in CMAQ funding.

DISCUSSION:

**Background**

CMAQ, established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), remains in the federal transportation legislation for use at the regional level. Each CMAQ project must meet three basic criteria: it must be a transportation project; it must be in or benefit a nonattainment or maintenance area; and it must generate an emissions reduction. Kern COG's *Chapter 5 CMAQ Policy and Procedure*, as last updated and approved by Kern COG's Board of Directors on November 17, 2016, will be referenced throughout this programming cycle.

On March 20, 2025, the Transportation Planning Policy Committee (TPPC) approved the timeline and funding targets for this CMAQ call for projects cycle. This cycle includes funding for the Carbon Reduction Program (CRP). About \$29.2 million in CMAQ and CRP funding is available for fiscal years 26-27 and 27-28.

This cycle Kern COG staff will consider CMAQ/CRP projects for contingency status. Contingency projects would be advanced in place of selected projects not delivered in fiscal years 26-27 and 27-28. Selected projects must be delivered by the deadlines set in the Kern COG Project Delivery Policies and Procedures or risk losing CMAQ/CRP funds.

**Status Update**

CMAQ applications were due July 17, 2025. Kern COG staff has prepared a draft application log. A total of 42 applications were received by the deadline, requesting \$78.8 million in CMAQ funding. A CMAQ application summary and applications received were posted on July 24, 2025 to the Kern COG website at <https://www.kerncog.org/call-for-projects/>.

The next steps are for Kern COG staff to review application information received, provide comments to applicants, and facilitate TTAC peer review prior to developing the CMAQ Program of Projects. Upcoming activities/dates include:

- Kern COG staff to transmit questionable applications for Caltrans eligibility review
- TTAC subcommittee may submit comments to [cvalle@kerncoq.org](mailto:cvalle@kerncoq.org) by **September 8, 2025**
- Comments received will be circulated to the respective applicant. Responses from the applicants will be discussed at the TTAC subcommittee review workshop tentatively scheduled for October 22, 2025 at 10:00 AM.

Kern COG staff will not circulate the draft program of projects until after the TTAC subcommittee review of applications. The Draft Program of Projects is expected to be presented to TTAC and TPPC in January 2026. Approval of the Final Program of Projects is expected February 2026. Once approved, the projects will then be incorporated into the Federal Transportation Improvement Program.

ATTACHMENT:  
CMAQ Application Log

<b>Applications Received 7/17/25</b>	<b>CMAQ</b>							
<b>Agency</b>	<b>Application</b>	2026-27		2027-28		TOTAL		
		CMAQ/CRP	Local	CMAQ/CRP	Local	CMAQ/CRP	Local	Total Project
Arvin	2	\$ 137,587	\$ 17,826	\$ 825,525	\$ 106,956	\$ 963,112	\$ 124,782	\$ 1,087,894
Bakersfield	9	\$ 11,958,544	\$ 1,549,357	\$ 10,368,594	\$ 1,343,362	\$ 22,327,138	\$ 2,892,719	\$ 25,219,857
California City	1	\$ 93,664	\$ 12,136	\$ 630,864	\$ 81,736	\$ 724,528	\$ 93,872	\$ 818,400
Delano	6	\$ 1,106,426	\$ 143,349	\$ 880,645	\$ 114,097	\$ 1,987,071	\$ 257,446	\$ 2,244,517
Kern COG	2	\$ 341,308	\$ 44,221	\$ 358,986	\$ 46,511	\$ 700,294	\$ 90,732	\$ 791,026
Kern County	15	\$ 18,066,368	\$ 2,340,689	\$ 28,215,652	\$ 3,765,181	\$ 46,282,020	\$ 6,105,870	\$ 52,387,890
McFarland	1	\$ 2,732,036	\$ 353,964	\$ -	\$ -	\$ 2,732,036	\$ 353,964	\$ 3,086,000
Ridgecrest	1	\$ 304,800	\$ 39,489	\$ -	\$ -	\$ 304,800	\$ 39,489	\$ 344,289
Shafter	1	\$ -	\$ -	\$ 650,000	\$ 85,000	\$ 650,000	\$ 85,000	\$ 735,000
Tehachapi	1	\$ 47,020	\$ 54,936	\$ 376,995	\$ -	\$ 424,015	\$ 54,936	\$ 478,951
Wasco	3	\$ 292,286	\$ 155,736	\$ 1,395,599	\$ 62,948	\$ 1,687,885	\$ 218,684	\$ 1,906,569
<b>Total</b>	<b>42</b>	<b>\$ 35,080,039</b>	<b>\$ 4,711,703</b>	<b>\$ 43,702,860</b>	<b>\$ 5,605,791</b>	<b>\$ 78,782,899</b>	<b>\$ 10,317,494</b>	<b>\$ 89,100,393</b>



**Kern Council  
of Governments**

July 30, 2025

TO: Transportation Technical Advisory Committee (TTAC)

FROM: JAY SCHLOSSER,  
EXECUTIVE DIRECTOR

By: Ceasar Valle, Regional Planner

SUBJECT: **INFORMATION ITEM: II.**  
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – STATUS UPDATE

DESCRIPTION:

RSTP applications were due July 17<sup>th</sup>. Kern COG staff has prepared a draft application log. A total of 36 applications were received by the deadline, requesting \$65.7 million in RSTP funding.

DISCUSSION:

**Background**

RSTP, established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), remains in the federal transportation legislation for use at the local level. RSTP funding may be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects to assist the region in reducing mobile emissions and help meet federal air quality standards. Kern COG's *Chapter 4 RSTP Policy and Procedure*, as adopted by Kern COG's Board of Directors on November 15, 2012, will be used throughout this programming cycle.

On March 20, 2025, the Transportation Planning Policy Committee approved the timeline and fund estimate for this RSTP call for projects cycle. About \$31.3 million in RSTP funding is available for fiscal years 26-27 and 27-28.

This cycle Kern COG staff will consider RSTP projects for contingency status. Contingency projects would be advanced in place of selected projects not delivered in fiscal years 26-27 and 27-28. Selected projects must be delivered by the deadlines set in the Kern COG Project Delivery Policies and Procedures or risk losing RSTP funds.

**Status Update**

RSTP applications were due July 17, 2025. Kern COG staff has prepared a draft application log. A total of 36 applications were received by the deadline, requesting \$65.7 million in RSTP funding.

The next steps are for Kern COG staff to review applications received and develop the RSTP Program of Projects that is expected to be approved February 2026. Once approved, the projects will then be incorporated into the Federal Transportation Improvement Program.

ATTACHMENT:

RSTP Application Log

<b>Applications Received 7/17/25</b>	<b>RSTP</b>									
<b>Agency</b>	<b>Application</b>	<b>2026-27</b>		<b>2027-28</b>		<b>2028-29</b>		<b>TOTAL</b>		
		RSTP	Local	RSTP	Local	RSTP	Local	RSTP	Local	Total Project
Arvin	2	\$ 230,107	\$ 29,812	\$ 1,380,643	\$ 178,877			\$ 1,610,750	\$ 208,689	\$ 1,819,439
Bakersfield	4	\$ 6,950,999	\$ 900,576	\$ 7,124,999	\$ 923,120			\$ 14,075,998	\$ 1,823,696	\$ 15,899,694
California City	1	\$ 48,284	\$ 6,355	\$ 399,716	\$ 52,606			\$ 448,000	\$ 58,961	\$ 506,961
Delano	6	\$ 887,000	\$ 114,920	\$ 910,000	\$ 117,900			\$ 1,797,000	\$ 232,820	\$ 2,029,820
Kern COG	1	\$ 79,677	\$ 10,323	\$ 79,677	\$ 10,323			\$ 159,354	\$ 20,646	\$ 180,000
Kern County	9	\$ 5,053,797	\$ 654,773	\$ 4,088,338	\$ 529,687	\$ 26,117,620	\$ 3,383,815	\$ 35,259,755	\$ 4,568,275	\$ 39,828,030
Maricopa	0	\$ -	\$ -	\$ -	\$ -			\$ -	\$ -	\$ -
McFarland	1	\$ 72,516	\$ 19,254	\$ 405,484	\$ 52,536			\$ 478,000	\$ 71,790	\$ 549,790
Ridgecrest	4	\$ 7,249,549	\$ 939,256	\$ -	\$ -			\$ 7,249,549	\$ 939,256	\$ 8,188,805
Shafter	2	\$ -	\$ -	\$ 1,522,000	\$ 500,000			\$ 1,522,000	\$ 500,000	\$ 2,022,000
Taft	1	\$ -	\$ 66,700	\$ 240,000	\$ 275,700			\$ 240,000	\$ 342,400	\$ 582,400
Tehachapi	4	\$ 123,940	\$ 16,060	\$ 1,778,990	\$ 430,662			\$ 1,902,930	\$ 446,722	\$ 2,349,652
Wasco	1	\$ -	\$ -	\$ 925,000	\$ 119,844			\$ 925,000	\$ 119,844	\$ 1,044,844
<b>Total</b>	<b>36</b>	<b>\$ 20,695,869</b>	<b>\$ 2,758,029</b>	<b>\$ 18,854,847</b>	<b>\$ 3,191,255</b>	<b>\$ 26,117,620</b>	<b>\$ 3,383,815</b>	<b>\$ 65,668,336</b>	<b>\$ 9,333,099</b>	<b>\$ 75,001,435</b>



July 31, 2025

TO: Transportation Technical Advisory Committee (TTAC)

FROM: JAY SCHLOSSER,  
EXECUTIVE DIRECTOR

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

SUBJECT: **INFORMATION ITEM: III.**  
BI-ANNUAL SURVEY OF TRANSPORTATION PROJECTS ON REGIONALLY  
SIGNIFICANT ROUTES – **DUE BY 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.**

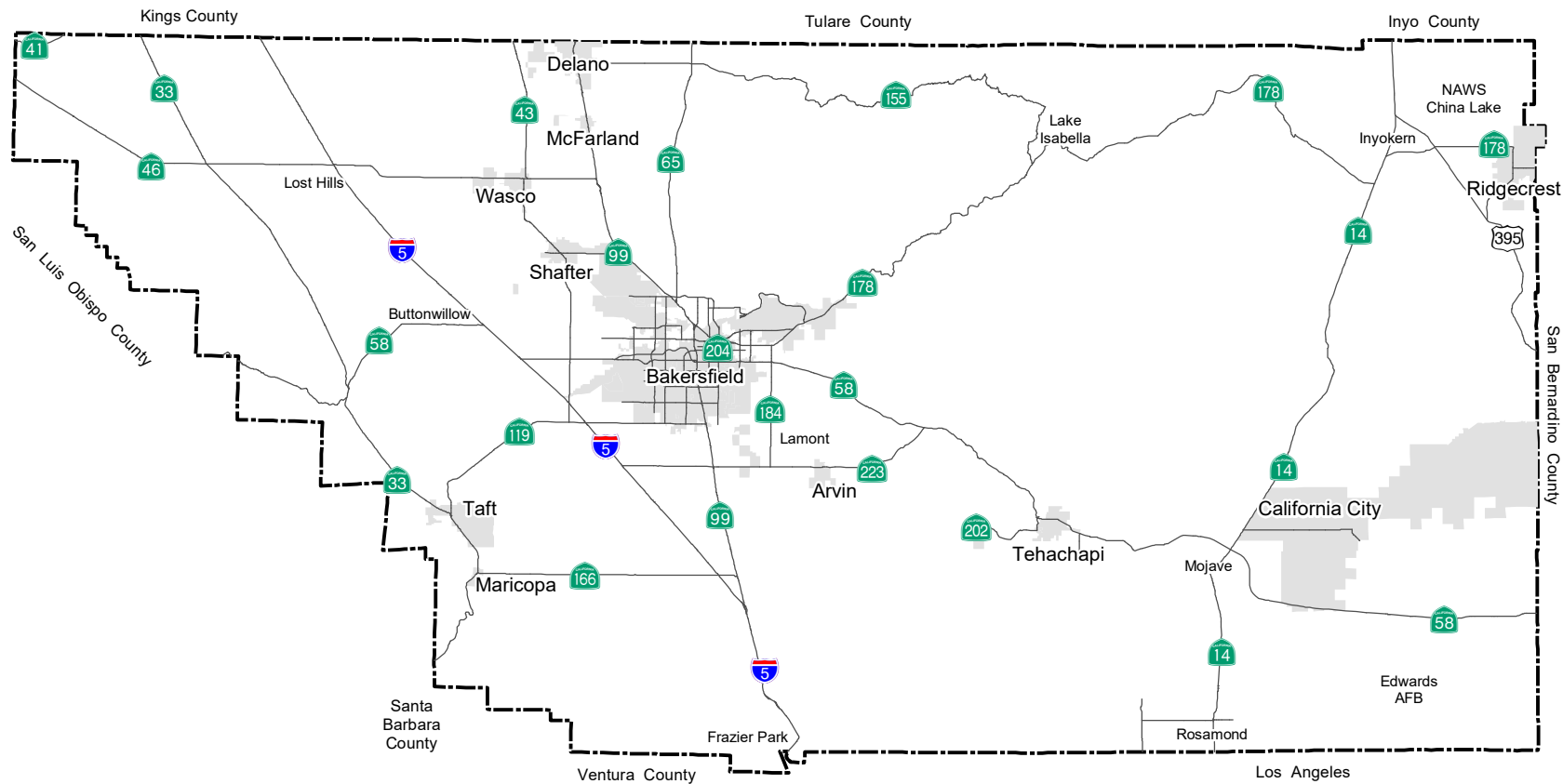
This includes paving of an arterial to the centerline adjacent a development, as well as any capacity increasing offsite improvements. Be sure to include any new arterials, expressways or freeway segments that currently do not exist on the functional classification map. Do not include partial street 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 complete 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 not include 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.

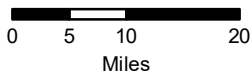
- **Capacity increasing projects that are being funded with bonds, general fund, sales taxes, other non-state or non-federal sources.** Remember, these funding sources must be approved.

- **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](mailto:vliu@kerncog.org). Please contact us if we can be of any further assistance and thank you for your help.



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				Note: greyed out cells indicate segment in air basin without attainment dates in those years										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	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	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	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	2			
5	Bakersfield	SJV		ALFRED 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	Developer mitigation		
6	Bakersfield	SJV		ALFRED 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	Developer mitigation		
7	Bakersfield	SJV		ALFRED 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	Developer mitigation		
8	Bakersfield	SJV		ALFRED 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	Developer mitigation			
9	Bakersfield	SJV		ALFRED HARRELL	BRIMHALL	SR58	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	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	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	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	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	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	2	2	2	3		
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			
16	Bakersfield	SJV		CALLOWAY	SNOW	NORRIS	Add Lanes		2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	Revised impact fee, delayed to 2025		
17	Bakersfield	SJV		CALLOWAY	NORRIS	OLIVE			2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2			

ball: Regionally Significant Routes listed by Agency, by Air Basin, by alphabetical street name. Segments listed in driving order.

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

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

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















**Appendix B - Highway Project Listing on Regionally Significant Route Segments and Year Number of Lanes Modeled**

SORT KEY	AGENCY	AIR BASIN	STREET	BEGIN	END	Type of Imprvmt.	RTP PROJECT ID/Other ID	COST (RTP, Other)	Year number of lanes modeled (each direction)																				Ultimate							
									23	24	25	26	27	28	29	30	31	32	33	35	37	38	40	41	42	45	46	48		49	50					
301	Bakersfield	SJV	WEST URBAN CORRIDOR	WESTSIDE PARKWAY	PACHECO		KER08RTP016		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	2	2
302	Bakersfield	SJV	WEST URBAN CORRIDOR	PACHECO	WHITE LN		KER08RTP097		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	2	2
303	Bakersfield	SJV	WEST URBAN CORRIDOR	WHITE LN	SR 119		KER08RTP097		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2




































July 31, 2025

TO: Transportation Technical Advisory Committee (TTAC)

FROM: JAY SCHLOSSER,  
Executive Director

BY: Rob Ball, Deputy Director/Planning Director   
Rochelle Invina-Jayasiri, Regional Planner  
Victoria Romero Valdivia, Regional Planner  
Vincent Liu, Regional Planner

SUBJECT: **INFORMATION ITEM: IV.**  
**SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND**  
**FEEDBACK MONITORING DATA - EMAIL REQUESTS DUE FRIDAY,**  
**SEPTEMBER 26, 2025**

DESCRIPTION:

The 2026 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/SCS, and continued in subsequent cycles, 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 for funding under policies that emphasize sustainability. Kern COG provides monitoring data along with technical assistance and grant writing assistance. 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 and implement projects that would further the goals of the 2008 Kern Regional Blueprint and now the SCS. Available funding for Kern COG technical assistance grants, and staff time support to assist member agencies in applying for the numerous grant resources vary from year to year based on need and resource availability. 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 26, 2025**

Under this Kern COG local government assistance program, staff can recommend technical assistance resources be prioritized for agencies with the greatest potential need (see monitoring section below). 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 implementation and planning funds. Staff will provide assistance to member agencies in deciding which grant resources (see attachment 1) are most appropriate and effective. Please contact Rob Ball - 661-635-2902, [rball@kerncog.org](mailto:rball@kerncog.org) or Rochelle Invina-Jayasiri - 661-635-2908, [rinvina@kerncog.org](mailto:rinvina@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 31, 2026, which is renewed annually. 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. GrantFinder training is available by request; Program contact: Irene Enriquez [ienriquez@kerncog.org](mailto:ienriquez@kerncog.org) or Susanne Campbell [scampbell@kerncog.org](mailto:scampbell@kerncog.org).

**Prioritized Funding Policy for More Sustainable Projects**

In November 2012 and most recently updated in April 2021, 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. 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 bus rapid transit, express bus and On Demand micro-transit 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 Kern COG adopted 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 most recently adopted 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 RTP strategy will continue to be funded as planning funds and grants are available. Subject to the Board's direction, Kern COG resources

may 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 – July 2025

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**  
(Updated July 2025)

Program	Program Description	Resource and contact
<p><b>Kern Council of Governments</b></p>	<p>- Technical Assistance Program 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:</p> <ul style="list-style-type: none"> <li>- Travel modeling and GIS mapping support technical support</li> <li>- In-kind staff time in data collection/outreach to help match a sustainable planning grant</li> <li>- Grant writing assistance</li> <li>- Community bike and complete street plans</li> <li>- Community visioning/design workshops</li> <li>- Transportation impact fee programs</li> <li>- General plan circulation element updates</li> <li>- Transportation project development planning studies</li> </ul> <p>To support grant applications Kern COG posts regional plans, resources and toolkits on the Kern COG website <a href="http://www.kerncog.org">www.kerncog.org</a>. For example:</p> <ul style="list-style-type: none"> <li>- <a href="#">2022 Regional Transportation Plan Chapter 4</a> - Sustainable Communities Strategy provides projects and strategies for implementing Kern efforts to reduce GHG emissions from passenger vehicles.</li> <li>- <a href="#">EV Charging Station Blueprint</a> – 2019 Kern EVCS Blueprint, Kern COG will produce an updated EV Charging Station Blueprint in the coming year             <ul style="list-style-type: none"> <li>- <a href="#">Kern COG EV Charging Station Installation Resource List</a></li> </ul> </li> <li>- <a href="#">2023 Kern Medium-Duty and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprint</a> featured five high-impact sites which may serve as examples to follow. The five sites may be eligible for a new CEC funding. Check <a href="#">CEC website</a> for funding opportunities.</li> </ul>	<p>Email Request to Rob Ball <a href="mailto:rball@kerncog.org">rball@kerncog.org</a> or Rochelle Invina-Jayasiri <a href="mailto:rinvina@kerncog.org">rinvina@kerncog.org</a> <b>due by Friday, September 26, 2025</b></p>

	<ul style="list-style-type: none"> <li>- <a href="#">2018 Kern Regional Active Transportation Plan</a> provides eligible bike and pedestrian projects for all jurisdictions in Kern.</li> <li>- <a href="#">2020 Kern County Rural Alternative Transportation Plan</a> provides transit ZEV projects for all outlying jurisdictions in Kern</li> </ul>	
<p><b>San Joaquin Valley Air Pollution Control District</b> Grants and Incentive Programs</p>	<ul style="list-style-type: none"> <li>- <a href="#">AB 836 Clean Air Centers Pilot Program</a> The Clean Air Centers Pilot Program provides funding to create Wildfire Smoke Clean Air Centers for Vulnerable Populations and establish a network of publicly accessible facilities with high-efficiency air filtration systems for valley residents who may not otherwise have access to clean air during wildfire events.</li> <li>- <a href="#">Alternate Fuel Mechanic Training</a> Provides funds for mechanic education or training in alternative-fuel vehicles and infrastructure.</li> <li>- <a href="#">Bike Paths</a> Provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths.</li> <li>- <a href="#">Clean Alternatives to Fireworks Pilot Incentive Program</a> Provides incentives for clean, non-firework alternatives in lieu of a portion or all of large-scale public fireworks displays celebrating the Fourth of July or New Year’s Eve, or other celebratory public gatherings.</li> <li>- <a href="#">Clean Vehicle Fueling Infrastructure Program</a> Provides incentives for new stations, conversion of an existing fueling station, and expansion of stations for hydrogen fuel and electric battery charging stations for heavy-duty vehicles.</li> <li>- <a href="#">Charge Up!</a> Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use.</li> <li>- <a href="#">Emergency Vehicle Replacement Program</a> Provides incentives to replace existing in-use emergency vehicles with new reduced-emission vehicles.</li> <li>- <a href="#">E-Mobility Commerce</a> Provides funds to develop or expand electronic telecommunication services.</li> <li>- <a href="#">Plug in Electric Vehicle Resources Center</a> 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.</li> </ul>	<p><a href="#">Grants   Valley Air District</a>- Some applications accepted year-round.</p>

	<ul style="list-style-type: none"> <li>- <a href="#">Public Benefit</a> Provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems.</li> <li>- <a href="#">Public Transportation Subsidy and Park &amp; Ride Lots</a> 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.</li> <li>- <a href="#">Zero-Emission Landscaping Equipment Voucher Program</a> Provides incentives for the replacement of landscape maintenance equipment to lawn care providers.</li> <li>- <a href="#">Zero-Emission School Bus Replacement Incentive Program</a> Provides monetary incentives to replace existing yellow school buses that transport public school children to and from school with zero-emission school buses in disadvantaged or low-income communities.</li> </ul>	
<b>Eastern Kern Air Pollution Control District</b>	<ul style="list-style-type: none"> <li>- <b>DMV Zero Emission Vehicle (ZEV) Rebate Program</b> is ongoing with no application deadline.</li> <li>- \$4,000 funding available for the purchase of a Zero Emission Vehicle (ZEV) with an EPA Smog Score of 10</li> <li>- <b>DMV Grant Program</b> (\$50k max. per project) Projects include <u>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</u> accepted. <b>Applications open annually and the program closed February 28, 2025. Check the website in late 2025 for the next round of funding.</b></li> </ul>	<a href="#">Eastern Kern APCD Grants</a> Contact: 661-862-5250 Some grant funds are distributed annually.
<b>Kern County Air Pollution Mitigation Fund</b>	For projects designed to reduce particulate or ozone air pollution in Kern and is administered by the Rose Foundation for Sierra Club.	<a href="#">KC Air Pollution Mitigation Fund</a>
<b>Caltrans Sustainable Transportation Planning Grants FY 2026-2027</b>	The Sustainable Transportation Planning Grant Program includes Sustainable Communities Grants, Climate Adaptation Planning Grant, Strategic Partnerships Grants <ul style="list-style-type: none"> <li>- <b>Call for applications September 2025 and grant application deadline in November/December 2025.</b> Applicants are encouraged to visit the <a href="#">California Grants Portal</a> and subscribe to receive notifications about State funding opportunities.</li> </ul>	<a href="#">Sustainable Transportation Planning Grants   Caltrans</a>

<b>Caltrans</b> Transportation Planning Resources	Transportation Planning webpage – includes Major Outreach and Engagement, Plans, Tools and Analysis, Resources for Districts, and Resources for Regional and Local Partners	<a href="#">Division of Transportation Planning   Caltrans</a>
<b>Active Transportation Program (ATP)</b>	The California Transportation Commission (CTC) ATP Cycle 7 Call for Projects opened March 21-22 and closed on June 17, 2024. - 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.	<a href="#">Active Transportation Program (ATP)   Caltrans</a>
<b>California Housing and Community Development Department (HCD)</b>	The California Department of Housing and Community Development (HCD) has a list of housing programs that currently have funding available. - Programs include: <a href="#">CalHome Program</a> , <a href="#">Community Development Block Grant Program (CDBG)</a> , <a href="#">Emergency Solutions Grants Program (ESG)</a> , <a href="#">Encampment Resolution Funding (ERF) Program</a> , <a href="#">Local Housing Trust Fund (LHTF) Program</a> - <a href="#">NOFA calendar</a> shows targeted release dates for draft guidelines, NOFAs, and awards	<a href="#">Grants &amp; Funding   California Department of Housing and Community Development</a>
<b>California Housing and Community Development Department</b> Affordable Housing and Sustainable Communities (AHSC)	AHSC program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. AHSC Round 9 is processing on schedule. NOFA released in March 2025 with applications due on May 28, 2025.	<a href="#">California Department of Housing and Community Development   AHSC</a>
<b>Strategic Growth Council (SGC)</b>	SGC’s grant programs promote sustainability, health, and equity across California. Find funding for affordable housing, transit-oriented development, open space conservation, and climate change resilience.	<a href="#">Strategic Growth Council Grant Programs</a>
<b>California Natural Resources Agency</b>	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 2025) offering grants to local, state and federal governmental agencies and to	<a href="#">CA Natural Resources Grant Programs</a>

	nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.	
<b>California Air Resources Board</b>	Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates. <ul style="list-style-type: none"> <li>- <b>Carb Planning and Capacity Building Administrator:</b> Planning and Capacity Building Projects are intended to increase transportation equity in disadvantaged and low-income communities. Request for Applications is expected to open soon (<a href="#">see flyer for information</a>)</li> </ul>	<a href="#">Incentives   California Air Resources Board</a>
<b>California Energy Commission</b>	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.	<a href="#">CEC Funding Opportunities (ca.gov)</a>
<b>United States Department of Energy</b>	Energy Efficiency & Renewable Energy  Alternative Fuels Data Center <ul style="list-style-type: none"> <li>- 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: <a href="#">AFDC   California</a></li> </ul>	<a href="#">Alternative Fuels Data Center: California Laws and Incentives (energy.gov)</a>
<b>US Department of Transportation – Federal Railroad Administration</b>	<b>Federal Railroad Administration Grants &amp; Loans</b> - To develop safety improvements and encourage the expansion and upgrade of passenger and freight rail infrastructure and services, FRA supports the nation's rail network through a variety of competitive and dedicated grant programs.	<a href="#">US DOT Railroad Grant Program</a>
<b>Federal Highway Administration</b>	<a href="#">Competitive Grant Funding:</a> <ul style="list-style-type: none"> <li>- <a href="#">ADCMS - Advanced Digital Construction Management Systems:</a> A program to promote, implement, deploy, demonstrate, showcase, support and document the application of advanced digital construction management systems, practices, performances, and benefits.</li> <li>- <a href="#">AID - Accelerated Innovation Deployment Demonstration Program:</a> Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.</li> <li>- <a href="#">Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program):</a></li> </ul>	<a href="#">US DOT Grants</a>

	<p>Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.</p> <ul style="list-style-type: none"> <li>- <a href="#">Active Transportation Infrastructure Investment Program</a>: Funding beyond FY23 is subject to the availability appropriations; the program provides grants to construct safe and connected active transportation facilities in an active transportation network or active transportation spine and to develop plans for active transportation networks and active transportation spines.</li> <li>- <a href="#">Bridge Investment Program</a>: Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.</li> <li>- <a href="#">BUILD - Better Utilizing Investments to Leverage Development Grant Program</a>: Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).</li> <li>- <a href="#">Charging and Fueling Infrastructure Grants Program (Community Charging)</a>: Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.</li> <li>- <a href="#">Charging and Fueling Infrastructure Grants Program (Corridor Charging)</a>: Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.</li> <li>- <a href="#">Congestion Relief Program</a>: Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.</li> <li>- <a href="#">INFRA - Nationally Significant Multimodal Freight and Highway Projects</a>: Provides grants for multimodal freight and highway projects of national or regional significance.</li> <li>- <a href="#">MEGA - National Infrastructure Project Assistance Program</a>: Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.</li> <li>- <a href="#">Nationally Significant Federal Lands and Tribal Projects (NSFLTP)</a>: Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.</li> </ul>	
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	<ul style="list-style-type: none"> <li>- NEVI set-aside (First NOFO: <a href="#">Electric Vehicle Charger Reliability and Accessibility Accelerator Program</a>) 10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. This first round of the NEVI set-aside program focuses on repairing and replacing existing non-operational EV chargers.</li> <li>- NEVI set-aside (Second NOFO: <a href="#">NEVI 10</a>): 10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. This second round of the NEVI set-aside program has been incorporated into the Charging and Fueling Infrastructure Grant Program second NOFO.</li> <li>- <a href="#">PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grants</a>: Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.</li> <li>- <a href="#">Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF)</a>: Studies and provides grants to reduce idling at port facilities, including through the electrification of port operations.</li> <li>- <a href="#">Safe Streets and Roads for All (SS4A)</a>: Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).</li> <li>- <a href="#">Wildlife Crossings Pilot Program</a>: Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.</li> </ul>	
<b>California Grants Portal</b>	<p>The California Grants Portal (a project by the <a href="#">California State Library</a>) is your one destination to find all grants and loans offered on a competitive or first-come basis by California state agencies.</p>	<a href="#">CA Grants Portal</a>

*Note that the above listing of programs is not comprehensive and are subject to change. The listing is intended as an example resource guide of programs that can help implement the Kern region’s Sustainable Communities Strategy.*

# Request for Applications Opening Soon



## Addressing Transportation Inequities in Your Community

Planning and Capacity Building projects are intended to increase transportation equity in disadvantaged and low-income communities by:

- Improving the local understanding of residents' transportation needs
- Helping develop organizational and community capacity-building so communities are ready to plan for clean transportation solutions
- Preparing communities to implement projects that fill transportation gaps and improve clean transportation access

The Request for Applications is expected to open mid-2025:

- \$7.5 million available for approximately 15+ grantees
- Up to **\$500,000 available** for each project
- Application support available

## ➔ Eligible Applicants

At least 50% of the project area must be within a **disadvantaged and/or low income community**.

These are eligible applicants:

- Tribal governments
- Community-based organizations
- Local governments
- School districts

To learn more, visit

[tinyurl.com/AboutPCB](https://www.tinyurl.com/AboutPCB)

## ➔ How to Apply

Although applications are not open yet, you can **join our mailing list and complete the interest form** using the QR code or link provided below.



[tinyurl.com/PCBRFA24-25](https://www.tinyurl.com/PCBRFA24-25)

Planning and Capacity  
Building Administrators

🌐 [www.tinyurl.com/AboutPCB](https://www.tinyurl.com/AboutPCB)

✉ [CleanTransportationIncentives@arb.ca.gov](mailto:CleanTransportationIncentives@arb.ca.gov)



ADMINISTRADOR DE PLANIFICACION Y  
DESARROLLO DE CAPACIDAD DE CARB

Becas para Proyectos de Planificación y Desarrollo  
de Capacidad

# Convocatoria de Solicitudes Abrirá Pronto



## Abordando las Desigualdades en el Transporte en Tu Comunidad

Los proyectos de Planificación y Desarrollo de Capacidad tienen como objetivo aumentar la equidad en el transporte en comunidades desfavorecidas y de bajos ingresos mediante:

- Mejorar la comprensión local de las necesidades de transporte de los residentes
- Ayudar a desarrollar la capacidad organizativa y comunitaria para que las comunidades estén listas para planificar soluciones de transporte ecológico
- Preparar a las comunidades para implementar proyectos que llenen las brechas de transporte y mejoren el acceso a transporte ecológico

Se espera que la convocatoria de solicitudes se abra a mediados de 2025:

- \$7.5 millones disponibles para aproximadamente 15+ beneficiarios
- Hasta \$500,000 disponibles para cada proyecto
- Apoyo disponible para la solicitud



## ➔ Solicitantes Elegibles

Al menos el 50% del área del proyecto debe estar ubicada en una **comunidad desfavorecida y/o de bajos ingresos**.

Ejemplos de Solicitantes Elegibles

- Gobiernos de pueblos indígenas
- Organizaciones comunitarias
- Gobiernos locales
- Distritos escolares

Para obtener más información, visite

[tinyurl.com/AboutPCB](https://tinyurl.com/AboutPCB)

## ➔ Como Solicitar Más Información

Aunque las solicitudes aún no están abiertas, puede **unirse a nuestra lista de correo y completar el formulario de interés** utilizando el código QR o el enlace proporcionado a continuación.



[tinyurl.com/PCBRFA24-25](https://tinyurl.com/PCBRFA24-25)

Administradores de Planificación y  
Desarrollo de Capacidades

🌐 [www.tinyurl.com/AboutPCB](https://www.tinyurl.com/AboutPCB)

✉ [CleanTransportationIncentives@arb.ca.gov](mailto:CleanTransportationIncentives@arb.ca.gov)

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

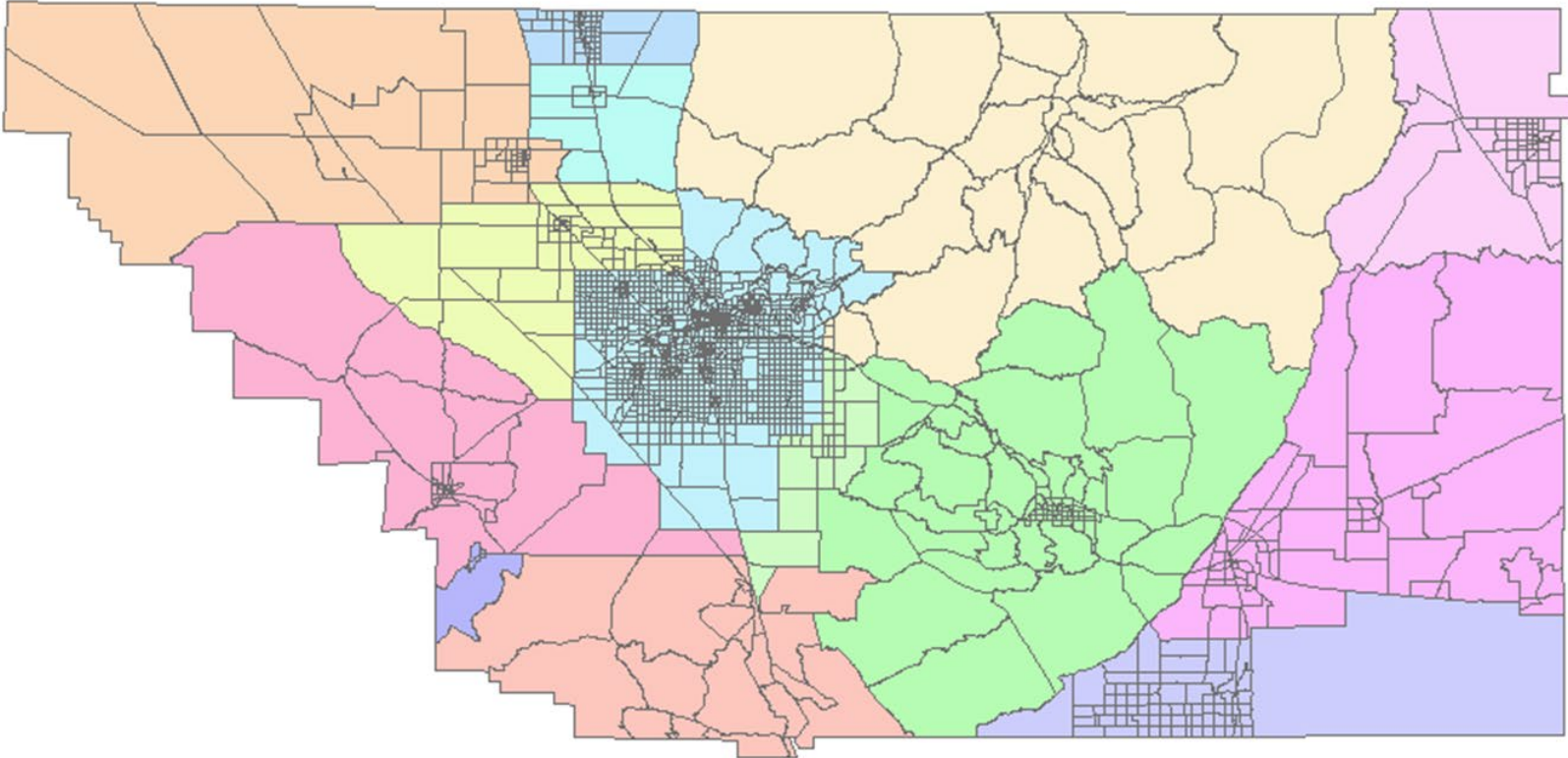
### 2022 RTP Change in Daily Auto Miles Traveled Compared to the Old Plan

	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	1,588,962	1,966,921	1,920,689	40,884	54,914	54,224	38.87	35.82	35.42	-7.8%	-8.9%	-1.0%
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	955,022	2,570,839	3,468,996	13,788	46,682	65,164	69.26	55.07	53.24	-20.5%	-23.1%	-2.7%
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%
	<b>Total / Average:</b>	<b>30,217,561</b>	<b>38,240,107</b>	<b>38,745,291</b>	<b>1,209,973</b>	<b>1,581,100</b>	<b>1,596,578</b>	<b>24.97</b>	<b>24.19</b>	<b>24.27</b>	<b>-3.2%</b>	<b>-2.8%</b>	<b>0.3%</b>
16	Gateway	9,085,626	9,971,386	10,338,693									
	<b>All Travel</b>	<b>39,303,187</b>	<b>48,211,493</b>	<b>49,083,984</b>									

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.

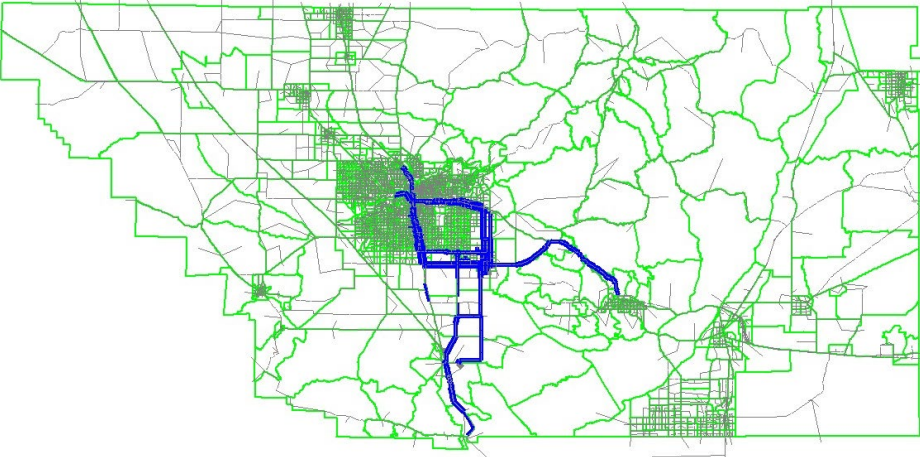
# Attachment 3 – Map of Sub Areas

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

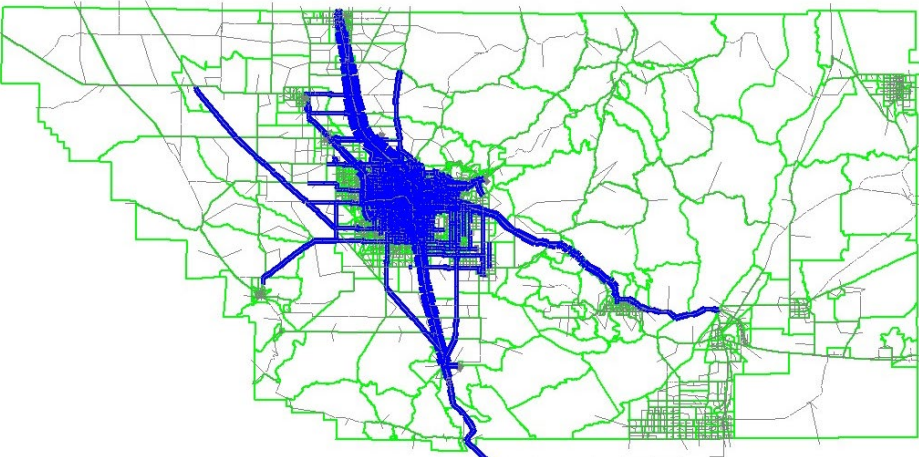


- |   |   |  |   |
|---|---|--|---|
|  Greater Arvin           |  Greater Frazier Park  |  Greater Ridgecrest |  Greater Taft      |
|  Metro Bakersfield       |  Greater Lake Isabella |  Greater Rosamond   |  Greater Tehachapi |
|  Greater Cal City/Mojave |  Greater Maricopa      |  Greater Shafter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

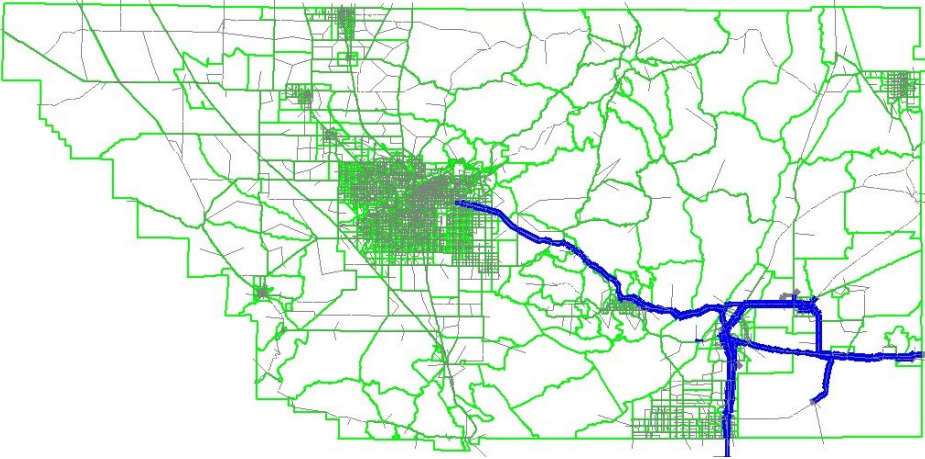
Greater Arvin



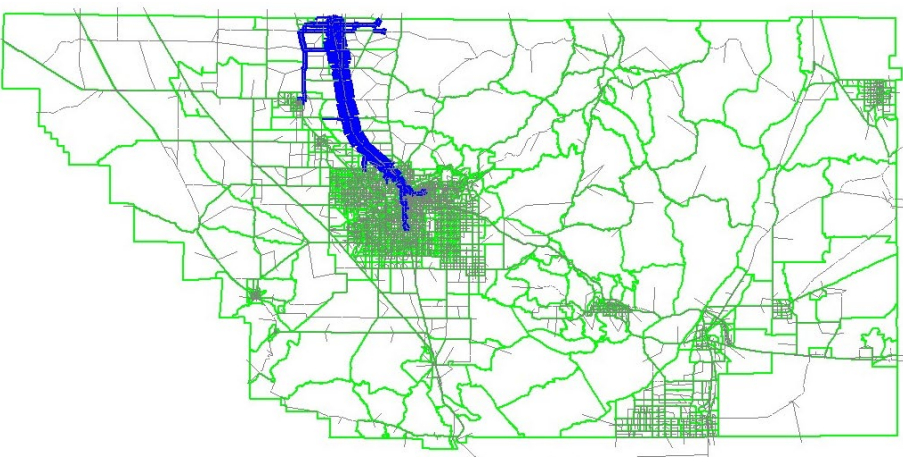
Greater Bakersfield



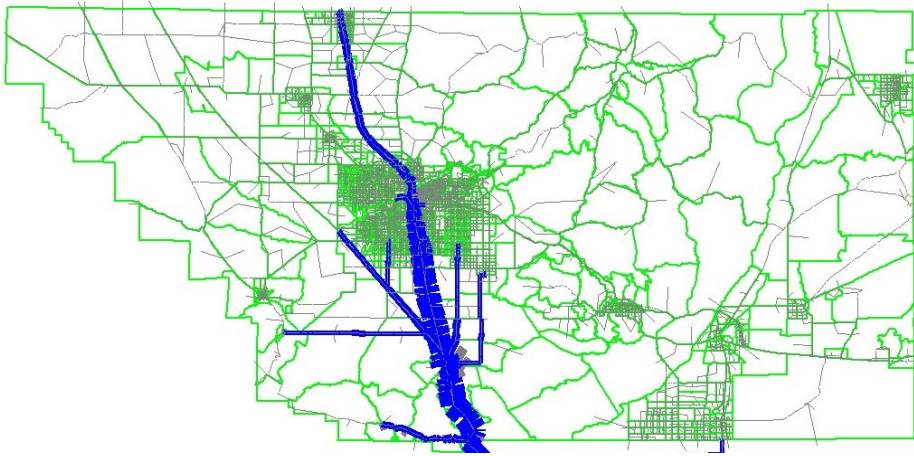
Greater California City / Mojave



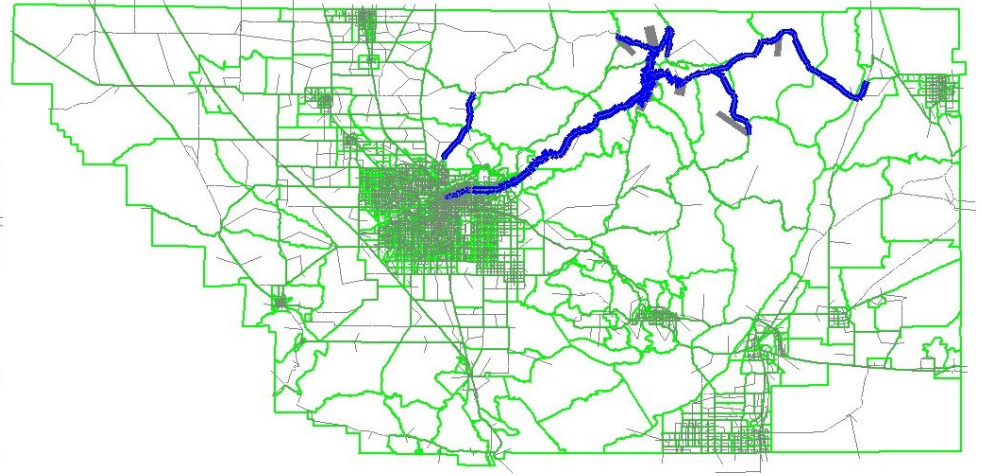
Greater Delano



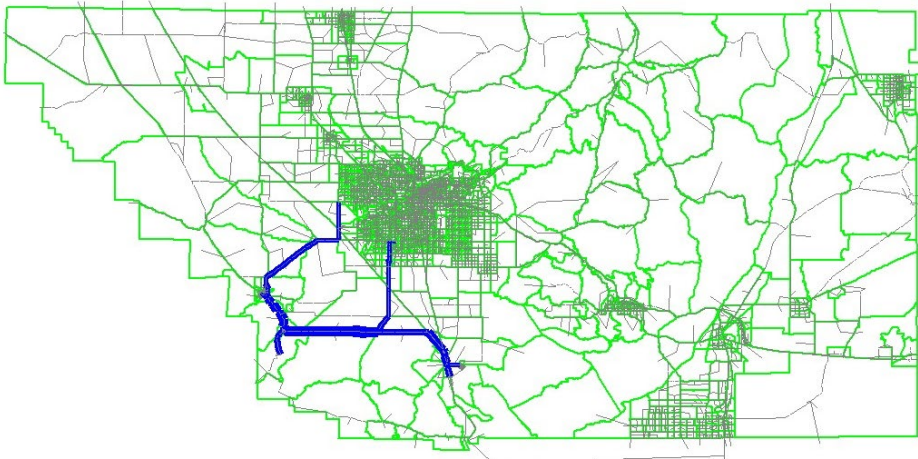
Greater Frasier Park



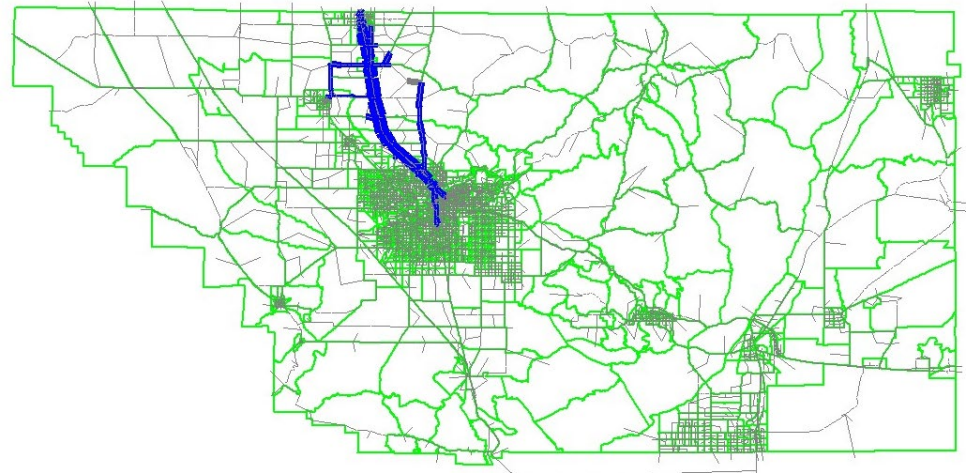
Greater Lake Isabella



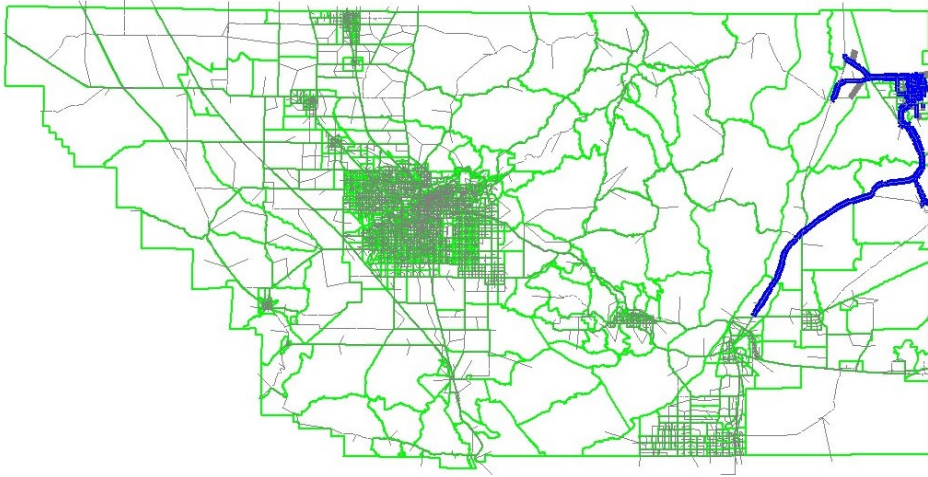
Greater Maricopa



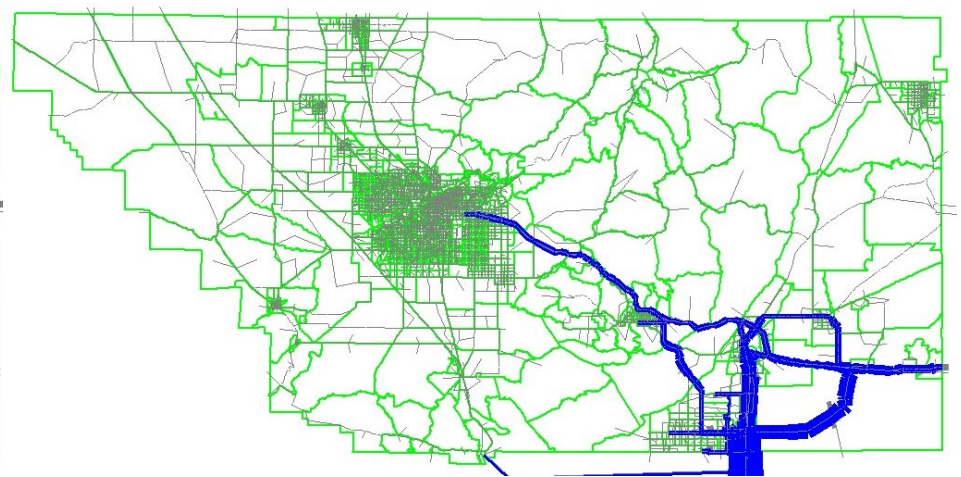
Greater McFarland



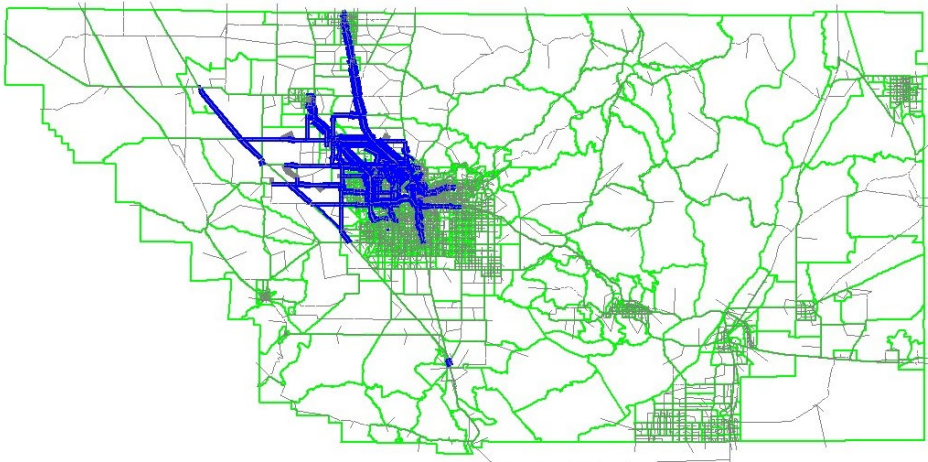
Greater Ridgecrest



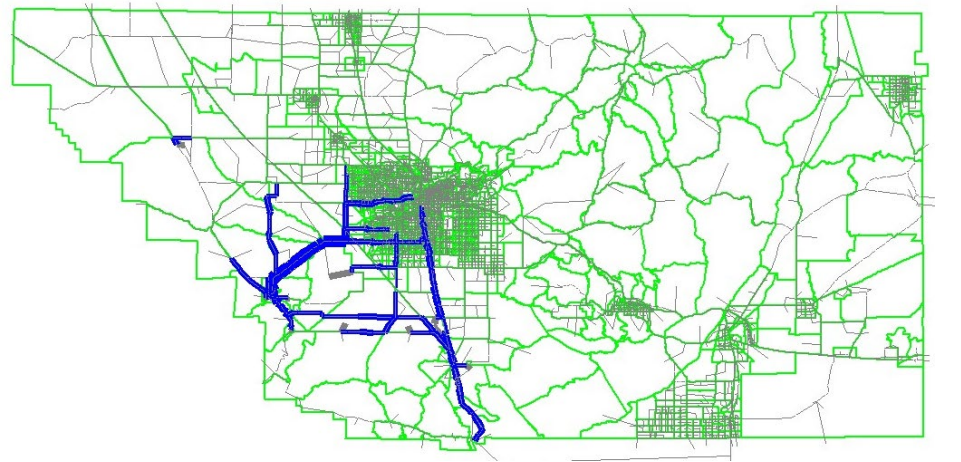
Greater Rosamond



Greater Shafter

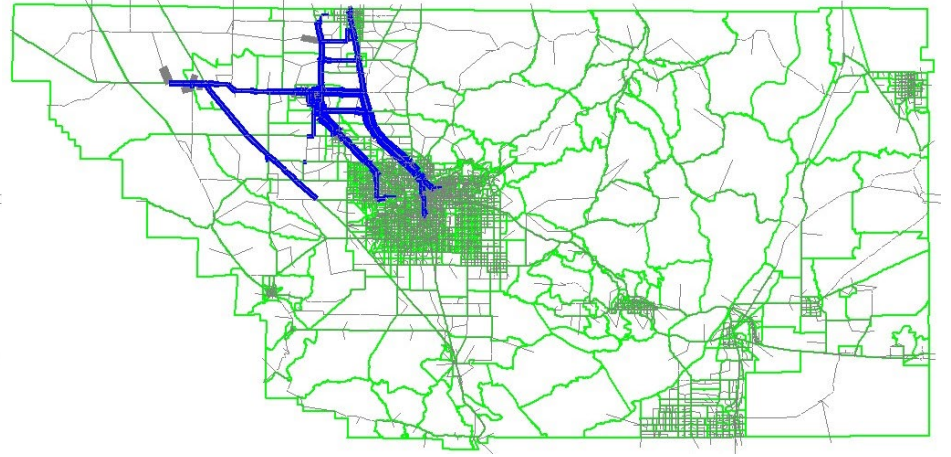
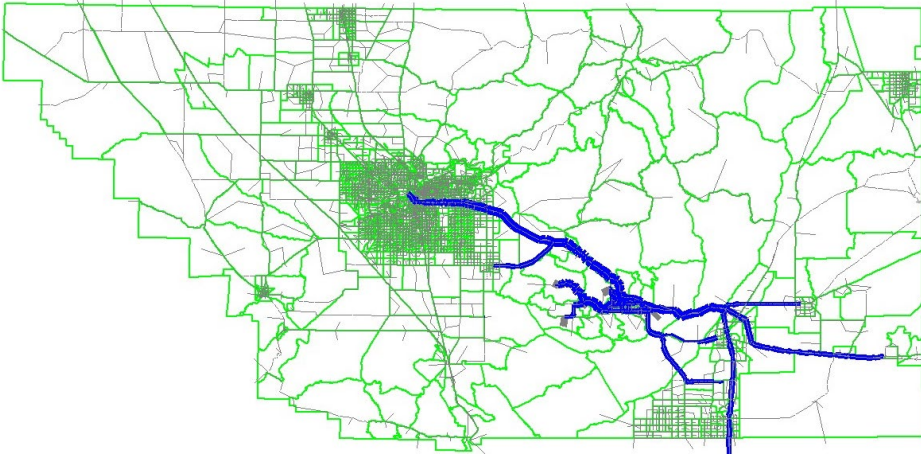


Greater Taft



Greater Tehachapi

Greater Wasco



# 2026 REGIONAL TRANSPORTATION PLAN

## COMMUNITY-BASED OUTREACH

### Mini-Grant Program

Release Date: Thursday, July 17, 2025  
Proposals Due: Friday, August 22, 2025  
By: 12:00 pm (noon)

#### We Need Your Help:

Kern Council of Governments is seeking assistance from community-based organizations to solicit public input into key activities associated with the preparation of its 2026 Regional Transportation and Sustainable Communities Strategy.

#### Who Should Apply:

Mini-Grants up to \$2,500 will be provided to community based organizations with existing community contacts to ensure diverse and extensive input by further expanding community outreach activities.



**Kern Council  
of Governments**

[kerncog.org](http://kerncog.org)