

**KERN COUNCIL OF GOVERNMENTS
MEETING OF REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE**

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

**WEDNESDAY
November 5, 2025
1:30 P.M.**

Dial +1 (312) 878-3080
Access Code: 586-617-702

<https://global.gotomeeting.com/join/586617702>

I. ROLL CALL:

- II. PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for factual information or request staff to report back to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

Disabled individuals who need special assistance to attend or participate in a meeting of the Regional Planning Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 635-2910. Every effort will be made to reasonably accommodate individuals with disabilities by making meeting material available in alternative formats. Requests for assistance should be made at least three (3) working days in advance whenever possible.

III. APPROVAL OF DISCUSSION SUMMARY

- A. Meeting of July 2, 2025.

IV. UPDATED: LEGISLATIVE HOUSING DEVELOPMENT CHANGES ENACTED IN 2025 (Raymond)

Comment: Several substantial changes to housing law were passed into state law in the recent session including the Permit Streamlining Act, AB 130, SB 131, AB 893 and SB 79.

Action: Information.

V. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP (Raymond)

Comment: The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets.

Action: Information.

VI. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM – STATUS REPORT (Romero Valdivia)

Comment: To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report covers the period July 1, 2025, to September 30, 2025.

Action: Information.

VII. UPDATE – KERN COG TRAVEL MODEL: VALIDATION, CALIBRATION, AND SENSITIVITY TESTS

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

Action: Information.

VIII. ANNOUNCEMENTS

IX. MEMBER ITEMS

X. ADJOURNMENT

The next meeting is scheduled for Wednesday, December 3, 2025. **May be dark.**

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
July 2, 2025
1:30 P.M.

Chairman Esselman called the meeting to order at 1:30 p.m.

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Steve Esselman	Shafter
	Christine Chavez	Delano
	Paul Saldana	McFarland
	David Deels	Caltrans
KERN COG STAFF:	Becky Napier	Karl Davisson
	Rob Ball	Rochelle Invina-Jayasiri
	Ben Raymond	Ed Flickinger
OTHERS:	Andrea Nason	Caltrans

II. **PUBLIC COMMENTS:** This portion of the meeting is reserved for persons to address the Committee on any matter not on this agenda but under the jurisdiction of the Committee. Committee members may respond briefly to statements made or questions posed. They may ask a question for clarification; make a referral to staff for information or request staff to report to the Committee at a later meeting. **SPEAKERS ARE LIMITED TO TWO MINUTES. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD PRIOR TO MAKING A PRESENTATION.**

None.

III. **APPROVAL OF DISCUSSION SUMMARIES**

- RPAC Meeting of April 30, 2025

Committee Member Saldana made a motion to approve the minutes of April 30, 2025; seconded by Committee Member Deels, unanimously approved by voice vote.

IV. **REGIONAL GROWTH ALLOCATION** (Raymond)

Comment: Ben Raymond presented the status of the draft allocation of the Kern Regional Growth Forecast at the transportation analysis zone (TAZ) level for growth between three year 2024-2045.

Action: Information.

V. **UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP** (Ball)

Comment: Ben Raymond provided an update on public outreach events that have taken place to support the development of the 2026 RTP and communications with the Air Resource Board.

Action: Information.

VI. COMMUNITY AT LARGE VOTING MEMBER

Comment: Ms. Napier reported on the status of the recent recruitment activities for three Community At Large Voting Members. After discussion by the Committee, staff was directed to provide for another recruitment in the Fall of 2025.

Action: Information.

VII. ANNOUNCEMENTS

- a. Community-Based Outreach Mini-Grant Program for the 2025 Regional Transportation Plan Sustainable Communities Strategy will begin on July 17, 2025.

VIII. MEMBER ITEMS

None.

IX. ADJOURNMENT

With no other business, the meeting was adjourned at 1:55 p.m. The next scheduled meeting of the RPAC is August 6, 2025 (**May be dark**).



IV. RPAC

November 5, 2025

TO: Regional Planning Policy Committee

FROM: Jay Schlosser,
EXECUTIVE DIRECTOR

By: Karl Davisson, Regional Planner

SUBJECT: Regional Planning Policy Committee: IV.
UPDATE: Legislative Housing Development Changes enacted in 2025.

DESCRIPTION:

Several substantial changes to housing law were passed into state law in the recent session including the Permit Streamlining Act, AB 130, SB 131, AB 893 and SB 79

DISCUSSION:

This discussion provides an overview on recent legislative activity related to housing laws signed into law in 2025. Three pieces of legislation, AB 130, SB 131 and SB 79 are garnering the most attention. AB 893 is also notable due to its potential to effect several member jurisdictions. We would ask that member agencies consult with their legal counsel about the legislation discussed below.

Summary of Key Legislation

SB 79 has generated substantial media. It applies only to “urban transit counties” (those with 15+ passenger rail stations), including Alameda, Los Angeles, Sacramento, San Diego, San Francisco, San Mateo, and Santa Clara. SB 79 does not apply to Kern County.

AB130 was signed on June 30, 2025, with an urgency clause, AB 130 took effect July 1, 2025. It amends multiple codes (Civil, Government, Health & Safety, Public Resources, Revenue & Taxation, and Welfare & Institutions) and includes:

- 1) Freeze on statewide and local residential building code updates from **October 1, 2025, to June 1, 2031**. The 2025 Building Code will take effect January 1, 2026.
- 2) Removal of existing sunset dates, making several laws permanent:
 - a. Housing Accountability Act
 - b. Housing Crisis Act (SB 330)
 - c. Permit Streamlining Act
 - d. The Five-hearing limit
 - e. Application checklist and preliminary application requirements

f. Starter Home Revitalization Act (SB 684 / SB 1123)

Most notable for this committee, AB 130 contains a revision to CEQA that creates a new type of full statutory exemption for qualifying housing projects and their related permits and public improvements. AB 130 does not have prerequisites related to affordability, transit adjacency or density. Workforce requirements only apply to projects over 85 feet tall or that are 100% affordable. AB 130 applies to counties as well as General Law and Charter cities. To qualify for an AB 130 exemption a housing project site must be:

- 1) Within a City or a US Census Bureau Urban Area
- 2) An infill site that is at least one of the following:
 - a. Previously developed or
 - b. 75% of the perimeter is developed with urban uses or
 - c. 75% of the area within ¼ mile of existing developed uses or
 - d. 3 of 4 sides are developed with existing urban uses
- 3) Project site is no greater than 20 acres.
- 4) Proposed project is consistent with the existing General Plan Land Use OR Zoning. The project need only be consistent with one.
- 5) Density must be at least 50 of the Housing Element Default density
- 6) No transient lodging (Hotels, Motels, etc)
- 7) Not in Prime Farmland
- 8) Specific requirements for Tribal Notification (future language clean-up is anticipated)
 - a. within 14 days of “notification” (before 7/1/26) or deemed complete (after 7/1/26)
 - b. Tribes must respond within 60 days of formal notice
 - c. Jurisdiction has 14 days to start consultation after Tribal acceptance
 - d. Jurisdiction has 45 days (plus a 15-day extension) to complete Tribal Consultation
- 9) **If the project qualifies for an AB 130 exemption, within 30 days of conclusion of Tribal consultation the jurisdiction MUST render a decision on the project.**
- 10) If a tribe immediately notifies an agency that it is not interested in consultation the project *must* be approved or disapproved within 45 days of that notification.

Additionally, at PRC §21080.44, AB130 creates a new optional, VMT mitigation strategy for lead agencies. If a project has a significant VMT impact under SB 743 that impact can now be mitigated by either:

- 1) Fund or facilitate qualified VMT-efficient affordable housing or related infrastructure projects, or
- 2) Starting July 1, 2026, contributing to the state’s Transit-Oriented Development (TOD) Implementation Fund, this is the much discussed “VMT Mitigation Bank”.

AB 130 also tasks The Office of Land Use and Climate Innovation (formerly OPR) with mapping “eligible urban infill sites” by July 1, 2027. Draft maps will be submitted to each county and city for comment and feedback prior to adoption. However, the criteria are not the same as those required to qualify for the new infill exemption. (PRC § 21083.03.)

SB 131 creates a concept referred to as a “Near Miss” for housing projects. A housing project that but for one, single condition (physical, regulatory feature, setting or effect on the environment) would have qualified for a statutory exemption or categorical exemption in classes 1-5, 12, 15,20,

27, 30 and 32 can qualify for a focused CEQA review (Initial Study, Negative Declaration or Environmental Impact Report) that only addresses the single condition that renders the project otherwise ineligible. Analysis of growth inducement and alternatives are specifically not required. Projects including oil and gas infrastructure and distribution centers are specifically prohibited from using the “near miss” analysis process.

The Permit Streamlining Act was revised to mandate that ministerial projects must be either approved or disapproved within 60 days of a “complete application”.

AB 893 (GC §65912.101) effective January 1, 2026 creates a ½ mile radius “Campus Development Zones” within “commercial corridors” around the “main campus” of every Community College, CSU and UC statewide that allows by-right development of affordable housing projects for students or faculty at densities up to 80 units per acre. The project must be multifamily and meet specified objective standards. The law also specifies that once a project is deemed consistent with the objective standards the local government has 60 days to approve the project if it is less than 150 unit and 90 days to approve the project if over 150 units are proposed.

Again, we ask that member agencies consult with their legal counsel about the legislation discussed in this report.

Attachment: ABAG High-Level Summary of Key Provisions in AB 130 (2025) and SB 131 (2025)

ACTION: Information.



DISCLAIMER: This guide is intended solely as a high-level summary of AB 130 (2025) and SB 131 (2025). It is not legal advice regarding any jurisdiction’s specific policies or any proposed project. Local staff should consult with their city attorney or county counsel when determining how to implement these new pieces of legislation.

High-Level Summary of Key Provisions in AB 130 (2025) and SB 131 (2025)

Introduction

On June 30, 2025, Governor Gavin Newsom signed two budget trailer bills—Assembly Bill (AB) 130 and Senate Bill (SB) 131—enacting some of the most significant reforms to the California Environmental Quality Act (CEQA) in recent history, along with a broad range of additional changes to land use and housing law. These provisions took effect immediately on July 1, 2025.

This document provides a high-level overview of AB 130 and SB 131 to help local government staff identify key issues and determine where deeper analysis may be needed. This resource is not exhaustive, but rather highlights provisions of particular relevance to planning, building, and housing staff. [Additional technical assistance](#) will be provided moving forward.

How to use this document:

- Green indicates an “action item.”
- Yellow indicates information that “impacts your job.”
- Blue indicates information that is “good to know.”

Wherever colors are used, the text is labeled for accessibility.

New CEQA Exemptions

Urban Infill Housing Development Projects

AB 130 includes a new exemption from CEQA for certain urban infill housing development projects. The exemption, codified in Public Resources Code Section 21080.66, provides a complete exemption from CEQA for all aspects of a qualifying “housing development project,” including any permits and public improvements required for the project. This exemption applies in all incorporated cities, including charter cities, and in unincorporated “urban areas.” This new exemption offers broader eligibility and fewer barriers for qualifying projects than the existing Class 32 categorical infill exemption, although some projects may qualify for the Class 32 exemption that do not qualify for this exemption.

Key qualifying provisions include the following.

- **Housing Development Project:** This exemption applies only to a “housing development project,” which is defined in Government Code Section 65589.5(h)(2) to include residential units (including single-family homes); mixed-use developments where at least two-thirds of the square footage is designated for residential use or 50 percent is designated for residential use when other conditions are met; transitional and supportive housing; and farmworker housing.
- **Location:** The project site must be within an incorporated city or unincorporated “urban area” as defined by the U.S. Census Bureau.
- **Urban Infill:** The project site must be an urban infill site, which requires the project site to meet any of the following criteria: (1) has been previously developed with an urban use, (2) at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses, (3) at least 75 percent of the area within one-quarter mile radius of the site is developed with urban uses, or (4) for sites with four sides, at least three of the four sides are developed with urban uses and at least two-thirds of the perimeter of the site adjoins parcels that are developed with urban uses.
- **Project Size:** Generally, the project site may be up to 20 acres (or 5 acres for “builder's remedy” projects).
- **Good to Know—Mapping of Eligible Infill Sites:** The Office of Land Use and Climate Innovation (formerly OPR) is being tasked with mapping “eligible urban infill sites” by July 1, 2027. Draft maps will be submitted to each county and city for comment prior to adoption. However, the criteria are not the same as those required to qualify for the new infill exemption. (Public Resources Code Section 21083.03.)

- **Hazardous / Environmentally Sensitive Sites:** The project must meet Government Code Section 65913.4(a)(6) siting criteria, which generally prohibits projects in environmentally sensitive areas (e.g., certain areas within the coastal zone, habitat, wetlands, conservation lands) and requires mitigation measures for sites in hazardous areas (hazardous waste sites, floodways, floodplains, very high fire hazard areas, fault hazard zones).
- **Consistency:** The project must be consistent with the general plan, zoning, and local coastal program (if applicable) based on substantial evidence. If general plan and zoning are inconsistent, consistency with one is sufficient. Density bonuses, incentives, waivers, or reduced parking per State Density Bonus Law do not create an inconsistency.
- **Minimum Density:** The project must achieve at least one-half the default density, resulting in minimum densities of 10 or 15 units per acre for San Francisco Bay Area jurisdictions.
- **Historic Structures:** The project cannot involve the demolition of a historic structure that was listed on a national, state, or local historic register prior to the filing of a preliminary application.
- **Transient Lodging:** If the project is “deemed complete” under Government Code Section 65589.5(h)(5) after January 1, 2025, no portion of the housing project can be used for a hotel, motel, bed and breakfast, or other transient lodging (excluding residential hotels).

Agencies must apply certain conditions of approval.

- **Freeway Proximity:** Specified conditions apply if the housing is within 500 feet of a freeway.
- **Environmental Assessment:** A Phase I environmental assessment is required as a condition of approval for development. If a “recognized environmental condition” is found, a more detailed preliminary endangerment assessment is required to identify any hazardous substance release. Any identified release must be remediated to meet federal and state standards before a certificate of occupancy can be issued.
- **belowLabor Requirements.** This exemption is tied to specific labor requirements for projects that meet any one of the following criteria: they are 100 percent dedicated to lower income households, are over 85 feet in height, or are other specified projects in San Francisco. **Good to Know:** These labor requirements are not expected to significantly limit project eligibility.

- **Action Item:** Prepare standard conditions of approval for projects that qualify for this exemption.

Agencies must also comply with processing requirements, including requirements for tribal consultation that specifically apply to projects that qualify for this exemption.

- **Tribal Notification.** For projects “deemed complete” before July 1, 2026, a local government must notify Native American tribes within 14 days of receiving a notification that the project is eligible to be exempt. “Deemed complete” means either that the project has submitted a preliminary application containing all required elements, or, if a preliminary application was not submitted, that the project application was found complete under the Permit Streamlining Act. The tribal notification must be provided by certified mail and email and contain specified information.
- **Action Item:** Local governments should prepare application forms listing the requirements for this exemption and requiring that applicants notifying the agency provide substantial evidence that the project is eligible for the exemption.
- **Tribal Consultation.** Each tribe has 60 days to notify the local government that it wishes to be consulted, and the local government must initiate the consultation within 14 days after each tribal notification. The consultation must be completed in 45 days, with one 15-day extension possible if requested by the tribe.
- **Conditions of Approval.** Certain conditions of approval must be applied, unless both the tribe and applicant agree that they will not be applied, and any enforceable agreement in addition to those conditions must be signed by the applicant, local government, and the tribe.
- **Impacts Your Job:** Projects qualifying for this exemption must be approved or disapproved by the lead agency within 30 days from the conclusion of the tribal consultation. (Gov. Code Section 65950(a)(7).) This translates to approximately 45 to 178 days from the date of notification. (The shortest timeline would result if a tribe immediately notified an agency that it was not interested in consultation.) See Table 1 below for further information on the applicable timelines.

Table 1. Tribal Consultation Timeline for Urban Infill Housing CEQA Exemption

Timeline	Required Actions and Details
<p>Within 14 days of:</p> <ul style="list-style-type: none"> The application being deemed complete, OR For projects deemed complete before July 1, 2026, receiving notice that the project is eligible for the exemption 	<p>The local government must formally notify, via certified mail and email, each California Native American tribe traditionally and culturally affiliated with the project site. This notification serves as an invitation to consult on the proposed project, its location, and its potential effects on tribal cultural resources. Public Resources Code Section 21080.66(b) specifies the required contents of this notification.</p>
<p>60 days from formal notification</p>	<p>California Native American tribes have 60 days to accept consultation invitation. If the tribes decline or fail to respond within 60 days, the consultation is considered concluded.</p>
<p>Within 14 days of tribal acceptance</p>	<p>The local government must initiate the consultation process with that tribe.</p>
<p>45 days from consultation initiation (plus optional 15-day extension)</p>	<p>The consultation must conclude within 45 days of initiation, subject to a one-time 15-day extension upon request by a participating California Native American tribe.</p>
<p>Within 30 days from conclusion of consultation</p>	<p>The public agency that is the lead agency for a development project must approve or disapprove the project (or it is deemed approved). The timeline does not include appeals.</p>

Other New / Expanded CEQA Exemptions

Housing Element Rezoning

- **New CEQA Exemption:** CEQA does not apply to a rezoning that implements the schedule of actions contained in an approved Housing Element. This could include not only rezoning to increase densities on sites designated for lower income housing, but also all other changes in zoning contemplated by the Housing Element, such as increases in height, parking reductions, and increased density in single-family areas. (Public Resources Code Section 21080.085.)
- **Exclusions:** This exemption does not apply to rezoning that allows construction within any “natural and protected lands” as defined in the new Section 21067.5, except that rezoning of prime farmland is eligible for the exemption if included in the Housing Element’s schedule of actions. If a site designated for rezoning includes both “natural and protected lands” and areas not included in that definition, the exemption will apply if the rezoning excludes the natural and protected lands.

“Near Miss” Projects

- **Narrowed CEQA Analysis:** For housing development projects that would otherwise be exempt from CEQA under all statutory exemptions or specified categorical exemptions adopted before January 1, 2026, “but for a single condition,” CEQA review is limited solely to the environmental effects caused by that single condition. (Public Resources Code Section 21080.1).
- **Scope:** An initial study, Negative Declaration, or Environmental Impact Report (EIR) prepared for a housing development project that qualifies for this narrowed analysis must only examine effects that, based upon substantial evidence in the record, are caused solely by the single condition that disqualifies the project from the CEQA exemption. In addition, an EIR is not required to include any discussion of alternatives to or the growth-inducing impacts of the housing development project.
- **Good to know:** “Condition” is defined as a physical or regulatory feature of the project or its setting or an effect upon the environment caused by the project. What constitutes a single “condition” may be subject to dispute and legal review.
- **Exclusions:** This narrowed CEQA analysis does not apply to projects located on natural and protected lands (as defined in the new Section 21067.5), except that it may apply to a project located in a very high fire hazard severity zone. It also does not apply to a housing project that is not similar in kind to the projects listed in the exemption, or to a

housing development project with two or more conditions that would make the project ineligible for one of the identified exemptions.

Exemptions for Certain Community-Serving and Infrastructure Projects

A number of CEQA exemptions for certain community-serving and infrastructure projects were added or expanded in SB 131, including the following.

- **Day Care Centers:** For certain day care centers that are not located in a residential area or on natural or protected lands. (Public Resources Code Section 21080.69(a)(1).)
- **Rural Health Clinic or Federally Qualified Health Center:** For facilities as defined that are less than 50,000 square feet and are not on natural or protected lands. (Public Resources Code Section 21080.69(a)(2).)
- **Nonprofit Food Bank or Food Pantry:** For projects located on a site that is zoned exclusively for industrial uses and is not on natural or protected lands. (Public Resources Code Section 21080.69(a)(3).)
- **Advanced Manufacturing:** For projects located on a site that is zoned exclusively for industrial uses and is not on natural or protected lands. (Public Resources Code Section 21080.69(a)(4).)
- **Agricultural Employee Housing:** For new agricultural employee housing projects that meet specified criteria and are owned or operated by a public or nonprofit entity or that are the recipient of certain state, federal, or local public funding. Also, for projects consisting exclusively of repair or maintenance of existing farmworker housing. (Public Resources Code Section 21080.44.)
- **Community Water System Projects:** For projects as defined in Public Resources Code Section 21080.47 that receive funding from certain sources; do not otherwise include any construction activities; will result in long-term net benefits to climate resiliency, biodiversity, and sensitive species recovery; and meet other specified requirements. This exemption remains in effect until January 1, 2030. (Public Resources Code Section 21080.48.)
- **Wildfire Risk Reduction Projects:** For projects that include fuel breaks, defensible space fire clearance, the re-establishment of fire intervals, or certain other wildfire reduction strategies that meet specified requirements. The project cannot exceed 50 contiguous acres and must be located within one-half mile of a subdivision with at least 30 units. (Public Resources Code Section 21080.49).
- **Broadband:** Expands existing exemption for linear broadband deployment in a right-of-way to include a right-of-way of a local street or road. Also removes certain limitations

(e.g., on funding sources) that previously applied. (Public Resources Code Section 21080.51.)

- **Public Park/Nonmotorized Trail Facilities:** For activities or approvals necessary for or incidental to planning, design, site acquisition, construction, operation, or maintenance of public park or nonmotorized recreational trail facilities funded by a specified source. (Public Resources Code Section 21080.57.)
- **High-Speed Rail Projects:** For the development, construction, or operation of heavy maintenance or other maintenance facilities for electrically powered high-speed rail, if conditions are met. Also, for the development, construction, or modification of a proposed passenger rail station, or design changes to a station, for serving electrically powered high-speed rail, if conditions are met. (Public Resources Code Section 21080.70.)

Additional CEQA Provisions

New Strategies to Mitigate Vehicle Miles Traveled (VMT)

AB 130 creates a new, optional strategy for lead agencies to mitigate significant transportation impacts under CEQA.

- **New Mitigation Strategy:** If a project is determined to have a significant Vehicle Miles Traveled (VMT) impact, a lead agency may now mitigate this impact to less than significant by (1) helping to fund or otherwise facilitating qualified VMT-efficient affordable housing or related infrastructure projects, or (2) contributing to the state's Transit-Oriented Development (TOD) Implementation Fund, starting July 1, 2026. The use of these new mitigation strategies is not mandatory, and other mitigation measures may be used as well. (Public Resources Code Section 21080.44.¹)

¹ Public Resources Code section 21080.44 was added by both AB 130 (Stats. 2025, Ch. 22) and SB 131 (Stats. 2025, Ch. 24), with each bill adding a substantively different version of the section. This citation refers to [the version of Section 21080.44 added by AB 130](#). **However, as SB 131 was chaptered later and therefore has precedence, AB 130's version of Public Resources Code Section 21080.44 may not be operative.** The Legislature is aware of this conflict and is expected to address it.

- **Implementation:** The Office of Land Use and Climate Innovation will develop guidance on methodologies for determining appropriate funding levels, identifying qualified projects, and estimating VMT reductions. This guidance is expected by July 1, 2026.
- **Good to Know:** This provides a more flexible, and potentially faster, alternative to traditional on-site or localized VMT mitigation measures.

Limiting the Administrative Record

- **Narrowing of Scope of Administrative Record:** Internal agency communications (e.g., emails) that were not presented to the final decision-making body or to an administrative official in a supervisory role who is reviewing the project may be excluded from the administrative record. (Public Resources Code Section 21167.6(e)(1)(B).)
- **Exclusions:** This provision does not apply to projects that include a distribution center or oil and gas infrastructure.

Permit Streamlining Act (PSA)

AB 130 amends the Permit Streamlining Act (PSA)—which requires local government agencies to adhere to strict time limits for reviewing and approving or disapproving development project applications—in ways that further expedite the processing of housing development projects.

- **Impacts Your Job—Expanded Definition of "Development Project":** The definition of "development project" that is subject to the PSA has been amended to include any ministerial housing development project requiring an entitlement permit, but excludes post-entitlement phase permits. (Government Code Section 65928.) However, the PSA already required review of all housing development projects for completeness, including ministerial projects. (Government Code Section 65943(g).)
- **Impacts Your Job—Revised Approval Timeline for Ministerial Projects:** For ministerial projects, public agencies must now approve or disapprove an application within 60 days of receiving a complete application (with the exception of projects using AB 2011, The Affordable Housing and High Road Jobs Act of 2022, which concerns affordable and mixed-income housing in commercial zones. (Government Code Section 65950(a)(6).) This provision effectively replaces the longer timelines in other sections providing ministerial review, such as Government Code Section 65913.4 (SB 35), which allowed 90 to 180 days to make a decision on a project.

- **Impacts Your Job—Approval Timeline for Urban Infill CEQA Exemption Projects:** For projects that qualify for the urban housing infill CEQA exemption, public agencies must approve or disapprove an application within 30 days of the conclusion of the tribal consultation process (or specified environmental assessments). (Government Code Section 65950(a)(7).)
- **Impacts Your Job— “Deemed Approved” Process Simplified:** If a public agency fails to approve or disapprove a project within the required PSA timelines, the application will be automatically “deemed approved.” The previous requirement for public notice prior to an application being deemed approved has been removed. (Government Code Section 65956.)
- **Timeframe Precedence:** The PSA timeframes apply only if they are equal to or shorter than any other applicable time limits. (Government Code Section 65953.)
- **Action Item:** Local government staff should take note of these tight timelines and develop strategies and processes with internal stakeholders to meet them. Note that a one-time extension of up to 90 days may be granted by mutual agreement of the applicant and the local government. (Government Code Section 65957.)

Other Major Land Use and Housing Reforms

Housing Accountability Act

AB 130 removes several sunset dates from the Housing Accountability Act (HAA), effectively making certain provisions permanent unless amended in the future, including the following.

- **Definitions.** The definitions of terms including “deemed complete,” determined to be complete,” and “objective” will now remain in effect indefinitely. (Government Code Section 65589.5(h).)
- **Applicable Rules.** The provision stating that housing development projects are subject to only the ordinances, policies, and standards in effect at the time that the preliminary application was submitted has been made permanent. (Government Code Section 65589.5(o).)
- **Court Order to Correct Action.** The requirement that a court must issue an order to correct an action in cases where a local agency requires a housing development project to comply with an ordinance or standard not in effect when the preliminary application was filed now remains in effect indefinitely. (Government Code Section 65589.5(k).)

Housing Crisis Act (SB 330)

AB 130 removes several sunset dates that were imposed as part of SB 330, making certain provisions permanent, including the following.

- **Housing Crisis Act Sunset Date Removed.** The Housing Crisis Act now remains in effect permanently, due to the deletion of Government Code Section 66301.
- **Hearing Limit:** Local agencies are now permanently prohibited from requiring more than five public hearings (including continuances and appeals) on a housing development project that complies with the applicable, objective general plan and zoning standards in effect at the time the application is deemed complete. (Government Code Section 65905.5.)
- **Required Completeness List.** Local governments are now permanently required to include on their application forms the information needed to determine replacement housing requirements, to limit completeness comments to those on application forms, to limit completeness comments on resubmittals to those raised in the first comment letter, and to comply with other requirements. (Government Code Sections 65940 and 65943.)
- **Preliminary Application.** The provision authorizing a housing development proponent to submit a preliminary application and requiring a local government to determine the completeness of that preliminary application is in effect indefinitely. (Government Code Section 65941.1.)

Affordable Housing on Faith and Higher Education Lands (SB 4)

Changes were made to SB 4 (Government Code Section 65913.16), which established a ministerial approval process for 100 percent affordable housing on land owned by religious and certain higher education institutions, including the following.

- **Child Care Ancillary Use.** There is no limit on the number of children who can be served by child care centers that are eligible for approval by right as an ancillary use on the ground floor. (Government Code Section 65913.16(h).)
- **Parking Requirements.** AB 130 removes the parking requirement for nonresidential space, requiring the proposed development to provide up to one space per unit, unless a state law or local ordinance requires fewer spaces. (Government Code Section 65913.16(i) & (k).)
- **Height Limits.** SB 4 previously provided that a housing development may be one story above the maximum height otherwise applicable to the parcel. This has been amended

to provide that the housing development may be up to one story or 11 feet above the otherwise applicable height limit. (Government Code Section 65913.16(j).)

Starter Home Revitalization Act of 2021 (SB 684 / SB 1123)

Changes were made to [SB 684 / SB 1123](#), which established a ministerial approval process for subdividing a parcel into 10 or fewer residential parcels containing 10 or fewer residential units. These changes include the following.

- **Remainder Parcels:** Authorizes proposed subdivision to designate a remainder parcel that retains existing land uses/structures, does not contain new residential units, and is not exclusively dedicated to serving the housing development project. Remainder parcels do not count against the 10-parcel maximum for ministerial review and are excluded from residential density calculations. (Government Code Section 66499.41(a).)
- **Sale/Lease/Finance Restrictions:** A parcel from an SB 684 or SB 1123 subdivision is generally restricted from being sold, leased, or financed separately, unless the parcel satisfies one of four criteria. However, local agencies may override this prohibition via ordinance or map condition. (Government Code Section 66499.41(e).)

Surplus Land Act

- **School District Exemptions Removed from the Act:** Property previously considered “exempt surplus land” for school districts must now follow the standard Surplus Land Act disposal procedures. (Government Code Section 54221(f).)

Accessory Dwelling Units

- **Exception for Certain Local Standards Eliminated:** AB 130 removed a provision in State ADU law (Government Code Section 66323(g)) that stated that if a local agency had adopted an ordinance before July 1, 2018 to ministerially approve ADUs in multifamily dwelling structures, it could impose objective standards on ADUs (such as design, development, and historic standards, but not minimum lot size).
- **Action Item:** Jurisdictions applying pre-July 1, 2018 objective standards to multifamily ADUs may need to amend their ordinance to comply with current state law and HCD guidance.

Residential Building Standards Freeze

AB 130 adds several provisions that limit the ability to make modifications to the California Building Standards Code relating to residential units, including the following.

- **Local Amendments Restriction:** From October 1, 2025, to June 1, 2031, a city or county is generally prohibited from making changes to provisions that are published in the California Building Standards Code and that apply to residential units unless certain conditions are met (e.g., deemed necessary by the California Building Standards Commission as emergency standards to protect health and safety). (Health & Safety Code Sections 17958, 17958.5, 17958.7, 18941.5.)
- **Building Code Amendment Restriction.** Similarly, from October 1, 2025, to June 1, 2031, the California Building Standards Commission is generally prohibited from making changes to provisions that are published in the California Building Standards Code and that apply to residential units unless certain conditions are met (e.g., deemed necessary as emergency standards to protect health and safety). (Health & Safety Code Sections 18929.1 and 18930.) Note that the 2025 version of the Building Code will go into effect as expected on January 1, 2026.

Homeless Shelters

AB 130 adds provisions to the Health and Safety Code regarding the regulation of homeless shelters, including as follows.

- **Annual Inspections.** Cities and counties are required to perform an annual inspection of every homeless shelter in their jurisdiction, announced or unannounced. (Health & Safety Code Section 17974.1.)
- **Occupants Rights Notice.** Homeless shelters must prominently display information about an occupant's rights and the complaints process as well as provide written notice to new occupants during intake. (Health & Safety Code Sections 17974.1, 17974.1.5, 17974.5.)
- **Reporting Requirements.** Cities and counties must report the number of complaints received by the city or county, including whether no complaints were received, in the annual report submitted to the Department of Housing and Community Development and the Business, Consumer Services, and Housing Agency by April 1st of each year. (Health & Safety Code Section 17974.5.)
- **Action Item:** Cities and counties should take note of the above-listed requirements and update procedures to ensure compliance.

Upcoming Resources

- **Webinar:** The Regional Housing Technical Assistance (RHTA) Program will be holding a webinar on August 12, 2025 at 10 a.m. to review AB 130, SB 131, and their implications. [Click here to register.](#)
- **Urban Infill Housing CEQA Exemption Memo:** The RHTA Program will be publishing a detailed analysis of the urban infill housing CEQA exemption contained in AB 130.
- **Office Hours:** The Regional Housing Technical Assistance consultant team will be offering office hours.



V.
RPAC

November 5, 2025

TO: Regional Planning Advisory Committee
FROM: JAY SCHLOSSER,
EXECUTIVE DIRECTOR
By: Rob Ball, Deputy Director/Planning Director
Ben Raymond, Regional Planner

SUBJECT: Regional Planning Advisory Committee Agenda Item: V.
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP

DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets. The Regional Planning Advisory Committee has reviewed this item.

DISCUSSION:

This discussion provides an update on the activity related to the RTP and the SB 375 Sustainable Communities Strategy (SCS). The report is updated regularly with the most recent developments listed first.

October 10th & October 20th – Mini-Grant Stakeholder Hosted RTP/SCS Workshops were held by Bike Bakersfield in downtown Bakersfield and CRPE in Delano.

September 17-28, 2025 – Received input from over 1000 people at the Kern County Fair booth on the development pattern scenarios for the 2026 RTP.

August 6, 2025 – Kern Regional Transportation Modeling Committee met to review Kern Travel Model validation and documentation for the 2026 RTP/SCS. Information is posted on Kern COG website under RPAC agendas.

May 21st – June 4th, 2025 – Kern COG hosted four hybrid (in-person/online) community workshops and three online workshops collecting input on the KARGO Community Prosperity/Protection

Study and Freight related projects for the RTP/SCS. Workshops were held in Arvin, California City, Keene, and Shafter.

May 13, 2025 – CARB formally adopted their determination that Kern COG's 2022 RTP/SCS, when implemented, would achieve the SB 375 Target Reductions by 2035. In June 2023, Kern COG had received an email from CARB to notify that the 2022 SCS was "officially approved."

April 23, 2025 – SB 375 Target Setting Update – Kern COG staff is participating in a workshop hosted by California Air Resources Board (ARB) for Metropolitan Planning Organizations (MPO) to discuss SB 375 Target Updates and other SB 375 program-related items.

April 17, 2025 – Kern COG Annual Statistically Valid Community Survey was conducted in January. Survey results have been compiled and presented to the Kern COG board at the April Board Meeting. Results of the Annual Community Survey are available on Kern COG's website.

September 18th – 29th, 2024 – Kern COG collected input for 2026 RTP/SCS and collected input on transportation issues in the community at the Kern COG booth during the Kern County Fair.

July 24th – August 2nd, 2024 – Kern COG hosted four community workshops collecting input on the KARGO Community Prosperity/Protection Study and Freight related projects for the RTP/SCS. Workshops were held in Greater Arvin area (at the Tejon Indian Tribe Community Center), Delano, Rosamond, and Tehachapi.

June 28, 2024 – Kern COG submitted to the ARB the Kern COG 2026 SCS Technical Methodology and responses to their draft comments on the 2022 SCS. ARB staff responded that their final comments on the 2022 SCS are moving up their management reviews. As of July 22, the final comments have yet to be provided.

May 20, 2024 – Kern COG hosted an outreach roundtable for the Kern Area Regional Goods-movement Operations (KARGO) Study, which will feed into the 2026 RTP and include additional outreach events to collect input of the study and development of the 2026 RTP. Community based organizations and local/state agencies provided feedback on the outreach plan.

May 3, 2024 – Golden Empire Transit (GET) hosted a workshop on the Metro Bakersfield Moves – Long-Range Transit Plan (LRTP). The LRTP is a key input in the development of the 2026 RTP. During the outreach process for the LRTP, survey collected public input for both the LRTP and the RTP.

April 18, 2024 – The Kern COG Board adopted the 2024-2050 Regional Growth Forecast. The Regional Growth Forecast establishes population forecasts for the horizon of the 2026 RTP.

February 20, 2024 – ARB provided another email re-confirming that they officially accept Kern COG's 2022 SCS, and provided a draft of 11 recommendations for the 2026 SCS. No estimate on when their final acceptance letter will be submitted.

January 9, 2024 and November 2, 2023 – ARB provided an email update on the status of Kern COG's promised 2022 RTP/SCS acceptance letter. A key upper management review person is

not available this month pushing the issuance of the final letter into 2024, 7-months after ARB indicated acceptance of Kern COG's SCS in their June 13th email.

August 10, 2023 - At the quarterly SJV Inter-Agency Consultation meeting, ARB staff announced that the SCSs for Kern, Stanislaus, and Tulare COGs have been approved and will receive official documentation in September. Fresno and San Joaquin COGs have completed their reviews and are in the process of making some required board actions before they can receive their official approval. Kings, Madera, and Merced are still under review by ARB staff.

July 26, 2023 – 2026 RTP/SCS Roundtable Meeting was held for environmental, equity, business & industry groups on the public outreach process at Kern COG and included 14 representatives from the Delores Huerta Foundation, Central California Asthma Collaborative, Sierra Club, Home Builders Association, Golden Empire Transit, Caltrans, County Public Works, and staff from the cities of McFarland, Taft, and Wasco.

June 15, 2023 – Kern COG Board approved the 2023 Public Involvement Procedures document after a 45-day public review. The document is online at <https://www.kerncog.org/policies/> .

June 13, 2023 – ARB staff emailed Kern COG and the California Transportation Commission that “the SCS is officially approved.” However, the final acceptance letter is still working its way through upper management reviews and will take several weeks before it is issued.

May 19, 2023 – ARB staff acknowledged receipt of the requested transmittal letter signed by the Kern COG Chair, and associated TPPC staff report. ARB staff indicated they would provide a status update by May 31, and try to meet Kern COG's request for an expedited review by June 8, but that they could not commit to any date earlier than June 27.

May 5, 2023 - Kern COG submitted a draft Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. Approved by the Board on May 18, 2023, the letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions and includes updates from the November 2022 SCS technical data submittal per ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for a 45-day public review ending June 15. The Executive Director and other San Joaquin Valley COG directors also met with ARB's SJV representative, where staff indicated Kern was close to an acceptance finding for its SCS.

April 26, 2023 – Kern COG submitted to ARB a cover letter and revised technical methodology data submittal with all the requested updates since the November data submittal. ARB requested that it be approved by the Kern COG Board and have Kern COG's chair's signature.

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. ARB is required to provide their findings and recommendations 2 months after the submitted package from Nov. 29, 2023, is found complete.

February 17, March 29, April 7, April 14, 2023 – Kern COG web conferenced with ARB to further refine SCS modeling methodology and in February provided draft comments on the 2022 SCS.

January 20, 2023 – ARB responded to Kern COGs SCS technical methodology submittal from November 29, 2022 with questions. A meeting was held on January 24, 2023, to clarify questions.

December 16, 2022 – The 2022 RTP/Federal Transportation Improvement Program (FTIP) short range transportation program air quality conformity was federally approved.

November 29, 2022 – Kern COG submitted the technical methodology data package to the ARB.

July 21, 2022 - the Kern COG Board adopted the 2022 RTP/SCS and associated documents. The documents are available on the Kern COG website at <https://www.kerncog.org/category/docs/rtp/>.

Table 1 – 2018 & 2022 SB 375 Targets for the Kern Region

Per Capita GHG Reduction Target/	2020	2035
2022 RTP/SCS demonstration (July 21, 2022) w/ required off-model adjustments (2020 is pre-COVID)	-10.9%	-15.1%
2018 RTP/SCS demonstration (August 15, 2018)	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018, by ARB, effective October 1, 2018)	- 9%	-15%

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

Preliminary Timeline 2026 RTP/SCS

- ~~June 2023 – Update Public Involvement Procedure~~
- ~~July 2023 – Stakeholder roundtable process to vet outreach and performance measures~~
- ~~April 2024 – Regional Growth Forecast Update~~
- ~~June 11, 2024, – Bakersfield Downtown Transit Ctr. – LRT Plan Update walk-up event~~
- ~~July-August 2024 KARGO Study RTP/SCS Freight Outreach Events~~
- ~~April 2025 – Annual Statistically Valid Community Phone Surveys~~
- ~~May 2025 – KARGO Study RTP/SCS Freight Outreach Events~~
- ~~August 6, 2025 – Transportation Modeling Committee Special Meeting~~
- ~~August 23-24, 2025 – 2026 RTP/SCS Outreach at Tehachapi Mountain Festival~~
- ~~August 29, 2025 – Mini-Grants Applications Due~~
- ~~September 17-28, 2025 – 2026 RTP/SCS Outreach at Kern County Fair~~
- ~~September each year – Technical Assistance Requests to Kern COG Due~~
- ~~October 18, 2025 – 2026 RTP/SCS Outreach at Oildorado Days in Taft~~
- November 1st 2025 – 2026 RTP/SCS Outreach at Regional Hoop Dance Championship in Ridgecrest
- November 8th, 2025 – 2026 RTP/SCS Outreach at Riverlakes Farmers Market, Bakersfield
- Fall 2025 – Mini-Grant Stakeholder Hosted RTP/SCS Workshops (see attached flyer)
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer’s Market Outreach
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

Attachment: Kern COG RTP/SCS Outreach Event Flyer (English/Spanish)

ACTION: Information only.



WE WILL BE OUT IN YOUR COMMUNITY!

Kern COG will be collecting input for our 2026 Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS). We have collected 7,100 responses, and we still need yours!

COME VISIT US HERE:

- AUG 23-24** Tehachapi Mountain Festival
- SEPT 17-28** Kern County Fair in Bakersfield (Exhibit Building 2)
- OCT 10 6:30PM** RTP/SCS Workshop with Bike Bakersfield at Café Smitten (parking lot) - 915 18th Street, Bakersfield
- OCT 18** Taft Oildorado Days - 4th & Supply Rd, Taft
- OCT 20 6:00PM** RTP/SCS Workshop with Center on Race, Poverty & The Environment at CRPE Office - 1012 Jefferson St, Delano
- NOV 1** AkaMya Culture Group - 1st Annual Regional Hoop Dance Championship - Desert Empire Fairgrounds, 520 S Richmond St, Ridgecrest
- NOV 6 6:00PM** RTP/SCS Workshop with FARO Church - 500 Campus Drive, Arvin
- NOV 8 9:00AM** Riverlakes Farmers Market at Centennial High School - 8601 Hageman Road, Bakersfield
- NOV 13 4:00PM** RTP/SCS Workshop with City of Wasco Police Activities League (PAL) Program - 1276 Birch Ave, Wasco



Visit our website or scan the QR code for more details:
kerncog.org/2026-rtp/





¡VAMOS A ESTAR EN TU COMUNIDAD!

Kern COG estará recopilando opiniones para nuestro Plan de Transporte Regional (RTP) 2026 y Estrategias de Comunidades Sostenibles (SCS). Hemos recopilado 7,100 respuestas y aún necesitamos la tuya!

VEN A VISITARNOS:

AGO
23-24

Tehachapi Mountain Festival

SEPT
17-28

Feria del Condado de Kern en Bakersfield (Edificio de Exposiciones)

OCT
10
6:30PM

RTP/SCS Taller con Bike Bakersfield en el estacionamiento de Café Smitten - 915 18th Street, Bakersfield

OCT
18

Taft Oildorado Days - 4th & Supply Rd, Taft

OCT
20
6:00PM

RTP/SCS Taller con Center On Race, Poverty & The Environment en la oficina de CRPE - 1012 Jefferson St, Delano

NOV
1

AkaMya Grupo Cultural - Primer Campeonato Regional Anual de Danza del Aro - Desert Empire Fairgrounds, 520 S Richmond St, Ridgecrest

NOV
6
6:00PM

RTP/SCS Taller con Iglesia FARO - 500 Campus Drive, Arvin

NOV
8
9:00AM

Riverlakes Farmers Market en Centennial High School - 8601 Hageman Road, Bakersfield

NOV
13
4:00PM

RTP/SCS Taller con La Ciudad de Wasco- Liga de Actividades Policiales (PAL) Programa - 1276 Birch Ave, Wasco



Visita nuestro sitio de web o escanea nuestro código QR para mas detalles:

kerncog.org/2026-rtp/





VI. RPAC

November 5, 2025

TO: Regional Planning Advisory Committee

FROM: Jay Schlosser,
Executive Director

By: Victoria Romero Valdivia, Regional Planner
Irene Enriquez, Regional Planner

SUBJECT: Regional Planning Advisory Committee Item: VI.
Mobility Innovations and Incentives Program - Status Report

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles. This report covers the period July 1, 2025, to September 30, 2025.

DISCUSSION:

Kern EV Charging Spaces: Please find the most recent charging space inventory by zip code attached to this staff report. The report shows that as of September 30, 2025, there is a 279.20% increase in charging spaces (1,181 spaces) throughout Kern County over the July 2016 base month and year, when Kern COG began tracking electric vehicle charging spaces. Six new locations have been identified in this reporting period, adding 131 charging spaces.

EV Ready Communities:

- Kern COG Staff completed written reports to the CEC and participated in monthly calls with the CEC Contract Agreement Manager.
- EV Charging Stations in ten locations throughout Kern County: Five sites have completed installation. The sites include City of Arvin, California City, McFarland, City of Taft, and Wasco. Ribbon-cutting celebrations will be rolled out as stations open. During this period, delays in electrical installations, parts, permits, and location site readiness have served to delay several of the site openings. Kern COG is working with all the station hosts to complete deliverables by December 2025.
- Workforce Development: Kern Community College District reports a second EV Training class started March 13, 2024, at Bakersfield College. They are researching a more robust TESLA program and are currently in negotiations. Kern Community College District reports that a replacement off-grid charging station has been received from the vendor.
- Kern EVCS Blueprint Update: The EV Ready Communities funding is being used to implement the 2024 EVCS Blueprint. A five-year update to the Blueprint is scheduled to be completed in

2026. DKS Associates held a stakeholder meeting on September 16, 2025, to provide an update on future EV infrastructure demand forecasts, siting analysis criteria, and current gap analysis. The last stakeholder meeting will be held November 6, 2025.

Fast Charge California Project - The California Energy Commission is accepting applications for its Fast Charge California Project Program, which provides incentives for purchasing and installing eligible direct current (DC) fast chargers. To be considered for a rebate, applications must have a minimum of 50% CCS connectors installed for incentive funding. There is an extension for applications till January 29, 2026. For more information about the program, please review the program guidelines and application.

Here is a link to the program: <https://calevip.org/fast-charge-california-project>

Participation in committees and workgroups

Kern COG staff participated in monthly or quarterly meetings held by several working group committees as time and schedule allowed, including the

- **Kern COG EV Blue Print Virtual Stakeholder Meeting # 2**

Upcoming activities:

Tune In Tune Up – Valley Clean Air Now (CAN) will be hosting a free smog repair event. Below are dates and locations for the events . All community members are welcome to this event. Please see the link below for more information.

Bakersfield: November 15, 2025 – Kern County Fairgrounds at 7:45 A.M.-11:45 A.M.

Tune In Tune Up: [Smog Events – Valley CAN](#)

Third Stakeholder meeting of the EV Charging Station Blueprint at 10:00 A.M., Thursday November 6, 2025(Virtual). See attached.

If member agencies are interested in identifying funds for a specific project, Kern COG staff may be able to assist you. Please contact Irene Enriquez, Regional Planner at ienriquez@kerncog.org.

ATTACHMENT: Kern County Electric Vehicle Public Charging Spaces Report by Zip Code Report, EV Blue Print Save the Date Flyer

ACTION: Information.

Kern County Electric Vehicle Public Charging Spaces by Zip Code

November 2025 Report

Kern Council of Governments has set a goal of 4,000 electric vehicle charging spaces in Kern County by 2025. This report shows a 279.20% increase (1,181) in the number of charging spaces compared to the baseline inventory established July 2016. This represents an increase of 131 spaces (8.89%) over the July 2025 report of 1,473 spaces. Highlighted numbers reflect updates from the previous report. Some of this change in inventory may simply be due to better reporting and not new chargers or disconnections. This change in inventory may also include station closings.

The number of parking spaces and station status are validated by telephone and occasionally in person. The primary resource for identifying stations is the Alternate Fuel Data Center (AFDC) Station Locator (www.afdc.energy.gov/locator/stations). The AFDC data was downloaded on October 1, 2025. Plugshare.com and charging station networks are also used to update the inventory. Not all sites list their locations on these websites. Level 1, Level 2, DC Fast Charging, Tesla Superchargers and wall plugs are counted. Note that some chargers may serve more than one parking space. These reports charging *spaces*, not the *charging stations*. This follows along with the expression to move cords, not cars. Public transit charging is not counted in this inventory.

City	Zip Code	# of Charging Spaces	Baseline July 2016
Arvin	93202	3	0
Arvin	93203	130	0
Buttonwillow	93206	50	22
Delano	93215	34	2
Kernville	93238	142	123
Lake Isabella	93240	6	5
Lamont	93241	11	0
Lebec	93243	79	13
Lost Hills	93249	65	20
McFarland	93250	20	0
Shafter	93263	33	0
Taft	93268	7	0
Tupman	93276	60	60
Wasco	93280	101	0
Wofford	93285	1	1
Bakersfield	93301	113	19
Bakersfield	93303	0	6
Bakersfield	93304	21	0
Bakersfield	93305	4	
Bakersfield	93306	22	0
Bakersfield	93307	58	40
Bakersfield	93308	161	9
Bakersfield	93309	53	0
Bakersfield	93311	47	7
Bakersfield	93312	15	
Bakersfield	93313	63	14
Bakersfield	93314	12	0
Mojave	93501	83	7
California City	93505	4	0
Boron	93516	11	0
North Edwards	93523	8	0
Inyokern	93527	40	4
Ridgecrest	93555	49	40
Rosamond	93560	1	2
Tehachapi	93561	97	29
	TOTAL	1604	423

Six new locations were identified in this reporting period, adding 34 charging spaces:

Desert Valley Credit Union, Ridgecrest, 93555

Douglas Street Apartments, Bakersfield, 93308

Dignity Health Hospital, Bakersfield, 93301

Mountain View Village, Lamont, 93241

Studio 6 Delano, Delano, 93215

EZ Trip Plaza, Buttonwillow, 93206

Caltrans Districts works with Kern COG and other Metropolitan Planning Organizations in the San Joaquin Valley to identify gaps along highway corridors in order to seek FAST Alternative Fuel Corridor designations of "Corridor Ready" by the Federal Highway Administration. (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/) Caltrans and the California Energy Commission are implementation partners for the National Electric Vehicle Infrastructure Program (NEVI), which will allocate \$384 million to California over 5 years.

The logo features a stylized blue and white graphic of an electric vehicle charging station on the left. To its right, the word "KERN" is written in large, bold, green capital letters. Below "KERN", the words "EV CHARGING STATION" are written in bold, yellow capital letters, and "BLUEPRINT 2024" is written in bold, green capital letters at the bottom.

KERN EV CHARGING STATION BLUEPRINT 2024

A photograph of a white and green electric vehicle charging station standing outdoors. The station has a green panel on top and a charging cable hanging from it. It is located next to a red brick wall and some greenery.

SAVE THE DATE

Join us for the final virtual meeting to discuss the 2024 Kern Electric Vehicle Charging Station (EVCS) Blueprint!



WHEN:

THURSDAY, NOVEMBER 6, 10:00 – 11:00 AM



WHERE:

<https://us06web.zoom.us/j/86767822763>



MEETING ID:

867 6782 2763

This meeting will provide a final update on planning for the Kern EVCS Blueprint project.



SCAN TO JOIN

A photograph showing a close-up of a white electric vehicle charging station. A charging cable is plugged into the station, and the charging port is illuminated with blue lights. In the background, several electric vehicles are parked in a lot.

Please RSVP by November 3 by emailing

elise.brockett@dksassociates.com



VII. RPAC

November 6, 2025

TO: Regional Planning Advisory Committee

FROM: JAY SCHLOSSER
EXECUTIVE DIRECTOR

By: Ben Raymond, Regional Planner

SUBJECT: Regional Planning Advisory Committee Agenda Item: VII.
UPDATE - 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, calibration and sensitivity tests of the Travel Model are available for review.

DISCUSSION:

On August 6th, 2025, Kern Regional Transportation Modeling Committee (TMC) met to review Kern Travel Model validation and documentation for the 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This staff report was presented to the TMC at the August 6th meeting and has since been updated to include results of model sensitivity tests.

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

Kern COG worked with DKS to perform each of the sensitivity tests shown in Table 3. Table 3 summarizes the test parameters and output measurements for each sensitivity test. The Kern COG model responded within the elasticity ranges provided by CARB for most of the sensitivity tests. Parking Cost sensitivity test had slightly smaller VMT elasticity than the smallest effect rate reported. The lesser elasticity of VMT of the affected trips appears to reflect the region’s lack of walk, bike, and transit options for longer-distance trips. Kern COG’s roadway capacity sensitivity tests show expected results for areas with low congestion which fall short of the lower values in ranges reported by CARB for urbanized areas with heavier congestion levels. The Kern COG model is much more sensitive along facilities with heavy congestion.

Table 3 – Sensitivity Tests

Sensitivity Test	Test Parameters	Output Measurements
Transit Frequency	Increase Transit Headways by 33% and 100% Decrease Transit Headways by 20% and 33%	Vehicle-miles Traveled; Transit Boarding; Trips by Mode; Trips by Purpose
Transit Fare	Increase/Decrease Transit Fares by 25% and 50%	Vehicle-miles Traveled; Transit Boarding; Trips by Mode; Trips by Purpose
Auto Operating Cost	Increase/Decrease Auto Operation cost 25% and 50%	Vehicle-miles Traveled; Transit Boarding; Trips by Mode; Trips by Purpose
Parking Cost	Set downtown parking cost to Free, \$5, and \$10	Vehicle-miles Traveled; Trips by Mode and Purpose (work/non-work)
Roadway Capacity	Add and subtract roadway lanes from existing roadway facilities	Vehicle-miles Traveled

In addition to the sensitivity tests listed above, a cross-sectional analysis was performed to determine how modeled travel behavior in the Kern MIP 4 model varies with home-location characteristics, including land use, transportation access, and demographics. Model results are compared with findings from empirical studies on similar factors. The analysis uses vehicle miles traveled (VMT), transit trips, and walk trips per person as dependent variables. A multivariate regression relates these outcomes to demographic factors (age and income) and

land use/transportation variables.

Overall, the cross-sectional analysis shows that travel behavior in the Kern MIP 4 model aligns closely with established empirical findings. Compact, mixed-use, and well-connected environments are linked to less driving and more active or transit-oriented travel, while higher income and poorer transit accessibility lead to greater vehicle dependence.

Full documentation and results of the completed sensitivity tests and cross-sectional analysis are available 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